

Appendix E
Agency and Public Involvement Letters



1300 Meridian Street, Suite 23-F
Huntsville, AL 35801

June 2nd, 2025

MEAD & HUNT, Inc.
1702 Lawrence Dr.
De Pere, WI 54115

Subject: RE: Birmingham-Shuttlesworth International Airport (BHM) – Environmental
Assessment (EA) Taxiway A Relocation-Agency Solicitation of Views

To whom it May Concern:

This letter is in response to a request for comments regarding the proposal to relocate the Taxiway at the Birmingham-Shuttlesworth International Airport located in Jefferson County, Alabama, and its impact on the environment related to soils. Based on the nature of the project, the site is exempted from the Farmland Protection Policy Act (FPPA).

Other activities that are not subject to the Farmland Protection Policy Act includes:

- Federal permitting and licensing
- Projects planned and completed without the assistance of a federal agency
- *Projects on land already in urban development or used for water storage*
- Construction within an existing right-of-way purchased on or before August 4, 1984
- Construction for national defense purposes
- Construction of on-farm structures needed for farm operations
- Surface mining, where restoration to agricultural use is planned
- Construction of new minor secondary structures such as a garage or storage shed.

In addition:

“Only assistance and actions that would convert farmland to nonagricultural uses are subject to this Act. Assistance and actions related to the purchase, maintenance, renovation, or replacement of existing structures and sites converted prior to the time of an application for assistance from a Federal Agency, including assistance and actions related to the construction of minor new ancillary structures (such as garages or sheds), are not subject to the Farmland Protection Policy Act.”

NRCS primary concern is the possible conversion of prime farmland. Erosion and sediment control measures should be implemented and maintained during the construction phase to protect natural resources. However, construction activities near and across water bodies could be a Clean Water Act violation. Therefore, contacting your local Army Corps of Engineers representative is suggested on projects where it may be applicable.

If you have any additional questions, please contact me at (256) 947-5191 or email: eddie.davis@usda.gov.

Respectfully,

Eddie E. Davis Jr.

Eddie E. Davis Jr.
Resource Soil Scientist

Helping People Help the Land

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REGION 4

ATLANTA, GA 30303

June 27, 2025

Ms. Jenna Weigman
Aviation Sustainability Planner
MEAD & HUNT, Inc.
1702 Lawrence Drive
De Pere, Wisconsin 54115

Re: EPA Comments on the scoping notice for the Birmingham-Shuttlesworth International Airport (BHM) – Taxiway A Relocation Environmental Assessment

Dear Ms. Weigman:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Aviation Administration's (FAA) scoping notice for the Birmingham-Shuttlesworth International Airport (BHM) – Taxiway A Relocation Environmental Assessment in accordance with Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act. The purpose of the proposed action is to enhance the airfield's ability to accommodate the increasing demand for both passenger and cargo aircraft operations in a safe and efficient manner by addressing the non-standard runway to taxiway separation distance located on the southwest portion of Runway 6 -24 and Taxiway A. The need for the proposed action seeks to enhance airfield safety, ensure the protection of personnel, and support the demand for the existing and future fleet mix.

The scoping notice evaluates four action alternatives including the preferred alternative and the no-action alternative. Under the Proposed Action (Alternative 2 – Preferred Alternative), the FAA seeks to relocate Village Creek and Taxiway A to 400 feet. This involves the realignment of Taxiway A pavement to achieve a 400 -foot separation distance from the runway centerline to the taxiway centerline, the relocation of ~2,500 linear feet of Village Creek by constructing an open-air creek parallel to its current alignment, and the relocation of the parallel Vehicle Service Road (VSR). Based on the EPA's review of the scoping notice, the EPA has not identified significant environmental concerns with the proposed project during the NEPA process.

The EPA appreciates the opportunity to review the scoping notice. If you have any questions regarding this letter, please contact Jamilha Washington-Newton of the NEPA Section at (404) 562-8693 or WashingtonNewton.Jamilha@epa.gov.

Sincerely,

NTALE

KAJUMBA

Ntale Kajumba

NEPA Section Manager

Digitally signed by
NTALE KAJUMBA
Date: 2025.06.27
09:56:19 -04'00'

Jenna Weigman

From: Hayes, Tracey K. <Tracey.Hayes@birminghamal.gov>
Sent: Monday, July 14, 2025 5:25 PM
To: Jenna Weigman
Cc: Ryan Hayes; Trevor Martin; Doelman T. Andrew; Thomas, Katrina R.; Agard, Darius N.
Subject: RE: Birmingham-Shuttlesworth International Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Good evening Jenna,

I hope this message finds you well and that you're having a pleasant day.

You will need to submit the analysis at least 6 months before construction; however, you must understand that you cannot start construction until you have approval from OWR and FEMA.

Please let me know if you need any other assistance.

Thank you so much!

Best,
Tracey

Tracey K. Hayes, Esq., CFM

Deputy Director, Planning, Urban Design, Watershed
Management, and Hazard Mitigation Services

Dept. of Planning, Engineering & Permits

710 20th Street North | Birmingham, AL 35203

205.254.2544

205.531.4466



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From: Jenna Weigman <Jenna.Weigman@meadhunt.com>

Sent: Thursday, July 3, 2025 3:02 PM

To: Hayes, Tracey K. <Tracey.Hayes@birminghamal.gov>

Cc: Ryan Hayes <Ryan.Hayes@meadhunt.com>; Trevor Martin <Trevor.Martin@meadhunt.com>; Doelman T. Andrew <Andrew.Daelman@birminghamal.gov>; Thomas, Katrina R. <Katrina.Thomas@birminghamal.gov>; Agard, Darius N. <Darius.Agard@birminghamal.gov>

Subject: RE: Birmingham-Shuttlesworth International Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Some people who received this message don't often get email from jenna.weigman@meadhunt.com. [Learn why this is important](#)

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Hi Tracey,

We appreciate your response regarding the proposed Taxiway A Relocation project at Birmingham-Shuttlesworth International Airport.

To provide more details, the 400' (Alt 2), 500' (Alt 4), and hybrid (Alt 5) alternatives would relocate Village Creek in the same location – the main difference between these alternatives is the location/configuration of Taxiway A. The only alternative that would not relocate Village Creek is the No Action alternative. At this point, we are using the 400' alternative as our Preferred Alternative.

For Section 7, B #10, can you clarify the timeframe – we'd be required to submit engineering data/analysis within six (6) months of what? 6 months before construction or 6 months after X% design?

Thank you,



Jenna Weigman, ENV SP (She, Her, Hers)

Aviation Sustainability Planner

Direct: 920-593-6869 | Transfer Files

Mead & Hunt

LinkedIn | Facebook | Instagram | My LinkedIn

From: Trevor Martin <Trevor.Martin@meadhunt.com>
Sent: Thursday, June 12, 2025 2:04 PM
To: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Subject: Fw: Birmingham-Shuttlesworth International Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Trevor Martin, ENV SP
Direct: 303-597-0993 | Transfer Files
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From: Hayes, Tracey K. <Tracey.Hayes@birminghamal.gov>
Sent: Thursday, June 12, 2025 2:55 PM
To: Trevor Martin <Trevor.Martin@meadhunt.com>; Jenna.eigman@meadhunt.com <Jenna.eigman@meadhunt.com>
Cc: Doelman T. Andrew <Andrew.Doelman@birminghamal.gov>; Thomas, Katrina R. <Katrina.Thomas@birminghamal.gov>; Agard, Darius N. <Darius.Agard@birminghamal.gov>
Subject: RE: Birmingham-Shuttlesworth International Airport - Environmental Assessment (EA) - Agency Solicitation of Views

You don't often get email from tracey.hayes@birminghamal.gov. [Learn why this is important](#)

Good afternoon Ms. Eigman,

I hope all is well and that you're having a good day so far.

I want to sincerely apologize for the delay in my response. I mistakenly thought I had sent this message, but it was still in my inbox.

I cannot confirm that there are no environmental impacts related to your proposed projects without knowing which alternative you plan to use. However, I want to make it clear that if you intend to alter or relocate Village Creek, the following guidelines will apply.

Please let us know if you have any additional questions.

Article II, Title 1, Chapter 8, Floodplain Overlay, Section 7, B #9 and #10. Of the City of Birmingham Zoning Ordinance:

https://s3.us-east-2.amazonaws.com/assets.birminghamal.gov/s3fs-public/migrated-files/documents/2021/09/PEPZNINF_ZoningOrdinance_0921.pdf

9. Notify adjacent communities and the Alabama Department of Natural Resources prior to any alteration or relocation of a watercourse and submit evidence of such notification to the Federal Emergency Management Agency (FEMA), and the Alabama Department of Economic and Community Affairs/Office of Water Resources (OWR).

10. For any altered or relocated watercourse, submit engineering data/analysis within six (6) months to FEMA and OWR to ensure accuracy of the City's flood maps through the Letter of Map Revision process. Assure flood carrying capacity of any altered or relocated watercourse is maintained. 11. Where interpretation is needed as to the exact location of boundaries.

Tracey,

Tracey K. Hayes, Esq., CFM

Deputy Director, Planning, Urban Design, Watershed Management, and Hazard Mitigation Services

Dept. of Planning, Engineering & Permits



710 20th Street North | Birmingham, AL 35203



205.254.2544



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From: Thomas, Katrina R. <Katrina.Thomas@birminghamal.gov>

Sent: Thursday, May 29, 2025 5:23 PM

To: Hayes, Tracey K. <Tracey.Hayes@birminghamal.gov>

Cc: Doelman T. Andrew <Andrew.Daelman@birminghamal.gov>; Bell, Denise <Denise.Bell@birminghamal.gov>

Subject: FW: Birmingham-Shuttlesworth International Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Good afternoon, Tracey,

Please see below and attached for review.

Best regards,

KATRINA R. THOMAS, AICP

Director

Planning, Engineering & Permits

710 20th Street North | Birmingham, AL 35203

205.254.2288

205.873.9896



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From: Trevor Martin <Trevor.Martin@meadhunt.com>

Sent: Thursday, May 29, 2025 12:26 PM

Subject: Birmingham-Shuttlesworth International Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Some people who received this message don't often get email from trevor.martin@meadhunt.com. [Learn why this is important](#)

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Hello,

Attached for your review is information about an Environmental Assessment (EA) for the relocation of Taxiway A at the Birmingham-Shuttlesworth International Airport. If you have questions or comments regarding this letter, please contact Jenna Weigman at Jenna.Weigman@meadhunt.com.

Thank you,



Trevor Martin, ENV SP

Airport Planner | Aviation

Direct: 303-597-0993 | Transfer Files

Mead & Hunt

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EDWARD F. POOLOS
DIRECTOR

JEFFERY W. KITCHENS
DEPUTY DIRECTOR



Alabama Department of Environmental Management
adem.alabama.gov

1400 Coliseum Blvd. 36110-2400 ■ Post Office Box 301463
Montgomery, Alabama 36130-1463
(334) 271-7700 ■ FAX (334) 271-7950

KAY IVEY
GOVERNOR

August 14, 2025

ELECTRONICALLY TRANSMITTED

Ms. Jenna Weigman
Aviation Sustainability Planner
Mead & Hunt, Inc.
1702 Lawrence Drive
De Pere, WI 54115

RE: **ADEM Review and Response:** *Birmingham-Shuttlesworth International Airport (BHM) Environmental Assessment (EA) – Taxiway A Relocation – Agency Solicitation of Views*, dated May 29, 2025
Birmingham-Shuttlesworth International Airport, Birmingham, AL
U.S. EPA I.D. No. ALD 983 168 147

Dear Ms. Weigman:

The Alabama Department of Environmental Management (ADEM or the Department) has reviewed the Birmingham Airport Authority's *Birmingham-Shuttlesworth International Airport (BHM) Environmental Assessment (EA) – Taxiway A Relocation – Agency Solicitation of Views*, dated May 29, 2025. The Department notes that, in 2019, the Air National Guard in Birmingham, AL (the 117th Air Refueling Wing) completed a Site Inspection for per- and polyfluoroalkyl substances (PFAS) at five potential release locations (PRLs) across the base property. Due to detectable levels at all five PRLs within soil and groundwater, it was determined that additional investigation is needed to determine nature and extent of PFAS contamination at the site. In addition to the PRLs on-site, several off-base areas were also recommended for soil and groundwater testing regarding PFAS, including:

- A Fire Training Area (FTA) located on Airport property (approximately 1 mile south-southwest of the Birmingham Air National Guard Base)
- Two non-FTA PRLs also located on Airport property:
 1. The Airport Parking Apron (located adjacent to the southern Air National Guard base border)
 2. A Nozzle Testing Area (located adjacent to a concrete runway)



Birmingham Office
110 Vulcan Road
Birmingham, AL 35209-4702
(205) 942-6168
(205) 941-1603 (FAX)

Decatur Office
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Decatur, AL 35603-1333
(256) 353-1713
(256) 340-9359 (FAX)

Coastal Office
1615 South Broad Street
Mobile, AL 36605
(251) 450-3400
(251) 479-2593 (FAX)

Ms. Jenna Weigman

August 14, 2025

Page 2 of 2

The Site Inspection Report also mentions a 2013 aircraft crash on the northern end of the North/South runway that resulted in “a large amount” of Aqueous Film Forming Foam (AFFF) being used to combat the fires.

Given the information provided through these investigations, there is a potential for PFAS contamination to be present at the Birmingham-Shuttlesworth Airport. Additionally, considering the nature and extent of PFAS contamination at the Air National Guard (ANG) base has not been defined, off-base migration of PFAS from the ANG base toward Airport property is also possible.

Before proceeding with the relocation of Taxiway A, please consider the possibility of exposure/interaction with PFAS contamination during the project. It is recommended that any excavated soils stockpiled onsite be placed on an impermeable material and protected from wind and rainwater runoff to prevent migration of potential contamination. It is also recommended that excavated soil be analyzed for PFAS or other hazardous constituents before being transported offsite.

If you have any questions or comments concerning this matter, please contact William Duke of the Remediation Engineering Section at 334-271-7782 or via email at william.duke@adem.alabama.gov.

Sincerely,



Ashley T. Mastin, Chief
Governmental Hazardous Waste Branch
Land Division

ATM/MCM/WMD/mlw

Cc: Mary Catherine Muscha, ADEM

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June 28, 2025

Attn: Jenna Weigman
MEAD & HUNT, Inc.
Jenna.Weigman@meadhunt.com
→ Via email

Re: BHM Taxiway A Relocation | Environmental Assessment

Dear Jenna:

Thank you for the opportunity to comment on the Birmingham Airport's environmental assessment regarding potential relocation of Taxiway A. We appreciate the removal of encapsulation of Village Creek as an alternative in favor of keeping the creek open-air. As you know, much of Village Creek and its tributaries at the airport have been put underground in concrete culverts – an ecologically damaging practice that impacts habitat, aquatic life, water quality, natural flow regimes, and downstream communities. Flooding in the Village Creek watershed is a serious issue which has plagued Birmingham communities for decades. Preserving, naturalizing, enhancing, and increasing Village Creek's instream, floodway, and floodplain capacity is critical to reducing the creek's flooding impacts on surrounding and downstream communities.

For any of the alternatives being considered, detrimental impacts to the creek's natural form and function exist, whether from past modifications or proposed new ones. We promote the inclusion of natural system function designs and features, where possible, that will promote ecological flows, aquatic habitat features supportive of native aquatic life, and floodwater management.

If an aquatic species survey has not been performed onsite yet, we encourage hiring an experienced ichthyologist to do a stream survey. Given the upstream existence of the endangered watercress darter (*Etheostoma nuchale*) at Roebuck Springs and in Village Creek, it imperative to ensure their protection before any ground is broken on this project. The same goes for any other rare or endangered species found in the area, as well as all native aquatic fauna. If the creek's footprint is to be moved as proposed, extra care will need to be taken to ensure that aquatic life is not compromised during the transition of the creek's physical path and the water flowing through it, including species capture and relocation prior to the use of heavy machinery in the creek.

Given spacial constraints at this location, we promote engineering of stormwater and floodwater detention onsite, to offset the existing contribution to flooding issues downstream. There are numerous products and technologies available today that make installation of such systems possible in locations with spacial constraints. For example, there are underground detention tanks which can hold water from rain events onsite and then allow it to discharge into groundwater, rather than flow downstream.

Utilization of detention systems could reduce the airport's contribution to reduced localized aquifer recharge as well as flooding conditions downstream in the Village Creek watershed.

Whichever alternative the airport chooses to pursue for this project, we believe this is a good opportunity for the airport to find solutions for its ongoing logistical needs as well as mitigate some longstanding impacts it has on the Village Creek watershed.

If you would like to further discuss along these lines, please do not hesitate to reach out.

A handwritten signature in blue ink that reads "Nelson Brooke". The signature is written in a cursive, flowing style.

For the creek,

Nelson Brooke
Riverkeeper



United States Department of the Interior

FISH AND WILDLIFE SERVICE

1208-B Main Street
Daphne, AL 36526

JUL 07 2025



2025-0107087

Ms. Jenna Weigman
Mead & Hunt, Inc.
1702 Lawrence Dr
De Pere, WI 54115

Dear Ms. Weigman,

Thank you for your letter dated May 29, 2025, requesting information on threatened or endangered species within the action area of the proposed relocation of Taxiway A at the Birmingham-Shuttlesworth International Airport, in cooperation with the Federal Aviation Administration (FAA), in Birmingham, Jefferson County, Alabama. We have reviewed the information and are providing the following comments in accordance with the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Threatened and Endangered Species

Our review indicates that the following listed species occur within or near the proposed project area:

Watercress darter (*Etheostoma nuchale*) – Endangered
Indiana Bat (*Myotis sodalis*) – Endangered
Northern long-eared bat (*M. septentrionalis*) – Endangered
Gray bat (*M. grisescens*) – Endangered

Watercress darter

The watercress darter was listed as endangered in 1970. The species' Recovery Plan was issued in 1993. The watercress darter is a small and colorful member of the taxonomic clade *Astatichthys* within the subgenus *Oligocephalus*, which was discovered in 1964 (Howell and Caldwell 1965; Near et al. 2011). The body of the species is moderately robust and slightly compressed; caudal peduncle moderately deep; snout moderately pointed to somewhat rounded; mouth subterminal; eye large, its diameter more than snout length (Boschung and Mayden 2004). The back and side of nonbreeding males and females are mottled with dark brown and black. In breeding males, the lower side is bright red orange with two large orange spots at base of caudal fin and a variety of color bands on dorsal fin in blue, red, and orange (Boschung and Mayden 2004).

Watercress darters feed on small snails, aquatic insects and crustaceans that abound within submerged vegetation (Howell and Caldwell 1965). Aquatic plants provide shelter from predators

and a substrate on which female darters lay eggs during the reproductive season, which peaks in March-July (Stiles 2004) but can occur year round (Fluker et al 2009). Watercress darters are thought to survive no more than 3 years based on discernable size classes present in most seasons (Fluker et al 2009).

The species habitat is restricted to a few areas of springs, spring-runs, spring-fed pools, and small tributaries or rivulets associated with springs in Jefferson County, Alabama. Watercress darters are associated with dense aquatic vegetation in deeper portions of spring pools and spring runs where there may be no to slow-moving to swift currents (Duncan et al 2010). The species tend to perch in the dense aquatic vegetation of coontail (*Ceratophyllum demersum*), watercress (*Nasturtium officinale*), stonewort (*Chara* sp.; *Nitella* sp.) water milfoil (*Myriophyllum spicatum*), American bur-reed (*Sparganium americanum*), alligator weed (*Alternanthera philoxeroides*), mosses (*Fontinalis*) and algae (*Spyrogyra* sp.) (Duncan et al 2016; Duncan et al 2010; Boschung and Mayden 2004; Mirarchi 2004), possibly in relation to where there are prey sources.

Gray bat

The gray bat is a medium-sized insectivorous bat with an overall length of about 3.5 inches and a wingspan of 10 to 11 inches. As the name implies, gray bats have gray fur, but the hair often bleaches to reddish-brown by early summer. The gray bat occurs in limestone karst areas, meaning a landscape marked by caves, sinkholes, springs and other features, of the southeastern and midwestern United States. It is estimated that more than 95% of the species range-wide population hibernate in only 15 caves. The gray bat was added to the U.S. List of Endangered and Threatened Wildlife and Plants on April 28, 1976.

Indiana bat

Suitable summer habitat for Indiana bat consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts including live trees and/or snags ≥ 5 inches (12.7 centimeters) dbh that have exfoliating bark, cracks, crevices, and/or hollows, as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of other forested habitat.

Northern long eared bat

Suitable summer habitat for Northern long-eared bat (NLEB) consists of a wide variety of forested/wooded habitats where they roost, forage, and travel. Although they may also traverse habitat adjacent and interspersed with forest habitat, such as emergent wetlands and field edges, they are predominantly found in forest/wooded habitat. This includes forests and woodlots containing potential roosts including live trees and/or snags >3 inches (7.6 centimeters) dbh that have exfoliating bark, cracks, crevices, and/or cavities, as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. NLEB often prefer intact mixed-type forests with small gaps (i.e., forest trails, small roads, or forest-covered creeks) in

forest with sparse or medium vegetation for foraging and commuting rather than fragmented habitat or areas that have been clear cut. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of other forested habitat.

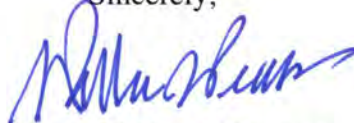
We recommend a thorough site investigation for any karst features on the site (i.e., sinkholes, sinking streams, caves). If such topographic features are located on or near the subject property, we request that you inform our agency of their location so that we may determine if further consultation for gray bats is necessary.

For protection of potential roosting Indiana and northern long-eared bats, any tree clearing that is required should occur during the protective window of October 1 to March 14. If this timing is not achievable and no other measures to avoid adverse effects are possible, then we recommend that the project proponent proceed to acoustic and/or mist-netting surveys to determine presence or probable absence of Indiana bats, northern long-eared bats and tricolored bat at the project site in accordance with the U.S. Fish and Wildlife Service's *2024 Range-wide Indiana Bat & Northern Long-eared Bat Survey Guidelines*:

<https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines>

Due to the presence of the endangered watercress darter, we encourage you to coordinate with the FAA and the U.S. Army Corps of Engineers on their mandatory section 7 of the ESA responsibilities. Please reach back out to our office if you have any questions. If you have any questions or need additional information, please contact Ms. Jennifer Grunewald of my staff at jennifer_grunewald@fws.gov. Please refer to the reference number located at the top of this letter in future phone calls or written correspondence.

Sincerely,



William J. Pearson
Field Supervisor
Alabama Ecological Services Field Office

River
Organizations
Meeting
Sign-In Sheet

**Taxiway A Relocation Environmental Assessment Local
Organization Meeting
August 28th, 2025**

[illegible]



Taxiway A Relocation Environmental Assessment (EA)

August 28, 2025

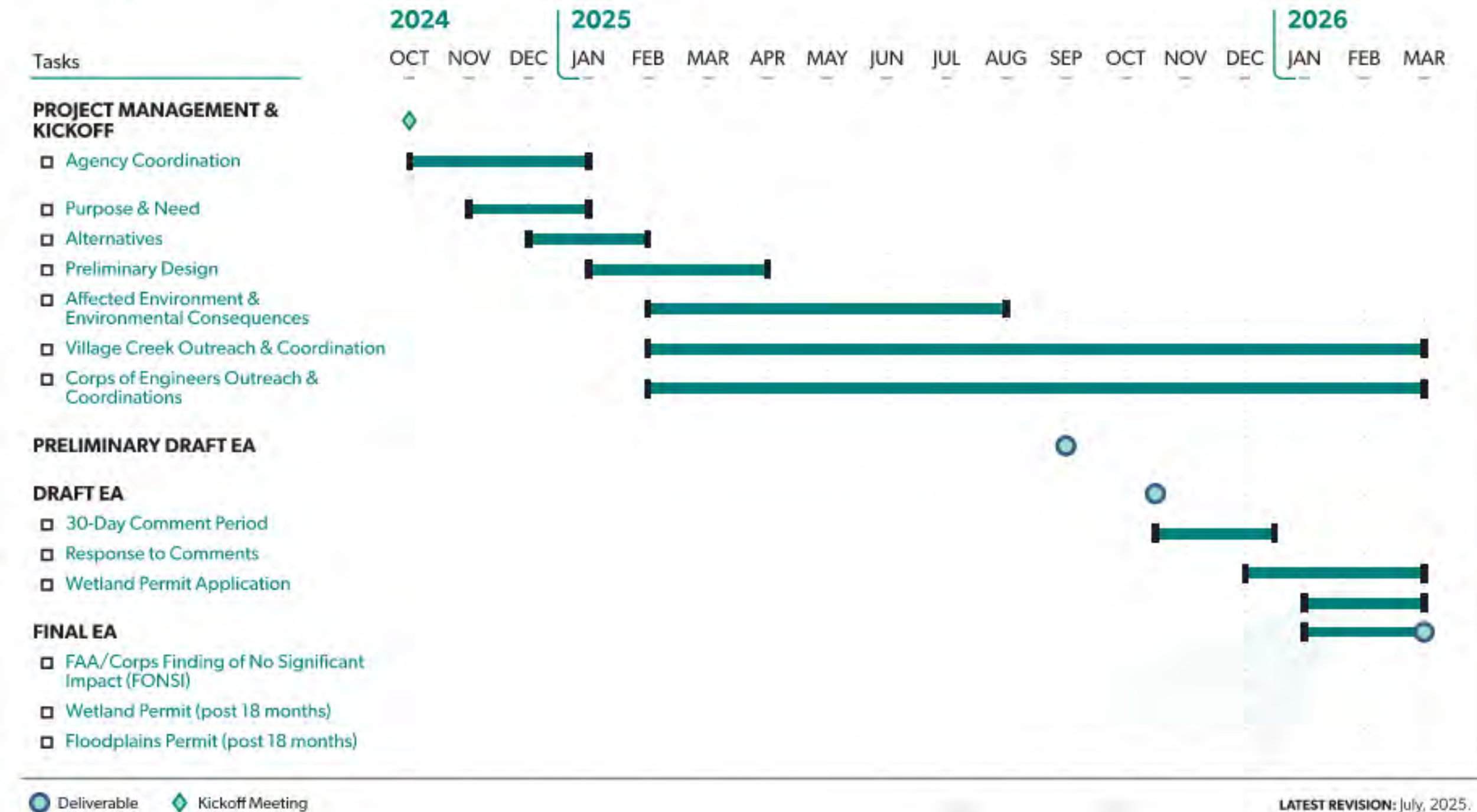
Agenda

- Introductions
- Existing Conditions
- Project Schedule
- Purpose and Need
- Alternatives Considered
- Creek Design – Volkert
- Continued Communication
- Questions

Existing Conditions



Birmingham Shuttlesworth International Airport Taxiway A Environmental Assessment (EA)



Anticipated Post-EA Schedule

- 2026
 - Design of creek relocation, utility relocation, and building demolition
 - Purchase creek mitigation credits
- 2027
 - Construction of creek relocation, utility relocation, and building demolition
- 2028
 - Design Taxiway A relocation
- 2029-2030
 - Construct Taxiway A relocation

Purpose

The purpose of the proposed project is to maximize the airfield's ability to accommodate the increasing demand for both passenger and cargo operations in a safe and efficient manner by addressing the non-standard runway to taxiway separation located on the southwest portion of Runway 6/24 and Taxiway A.

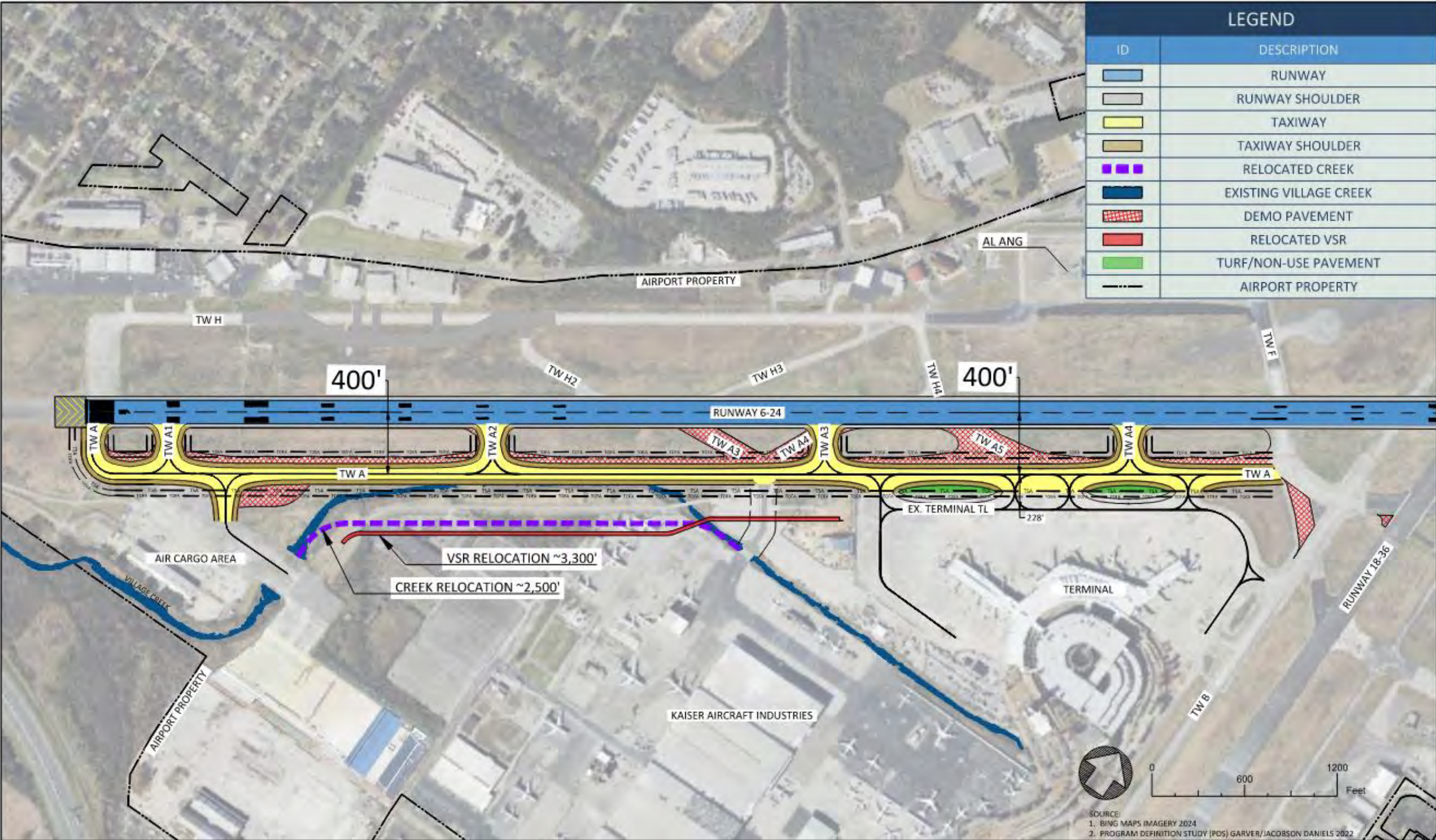
Need

As a result of the existing non-standard 350-foot separation between Runway 6/24 and Taxiway A, most of the Airport's mainline traffic cannot operate in an optimal environment. By relocating Taxiway A, most commercial aircraft will be able to utilize Taxiway A efficiently with minimal operational restrictions. The relocation is necessary to enhance airfield and aircraft safety, ensure the protection of personnel, and support the demand for the existing and future fleet mix.

Alternatives Considered

Alternative	Decision
Alternative 1: Village Creek Encapsulation In Place and Taxiway A Relocation to 400 feet.	Dismissed due to adverse environmental impacts from encapsulation.
Alternative 2: Village Creek Relocation and Taxiway A Relocation to 400 feet.	Carried forward for analysis.
Alternative 3a: Village Creek Encapsulation In Place and Taxiway A Relocation to 500 feet.	Dismissed due to adverse environmental impacts from encapsulation.
Alternative 3b: Village Creek Relocation and Encapsulation and Taxiway Relocation to 500 feet.	Dismissed due to adverse environmental impacts from encapsulation.
Alternative 4: Village Creek Relocation and Taxiway A Relocation to 500 feet.	Carried forward for analysis.
Alternative 5: Village Creek Relocation and Hybrid 400/500-foot Taxiway A Relocation	Carried forward for analysis.
Alternative 6: No Action Alternative	Carried forward for analysis.

Alternative 2 (400' offset)



Alternative 2 (400' offset)

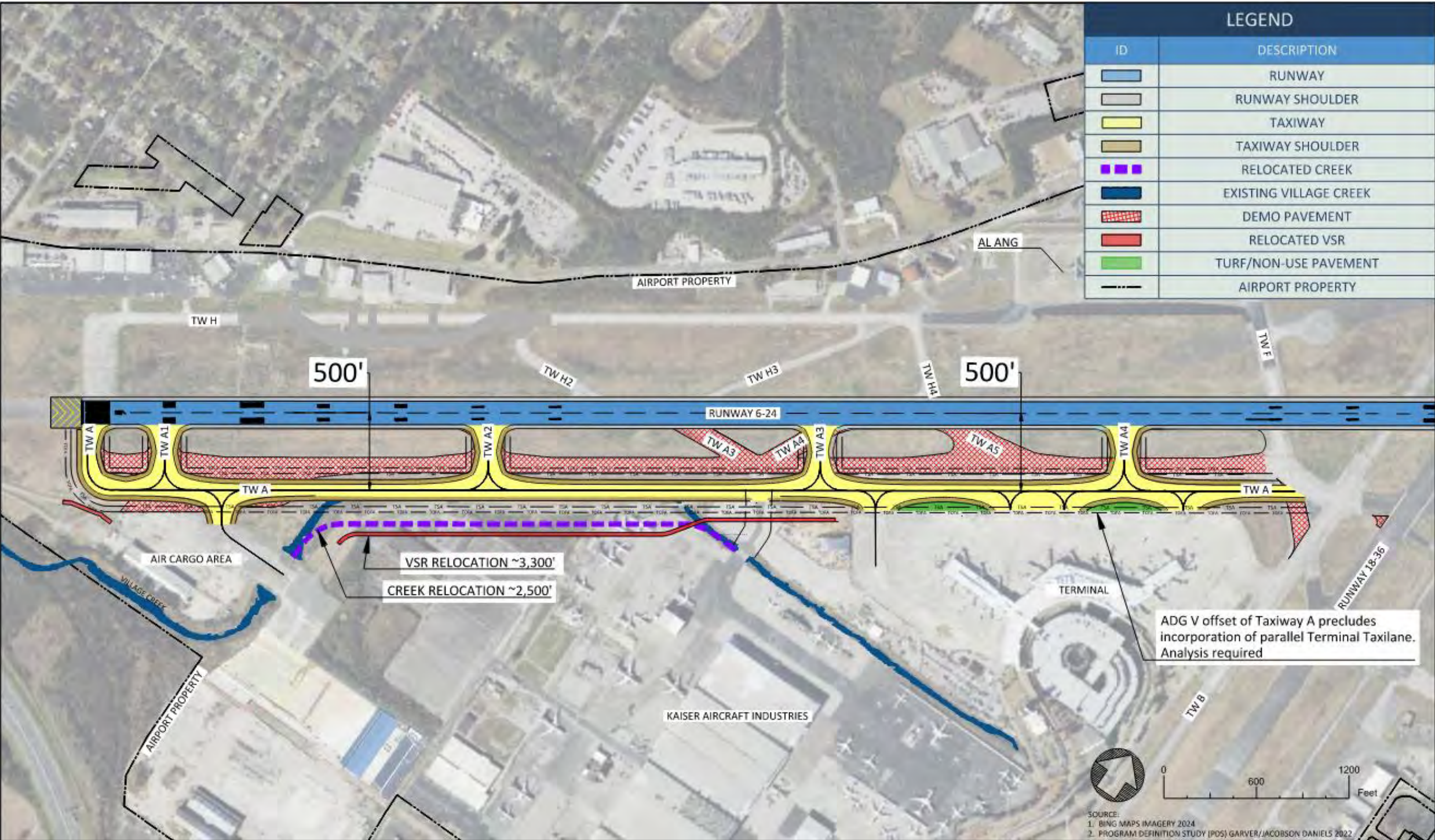
Positives

- Eliminates back taxi operations of large cargo aircraft on Runway 6/24.
- Eliminates some Taxiway A operational restrictions for large aircraft.
- Retains dual Taxiway/Taxilane in front of the terminal for commercial airline access.
- Construction costs would be less than both 500' offset and hybrid alternative due to shortened taxiway connector lengths.
- Minimal impacts to existing air cargo parking. No loss of parking positions.

Negatives

- Requires some Taxiway A operational restrictions for large aircraft.
- Operational restrictions increase workload for Air Traffic Controllers.
- If critical aircraft changes in the future, the Taxiway will need to be moved again.

Alternative 4 (500' offset)



Alternative 4 (500' offset)

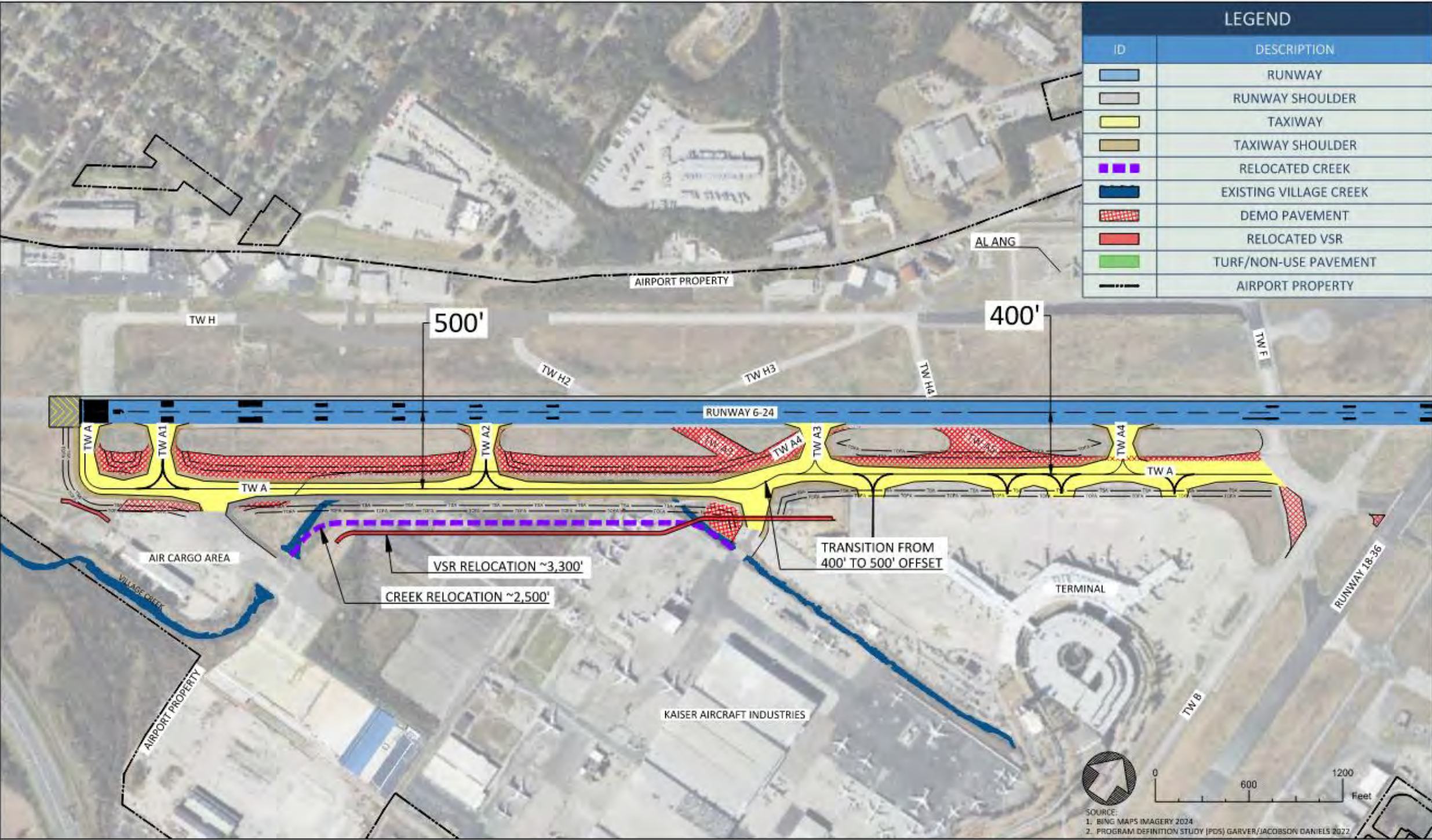
Positives

- Eliminates back taxi operations of large cargo aircraft on Runway 6/24.
- Eliminates some Taxiway A operational restrictions for large aircraft.
- If critical aircraft changes in the future, the Taxiway would not have to be moved again.

Negatives

- Operational restrictions increase workload for Air Traffic Controllers.
- Eliminates dual Taxiway/Taxilane in front of the terminal. This would block the active Taxiway and cause additional operational issues and/or delays.
- Significant impacts to existing cargo apron parking. At least one existing parking position would be impacted.

Alternative 5 (Hybrid 400'/500' offset)



Alternative 5 (Hybrid 400'/500' offset)

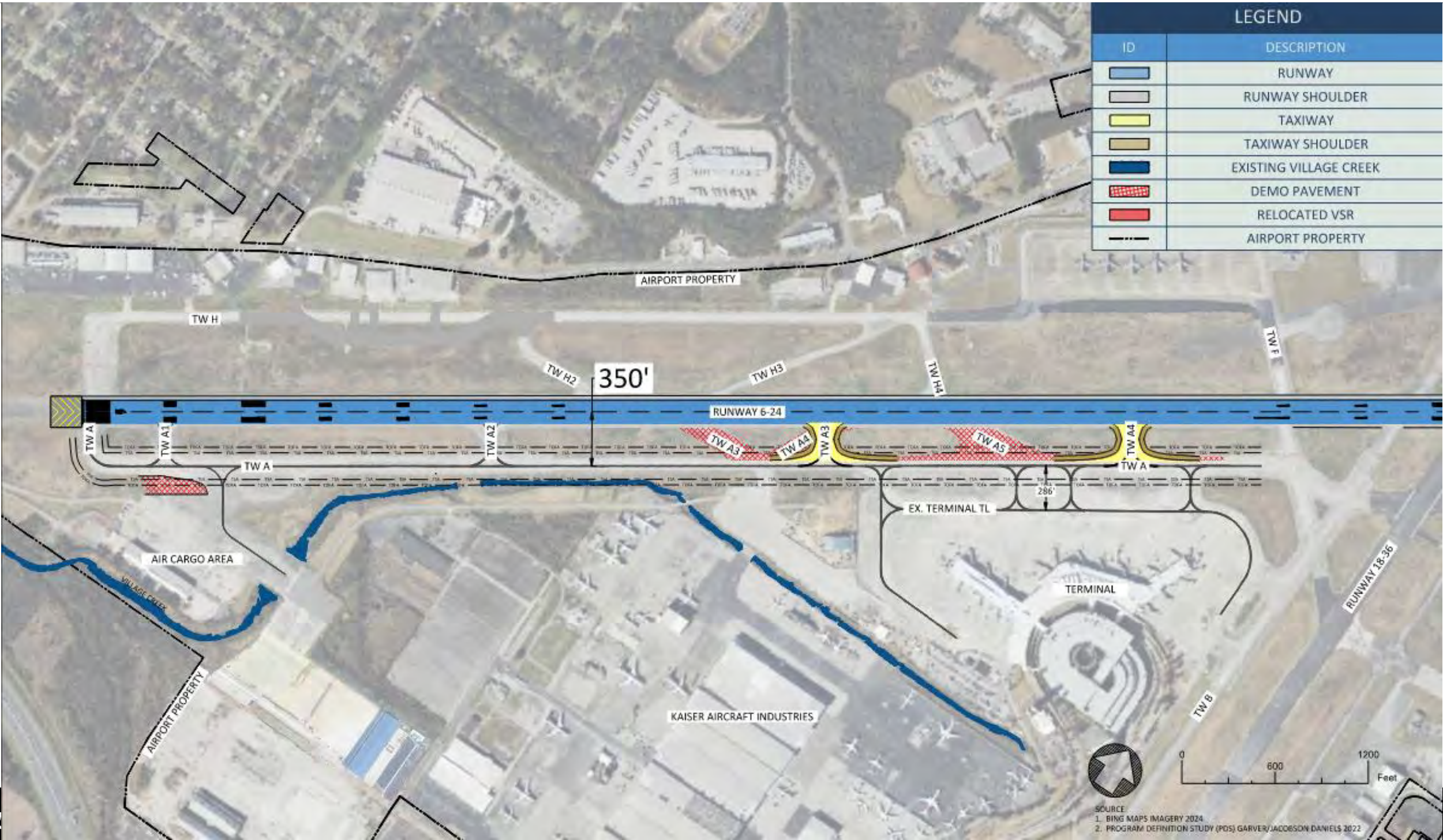
Positives

- Eliminates back taxi operations of large cargo aircraft on Runway 6/24.
- Eliminates some Taxiway A operational restrictions for large aircraft.
- Retains dual Taxiway/Taxilane in front of the terminal for commercial airline access.
- Reduction in workload for Air Traffic Controllers.
- Minimal impacts to existing air cargo parking. No loss of parking positions.

Negatives

- Requires some Taxiway A operational restrictions for large aircraft only for 400' offset segment at terminal ramp.
- Requires a jog in the Taxiway.

Alternative 6 (No Action Alternative)



Alternative 6 (No Action Alternative)

- Existing airfield configuration would remain the same (i.e., Taxiway A and Village Creek in same location).
- FAA Design standards and safety enhancements would not be addressed.
- Includes the reconstruction of Taxiway A in place.
- Includes the demolition of existing non-standard taxiway connectors.
- Includes the construction of taxiway connectors that meet FAA design standards.

Village Creek Relocation – Summary

- Open air instead of encapsulation
 - To maintain existing aquatic habitat
- Creek design would carry existing capacity (would not decrease floodplain capacity)
 - Supported by floodplain modeling



Village Creek Relocation – Design Overview

- Design Concepts
 - Mimic the existing channel dimensions and capacity.
 - Include erosion control features for channel side slopes.
 - Backfill old channel once new channel is complete. Backfill only during warmer months to prevent impacts to the Watercress Darter.
 - BMPs during construction to mitigate impacts to water quality.
- Design Goals
 - Maintain existing water quality conditions.
 - Maintain existing habitat.
 - Hydraulic modeling to ensure that the new channel will not increase existing flood stages.
- Design Constraints
 - Vicinity to airfield: minimize wildlife attractants
 - Limited footprint available

Village Creek Relocation – Regulatory

- USACE Section 404
 - Section 404 impacts to the creek and any other jurisdictional resources will be permitted and mitigated for.
- FEMA / City of Birmingham Floodplain Regulations
 - FEMA CLOMR/LOMR
 - Coordination with the local floodplain manager.
 - Coordination with ADECA OWR.
- ADEM
 - Village Creek has an approved total maximum daily load for pathogens and siltation.
 - Village Creek is listed on the 303d list for pesticides.



Continued Communication

- Airport & FAA contacts
 - Eric Tomasovic, FAA: Eric.Tomasovic@faa.gov
 - Ocean Boyd, BHM: oboyd@flybhm.com
- Draft EA
 - We will forward a copy of the Draft EA to your offices, when available
- USACE Section 404
 - <https://www.sam.usace.army.mil/Missions/Regulatory/Public-Notices/>
 - USACE project number: SAM-2025-00299
 - Public notice will be posted after permit submittal (2026)

Questions?

Thank you!





Outlook

Re: Birmingham-Shuttlesworth International Airport - Environmental Assessment (EA) - Agency Coordination Letter

From Sam McCoy <sam.mccoy@freshwaterlandtrust.org>

Date Fri 2025-09-26 2:49 PM

To Trevor Martin <Trevor.Martin@meadhunt.com>

 1 attachment (1 MB)

FLT Village Creek 2025-01.pdf;

You don't often get email from sam.mccoy@freshwaterlandtrust.org. [Learn why this is important](#)

Hello Trevor,

Thank you for contacting me regarding the proposed construction options to increase the separation distance between the runway and taxiway, and their impacts on Village Creek. Freshwater Land Trust (FLT) owns 639 acres along Village Creek, including a parcel just 0.33 mile downstream of the proposed construction area (see attached map). Thus, we are very interested in any developments along this stream.

If the Birmingham Airport Authority does relocate a section of Village Creek, then FLT's greatest hope and concern is that natural stream morphology is considered when designing and constructing the new channel. Much of Village Creek is deeply channelized and eroded, meaning that its stream banks are vertical instead of gradually sloped and very steep. This condition is a result of all of the development around the creek and its stormwater runoff, which erodes the stream banks, and contributes to decreased water quality and flooding downstream. As an example, FLT's property immediately downstream of the airport shows evidence of frequent flooding (e.g., trash washed in, folded down vegetation).

Incorporating natural stream morphology into the new channel means constructing new stream banks that are gradually sloped and stabilized with rock and vegetation, adding some sinuosity to the channel, and including riparian buffers with native vegetation along the creek. Based on the maps you provided, the preferred construction plan (Alternative 2) should allow for approximately 150 feet between the new creek channel and the new taxiway and approximately 50 feet between the new creek channel and the new vehicle service road. These distances are more than enough space necessary to incorporate natural stream morphology into the design and construction.

There are two benefits to incorporating natural stream morphology into the design and construction of the new stream channel. First, it will improve water quality in Village Creek. This is most important because the federally endangered watercress darter has been located within the stretch of Village Creek near the airport. Second, natural stream morphology will reduce flooding along Village Creek at the airport, at our property near the airport, and in all the Birmingham neighborhoods downstream. Thus, this renovation at the airport could provide a public benefit to the local residents and environment.

Thank you again for contacting me about this proposed construction, and please let me know if you have any questions about my comments.

~Sam

Samuel McCoy (he/him)

Land Stewardship Director

Freshwater Land Trust

Physical: 3501 1st Ave S, Suite 201-A, Birmingham, AL 35222

Mailing: PO Box 337, Birmingham, AL 35201

Cell: (205) 834-5203

Office: (205) 417-2777



From: Trevor Martin <Trevor.Martin@meadhunt.com>

Sent: Wednesday, September 3, 2025 11:52 AM

To: Sam McCoy <sam.mccoy@freshwaterlandtrust.org>

Cc: Ocean Boyd <oboyd@flybhm.com>; Marcelo Lima <mlima@flybhm.com>; Jenna Weigman <Jenna.Weigman@meadhunt.com>; Ryan Hayes <Ryan.Hayes@meadhunt.com>; Celeste Vandeventer <Celeste.Vandeventer@meadhunt.com>

Subject: Birmingham-Shuttlesworth International Airport - Environmental Assessment (EA) - Agency Coordination Letter

You don't often get email from trevor.martin@meadhunt.com. [Learn why this is important](#)

Hi Sam,

Attached for your review is information about an Environmental Assessment (EA) for the relocation of Taxiway A at the Birmingham-Shuttlesworth International Airport. If you have questions or comments regarding this letter, please feel free to contact me.

Thank you,



Trevor Martin, ENV SP

Airport Planner | Aviation

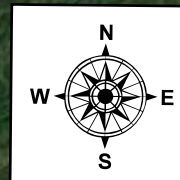
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Freshwater Land Trust's Village Creek Properties



Birmingham
Airport

-  Freshwater Land Trust
-  Village Creek

