BROWNFIELD NARRATIVE INFORMATION SHEET

1. Application Identification: The Town of Mount Airy, Maryland. P.O. Box 50, Mount Airy, Maryland 21771.

2. Funding Requested: Grant Type a) Single Site Clean-Up.
   Federal Funds Requested b) (i) $650,000 (ii) A waiver of the 20% cost share is being requested (iii) A waiver of the $500,000 limit is being requested.

3. Location: a) Town of Mount Airy b) Frederick County & Carroll County c) Maryland

4. Property Information: Mount Airy Rails to Trails Project. One single parcel located between Hill Street and Tempest Lane in Mount Airy, Maryland 21771, connecting the downtown (MD808) to communities on the Frederick County side of the Town. The parcel is 8.205-acres & 0.462-acres Tax Account 3 18-386739. Frederick County Liber HS 7 at Folio 432, Liber HS 7 Folio 73 and Carroll County Liber WWW 2 at Folio 184.

5. Contacts: a) Project Director – Barney Quinn, 301-829-1424, bquinn@mountairymd.gov, P.O. Box 50, Mount Airy, Maryland 21771. b) Chief Executive/Highest Ranking Elected Official Larry Hushour, Mayor, 301-829-1424, mayor@mountairymd.gov P.O. Box 50, Mount Airy, Maryland 21771.

6. Population: 9,654

7. Other Factors:

<table>
<thead>
<tr>
<th>Sample Format for Providing Information on the Other Factors</th>
<th>Page #</th>
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<tbody>
<tr>
<td>Community population is 10,000 or less.</td>
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**No other factors provided on the Other Factors list applies to this project.

8. Letter from the State or Tribal Environmental Authority: See attached letter from the Maryland Department of the Environment.

9. Releasing Copies of Applications: not applicable
Sincerely,

David Warrington
Town Administrator

Enclosures
Cc: file
October 19, 2021

David Warrington, Town Administrator  
110 S. Main Street  
P.O. Box 50  
Mount Airy, MD 21771  

RE: EPA Brownfield Cleanup Grant

Dear Mr. Warrington:

This letter serves to acknowledge that the Maryland Department of the Environment ("MDE") received notification from the Town of Mount Airy ("the Town") that it intends to apply for a grant from the United States Environmental Protection Agency ("EPA"). MDE understands that your goal is to receive a Brownfield Cleanup Grant, which would provide funds to perform remediation activities for hazardous substance-contaminated brownfields sites. If awarded, we understand that the Town plans to use the grant funding to address environmental impacts along a newly acquired portion of the CSX rail line to increase greenway space for hiking and biking with a Rails to Trails project.

MDE strongly encourages initiatives that target the redevelopment of brownfields sites, especially those that improve the health of communities by mitigating adverse environmental conditions. The Town of Mount Airy is to be applauded for its efforts to move this initiative forward and for its goal to increase greenway space through brownfields redevelopment under our Voluntary Cleanup Program.

If you have any questions, please contact me at (410) 537-3437 or Barbara.Krupiarz2@maryland.gov.

Sincerely,

Barbara Krupiarz  
Program Manager, Land Restoration Program

cc: Ms. Kaley Laleker, Director, Land and Materials Administration  
    Mr. Jason Dubow, Manager, Resource Conservation & Management, Maryland Department of Planning
Mr. Brian Dietz, Chief, State Assessment and Remediation Division, Land Restoration Program
NARRATIVE/RANKING CRITERIA
1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

a. Target Area and Brownfields:
   i. Background and Description of Target Area
      The Town was once a no-name settlement on Parr’s Ridge with only a few houses and stores. As years passed, citizens felt there was need for a church and school for their children, known as the Ridge Presbyterian Church, more recently known as Pine Grove Chapel, that is still preserved today. The B&O railroad started to grow in between Frederick and Baltimore, extending to Cumberland and further west. Soon enough tracks were laid in this unnamed settlement and as the railroad grew, so did the Town. The Town of Mount Airy’s name was founded by an Irish B&O brakeman who nearly froze his ears off due to the keen, cold air that crossed Parr’s Ridge. The Town of Mount Airy was founded in 1894. Mount Airy is known as a railroad town and was an important point for commerce and passenger transportation. The Train Station served as the hub of the community and was a strategic asset requiring protection by Union troops during the Civil War. It is this same rail line that is the property slated to be repurposed to a recreational trail. Since then the Town as kept history alive by keeping rails and ties, the Train Station, Pine Grove Chapel, some of the original storefronts, as well as the infamous Mount Airy Caboose.

      The Town of Mount Airy now has abandoned rails, ties, and ballasts to the east and west of the Train Station on Main Street. The east side of the rail line has been untouched for more than 50 years. After decades of the rails being covered in waste, debris, tires and even car engines from years of neglect, four volunteers in the community decided to make a change. There started the Rails to Trails (R2T). Those four volunteers, one of which being the current Mayor himself, Larry Hushour, attracted and worked with many others, devoting thousands of hours to the clean up of the rails between MD808 and MD27, connecting the downtown to one of Mount Airy’s largest parks, Watkins Park. And of course, the rails and ties remain to this day. The hard-working, long hours of those volunteers provided a trail to promote local foot traffic for downtown businesses, as well as a scenic stroll for nature and historian enthusiasts. Recently, the Town has received a grant via the Maryland Department of Transportation (MDOT) Recreational Trails Program to restore the stormwater management on the trail and construct a 400-ft bridge and pave a portion of the path to improve ADA accessibility on the Mt. Airy Old Main Line Central Branch Trail.

      The western branch, the subject of this Brownfield clean-up grant request, CSX Transportation (CSXT) discontinued use of the this portion if the rail line in 2005. On Hill Street, which is an entrance point for the trail, there is the Cold Storage

      P.O. Box 50, Mount Airy, MD 21771
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property, which the rail line ran next to. The county line that divides Mount Airy into the two counties, Frederick and Carroll, goes through the Cold Storage property. Approximately 50 years ago, the rail line still ran through Mount Airy, and up to about 15 years ago the line still ran up to the Cold Storage property. Since this portion of the rail line has not been left alone for as long as the eastern side, there is not as much debris and random litter, just very overgrown greenery. However, the site does have high levels of containments, such as arsenic and polycyclic aromatic hydrocarbons (PAH).

The Town of Mount Airy hired ECS Mid-Atlantic, LLC (ECS) and Environmental Services Associated (ESA) to work with the Maryland Department of the Environment (MDE) and enrolling into the Voluntary Cleanup Program (VCP). The Phase II ESA was recommended initially in 2013 and completed in 2014 with follow-up testing in 2021. The results of the soil sample analyses indicated arsenic levels above the MDE Anticipated Typical Concentration (ATC). The levels detected are several orders of magnitude higher than naturally occurring arsenic levels; and are likely associated with leaching from the railroad ties and application of pesticides. Additional samples and lab results followed confirming high levels to 20 feet from center line of the tracks. A Phase I ESA was completed in 2019 with an updated letter in 2021 prior to the purchase of the property.

The Brownfield clean-up grant will assist the Town tremendously because it will connect the eastern and western branches of the Mount Airy Rails to Trails. The construction of this trail will provide pedestrian access from multiple housing communities to Main Street adding literally the other half of the Town’s population to Downtown. This addition to the Rails to Trails will also be a great steppingstone to Mount Airy being able to extend pedestrian and bicycle traffic to Sykesville and the Patapsco Greenway (PRG), that is our end goal.

The elected officials and the Mount Airy Main Street Association has wholeheartedly endorsed the downtown revitalization effort. During the consultant’s preparation of the Downtown Vision Plan, numerous charrettes to engage the public and solicit their input were held. The final product, which included this strategic Rails to Trails connection, was then discussed in a series of public hearings until it was eventually adopted by the Mayor and Town Council.

ii. Description of the Proposed Brownfield Site:
The site is one parcel that is approximately 0.57 miles in length sitting on 8.5 acres of land, currently abandoned and is now overgrown with vegetation. The rails, ties, and ballasts are still present onsite. The abandoned rail line runs directly behind the backyards of a residential area on the Frederick County side of Mount Airy.

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Pedestrians can enter the rail line from either end, from Hill Street or Tempest Lane, both entrances are in neighborhoods.

The Town of Mount Airy hired ECS and ESA to work with the MDE regarding the Voluntary Cleanup Program (VCP). The Phase II ESA was recommended initially in 2013 and completed in 2014 with follow-up testing in 2021. A Phase I ESA was completed in 2019 with an update in 2021 prior to the purchase of the property. Contaminants of arsenic and polycyclic aromatic hydrocarbons (PAH) were found in the soil. Soil levels of arsenic are several orders of magnitude higher than naturally occurring arsenic levels and are likely associated with leaching from the railroad ties and application of pesticides.

b. Revitalization of the Target Area
   i. Reuse Strategy and Alignment with Revitalization Plans:
      a. The reuse of the abandoned railroad and property for a recreational trail aligns with and advances municipal and county planning objectives. The 2013 Town of Mt. Airy Master Plan includes Quality-of-Life and Transportation goals that support the Rails to Trails project: The Quality-of-Life goal “encourage neighborhood and community connections by integrating pedestrian/bicycling networks throughout the Town.” (p. 24), while the Transportation goal calls to “Expand and integrate pedestrian pathways (walking, jogging, and cycling) and networks throughout the Town.” (p. 128) The 2019 Carroll County Bicycle-Pedestrian Master Plan indicates (p. 48) that the Mount Airy Rails to Trails project is one of the town’s priority projects to support the town’s master plan goals for quality of life and transportation, and the 2019 Downtown Mount Airy Vision Plan emphasizes the rail trail as a central component of the vision plan. The 2019 Carroll County plan describes the project in more detail: “The Mount Airy Rails to Trails project is an orchestration of many individuals, organizations, businesses and government entities resulting in a walking/biking path traversing Mount Airy along the old B&O abandoned right of way. This greenways corridor will be completed in three phases. The first phase, which is complete, connects the historic downtown area to Watkins Park. A subsequent phase will extend from Watkins Park, over MD 27 to the east and continue for one mile to the main line rail line traveling east and west. This will be a collaboration between the Town, and County Recreation and Parks Departments. The Carroll County Comprehensive Plan shows this greenway path to continue to Sykesville. The final phase of the rails to trails will connect with the railway to points west.”
ii. Outcomes and Benefits of Reuse Strategy:
   a. The Brownfields grant will be a benefit both economically and recreationally. The Town has acquired the half mile western branch but cannot open it to the public until the volunteer remediation is completed. Even though voluntary, it would be irresponsible to expose the public to a potential hazardous situation. The remediation will provide residents on the western side rail line with the ability to bike, walk, jog or stroll to the heart of Downtown Main Street. With a means of access, the desire to come to Downtown and not have to worry about obtaining a parking space will make it a more attractive destination. It is expected that foot traffic and thus sales in the many shops and eateries will increase. Any empty store fronts should become a more desirable possibility to locate a business.

   We know that the greenway that will be created by the Rails-to-Trails project, and that based on the use seen on the eastern branch, will become a popular recreational area. The area has been decommissioned and abandoned for over two decades and its inclusion into the Town’s open/green space inventory will be a preserved asset to the community.

c. Strategy for Leveraging Resources
   i. The Town does not have a third party to provide additional funds. The town is seeking a waiver from the cost-share requirement; however, given the expected cost of approximately $900,000 to complete site remediation, whichever amount that the EPA cleanup grant does not cover the town intends to budget the remainder from the general fund to ensure the project will be fully covered financially. The Town has leveraged our own resources and other resources in obtaining the funding for the purchase of the half-mile long parcel.

   ii. Resources Needed for Site Reuse:
   If the town receives the EPA cleanup grant, then the western extension of the rail trail will be completed sooner, stimulating interest to add amenities to the site, such as benches and signage, and to continue with the expansion of the rail trail eastwards from Watkins Park to the existing main rail line. The town and the proposed expansions of the rail trail are in two counties: Frederick County (the west part of the trail) and Carroll County (the east part of the trail). Both counties are in the middle of the development of state-required Land Preservation, Parks and Recreation Plans (LPPRPs). Projects included in LPPRPs are eligible for Program Open Space (POS) funding from the Maryland Department of Natural Resources. The town is in communication with both counties concerning including amenities for the proposed trail expansions within the two LPPRPs. The EPA cleanup grant would make state POS funding for amenity development along the trail feasible.
iii. **Use of Existing Infrastructure:**
The rail trail makes use of the existing abandoned infrastructure of the railroad, minimizing disturbance of natural areas to provide a new recreational amenity for residents.

2. **COMMUNITY NEED AND COMMUNITY ENGAGEMENT**
   a. **Community Need**
      i. **The Community’s Need for Funding:**
      Mount Airy is a small town, less than 10,000 people. The needs of a small town are many and include many of the basics including but not limited to; water provision, wastewater treatment, refuse collection, recycling, snow removal, economic development, planning, zoning, engineering, inspections, law enforcement and recreational activities. However, the resources are limited. The Town is located at the far end of two counties and straddles them both. This geographic area is remotely distant from each county seat which results in marginalization by the split and partial inclusion in each. Although the town will have funding to support a portion of the remediation needed for the project, it cannot complete the project in a timely manner without EPA cleanup funding.

      ii. **Threats to Sensitive Populations:**
      1. Health or Welfare of Sensitive Populations: The subject area is identified by census block group #240135130023, and is adjacent to the rail trail. The United States Census Bureau shows that the block group has 9.53% of households below the poverty line, just above the statewide average of 9.4%. According to the American Academy of Family Physicians, “poverty and low-income status are associated with various adverse health outcomes, including shorter life expectancy, higher infant mortality rates, and higher death rates for the 14 leading causes of death” and “for individuals, poverty restricts the resources used to avoid risks and adopt healthy behaviors.” By providing the rail trail within walking distance to the community, households within this census block group will be able to enjoy nature and a safe walking and bicycling path for recreation and quality of life.

      2. Greater than Normal Incidence of Disease and Adverse Health Conditions: The EPA cleanup grant will facilitate the identification and reduction of threats to populations in the target area. Although data are not available at a small enough spatial scale in the Maryland Environmental Public Health Tracking website to identify local populations with greater than normal incidences of disease and adverse health conditions, the level of poverty within census block group #240135130023, adjacent to the trail, indicates that there will be a health

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benefit from the EPA cleanup grant, including the removal of the potential for exposure to arsenic in soil to children and others who have access to the abandoned rail line.

3. Promoting Environmental Justice: According to EJSCREEN, compared to other jurisdictions, the Town of Mount Airy has a disproportionate share of Risk Management Plan (RMP) facilities near residents. The EPA RMP rule requires facilities that use extremely hazardous substances to develop a Risk Management Plan which: identifies the potential effects of a chemical accident, identifies steps the facility is taking to prevent an accident, and spells out emergency response procedures should an accident occur. This high level of proximity to RMP facilities and ozone levels provides a disadvantage to the community. Ozone levels also are relatively high in Mt. Airy – at 44.6 ppb, this places the town in the 67% percentile. By reducing an accessible environmental hazard, the rail trail cleanup project will reduce the environmental burden to this community.

b. Community Engagement

i. Project Involvement and Project Roles: The Town has numerous volunteers that have previously helped with many projects in the past and continuing to do so still to this day. The Mayor and Town Council, public, local Boy Scout Troop, the Mount Airy Historical Society, the Rotary Club, Mount Airy Main Street Association, the Recreation and Parks Commission, the Beautification Commission, the Economic Development Commission and the Mount Airy Department of Public Works will also be involved in the revitalization and development of this project. The Mount Airy Historical Society, Ava’s T21 Foundation, along with other community organizations, businesses, and local trail enthusiasts, including more than 100 letters of support, are willing to help with the remediation and future reuse of the project.

ii. Incorporating Community Input:
The plan to revitalize the abandoned rail line has included years of community input. The latest discussions have included community input, post-acquisition, regarding the Brownfields clean-up effort. The public will be engaged via discussions at public meetings as well as updated news alerts via the Town’s website and Facebook page. The Town’s draft application, including its Analysis of Brownfield Cleanup Alternatives (ABCAs) was shared with the public and discussed during the November 1, 2021, Town Council meeting. Project updates will continue to be provided at Town Council meetings and through the town’s website and social media page, where contact information for project leads will be made available. Questions from residents regarding the project will be answered by the project leads and ideas for trail amenities will be tracked for possible future funding. Also, a mailing to all town
residents, including residents within census block group #240135130023, will discuss the project and its benefits and will provide contact information for project leads.

3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS

a. Proposed Cleanup Plan: The remediation method to be used is capping and paving. A land use restriction would need to be recorded on the deed to prevent residential use of the property to eliminate the direct contact exposure pathway for potential future residents. The contaminated media to be addressed is an elevated soil contamination of arsenic and polycyclic aromatic hydrocarbons (PAH). The levels measure in the voluntary cleanup range. Soil capping is an effective method to prevent recreational users from direct contact exposure to the contaminated soil; however, it is not the most effective means for pedestrians, strollers, and cyclists. Paving the area would be the most effective alternative to prevent users against direct contact risk from contaminated soil, and therefore, a combined capping of paving and soil is proposed.

b. Description of Tasks/Activities Outputs:

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<thead>
<tr>
<th>Task/Activity:</th>
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<tbody>
<tr>
<td>i. Project Implementation</td>
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<tr>
<td>- Discussion of EPA-funded tasks/activities: tasks will include professional oversight of the remediation activities, securing a qualified contractor to perform the remediation which will include but not be limited to installation of erosion control devices, limited soil removal, embankment reinforcement and installation of capping materials.</td>
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<tr>
<td>- Non-EPA grant resources needed to carry out tasks/activities, if applicable: Not applicable</td>
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<td>ii. Anticipated Project Schedule: Bid document preparation (2 months), issuance to bid submission closing (1 month), bid review and vetting (1 month), award of contract (2 months), issuance of permits from all required agencies (4 months), mobilization (1 month), capping construction (13 months).</td>
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<td>iii. Task/Activity Lead: Bid documentation, vetting of potential contractors, recommendation of award, construction oversight (Barney Quinn – Town Engineer). Permit issuance – Maryland Department of the Environment, Carroll County Stormwater Management &amp; Sediment Control, Frederick County Health Department.</td>
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<td>iv. Outputs: Funding will help the EPA achieve the environmental outcome by encapsulating the arsenic and PHT contaminants in the soil. In review of the level of contaminants and the Analysis of Brownfield Cleanup Alternatives (ABCA) this remediation will accomplish the EPA goal of returning a former industrial use site to a community recreation site and use.</td>
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c. Cost Estimates:

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<td><strong>Cost share</strong></td>
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<td>(20% of requested federal funds)⁴</td>
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<td><strong>Total Budget</strong> (Total Direct Costs + Indirect Costs + Cost Share)</td>
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PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

a. Programmatic Capability

i) Organizational Structure and Key Staff: The Town is an incorporated municipality in the State of Maryland (1874). The Town Engineer will review, confirm, and present all invoices related to this project and refer them for payment. The Town Administrator will review, authorize, and sign a posting document prepared by the Accounting Department. Payments and reimbursements will be processed through the Accounting Department.

ii) Project roles:

<table>
<thead>
<tr>
<th>Mayor and Council</th>
<th>David Warrington</th>
<th>Administration</th>
</tr>
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<tbody>
<tr>
<td><a href="mailto:dwarrington@mountairymd.gov">dwarrington@mountairymd.gov</a></td>
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<table>
<thead>
<tr>
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<td>Larry Hushour</td>
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<td><a href="mailto:mayor@mountairymd.gov">mayor@mountairymd.gov</a></td>
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<tr>
<td>Economic Development</td>
<td>Melissa Thorn</td>
<td>Staff</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:mthorn@mountairymd.gov">mthorn@mountairymd.gov</a></td>
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<tr>
<td>Recreation &amp; Parks</td>
<td>Ashley Collier</td>
<td>Staff</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:acollier@mountairymd.gov">acollier@mountairymd.gov</a></td>
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<tr>
<td>Beautification</td>
<td>Ashley Collier</td>
<td>Staff Liaison</td>
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<td><a href="mailto:acollier@mountairymd.gov">acollier@mountairymd.gov</a></td>
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<tr>
<td>Main Street Assoc.</td>
<td>Melissa Thorn</td>
<td>Staff Liaison</td>
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<td></td>
<td><a href="mailto:mthorn@mountairymd.gov">mthorn@mountairymd.gov</a></td>
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<td>Historical Society</td>
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<td><a href="mailto:mayor@mountairymd.gov">mayor@mountairymd.gov</a></td>
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<tr>
<td>Rotary Club</td>
<td>Larry Hushour</td>
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<td></td>
<td><a href="mailto:mayor@mountairymd.gov">mayor@mountairymd.gov</a></td>
<td></td>
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<tr>
<td>Dept. of Public Works</td>
<td>Brian Johnson</td>
<td>Public Works Director</td>
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<td></td>
<td><a href="mailto:publicworks@mountairymd.gov">publicworks@mountairymd.gov</a></td>
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**iii) Acquiring Additional Resources:** The Town will ensure that compliance with any/all Solicitation Clauses is noted, included, and based on the version of the clauses in effect as of the closing date of the solicitation.

**b. Past Performance and Accomplishments**

**i) Has not Received an EPA Brownfields Grant but has Received Other Federal or Non-Federal Assistance Agreements:**

1. The United States Treasury awarded the Town $4.6 million American Rescue Plan Act funds. The purpose of this funding is to aid in the recovery of the economy because of Covid 19. The Town has programed these funds for water and sewer infrastructure projects. Currently the Town has one $900,000 project underway and is about to start a second project estimated to cost $600,000. The anticipated result will be to stimulate the economy, an outcome noted by the funding authorization, and improved infrastructure.

2. The Maryland Department of the Environment awarded the Town a $3 million Wastewater Treatment Plant Improvements Enhanced Nutrient Removal Upgrade in 2009. The Town was in compliance with the workplan, schedule and terms and conditions under the agreement. The reporting, payments and work on this project were all timely and acceptable to the Maryland Department of the Environment under the Water Quality Infrastructure Program.
WAIVER REQUEST

$500,000 LIMIT WAIVER REQUEST

Justification for the $500,000 limit waiver request is as follows:

- The Town purchased the abandoned CSX railway line in September this year with the understanding that the levels of contamination qualified as a volunteer clean-up. The Town purchased the property and anticipated that the clean-up would be under the threshold of $500,000, but the latest expansion of the scope has pushed the costs past the $500,000 limit. The Town has not included these excess funds in its budget.

- The amount of contamination on the CSX site is as indicated by the designation as "voluntary." The site is approximately a total of 8.5 acres in total in a small town of only a 2 mile diameter, with high levels of arsenic and polycyclic aromatic hydrocarbons (PAH).

- The initial sampling included a 40 foot range from the center of the tracks, 20 feet on each side of the tracks. There were samples taken a surface level (6 inches) and subsurface level (6 inches to 24 inches).

- Arsenic was detected in each of the 06 composite soil samples analyzed at concentrations ranging from 4.31 mg/kg to 392 mg/kg. Arsenic concentrations in 87 of the composite soil samples exceeded the MDE Tier 4 – Medium Frequency Use Public Recreational Areas standard for arsenic in soil.

- Detectable concentrations of PAH compounds did not exceed the MDE standards in any of the samples submitted for analysis with the exception of benzopyrene, which is detected in the composite sample collected at a depth of 0-6" and five feet to the south from the centerline of the tracks.

- The site is not enrolled in the State or Tribal response program.

- The planned use of the site is from an abandoned, overgrown rail line to an active Rails to Trails recreational amenity. This reuse aligns with the intended objective for the purchase and with the land use plan, sustainability plan, alternative transportation plan, the open space goals, and the recreational facilities objectives.

- Currently, there are no secured commitment plans for firm leveraging. However, consideration will be given for corporate sponsorship of rest areas with benches.

- The eastern leg of the Rails to Trails project was a volunteer project that was so successful the Town embarked on the current western leg connection. The remediation cannot be performed via volunteers. A professional and closely monitored clean-up is required and the expenses will be significant. The Town is seeking a waiver of the limit in order to perform all of the work at one time, thus a more economical operation.

- It was always anticipated that the cost of the remediation would be under the $500,000 limit, but the most recent estimates extend beyond the set limits.

- There are no other leveraging sources. However, the Town will serve as a leveraging source in order to complete the project if the waiver is denied.
HARDSHIP WAIVER REQUEST

Although the town has higher than average median income and lower than average unemployment, when compared statewide in Maryland, the town is seeking a hardship waiver request to the 20% cost-share requirement due to the small size of the town (less than 10,000 people) and because the town has exhausted effective taxing options in order to pay for the entire cost share.

Your consideration of this issue and request will be greatly appreciated.

Sincerely,

David Warrington
Town Administrator

Enclosures

Cc: File