

Appendix E

Farmland Resources



memorandum

date September 27, 2024

to David M. Wickens, Environmental Protection Specialist, Federal Aviation Administration

from Luke Evans, Environmental Science Associates
Michael Burns, PG, CEG, CHG

subject Sacramento County/WattEV Commercial Charging Center – AD-1006 Farmland Conversion Impact Rating Form and Agricultural Resources Discussion

As requested by the Federal Aviation Administration (FAA) as part of its consideration of the Sacramento County/WattEV Commercial Charging Center (Project) under the National Environmental Policy Act (NEPA), ESA has compiled this information to assist FAA with its consultation with the Natural Resources Conservation Service (NRCS) concerning the Project's impacts to Farmlands. The information will also be used to assess the Project's effects on Farmlands under NEPA.

Project Overview

The Project would construct an electric vehicle (EV) commercial charging center south of Interstate 5 (I-5) on Sacramento International Airport (SMF, or Airport) property. Please see **Attachment A** for several figures that support this evaluation. In that attachment, **Figure 1** shows the site's regional location and **Figure 2** shows a detailed overview of the site and its vicinity. The parcels upon which the Project would be constructed total 139.2 acres in size. Of that amount, 112.3 acres of the site would be developed for the proposed use, with the rest of the site remaining in its currently undeveloped condition. Principal Project components include the following:

- Construction of a 15.3-acre charging area/rest area configured with two truck charging areas separated by a publicly accessible central plaza. The facility would include a two-story 14,000-square-foot (sf) convenience store and visitor center, a 3,000-sf single story operations and maintenance facility, and a 3,000-sf single story office building.
- Construction of two truck charging areas providing a total of 18 Megawatt Charging Standard (MCS) chargers and 90 240 kW Combined Charging Standard (CCS) chargers designed for heavy and medium duty trucks as well as public transportation vehicles (e.g., buses). Eighty truck parking stalls would also be provided.
- Construction of 30 CCS chargers dedicated to passenger vehicle use and an automobile parking lot with 200 automobile parking spaces.
- Construction of an 88.9-acre photovoltaic (PV) solar array, with solar modules mounted on tracker arrays. Each rack would hold up to 90 panels (72 Cell Modules). Five 3.6 Megavolt Ampere (MVA) inverters and transformers would be installed on concrete pads located within the solar field.

The Project also contains several off-site improvements to area roadways and intersections totaling 3.36 acres, but these areas currently contain existing roadways or their adjoining shoulder areas and are therefore not in agricultural production, nor do they meet the definition of Farmlands as specified in local, state, or federal

regulations. Accordingly, these areas are not discussed further, and this discussion pertains only to those portions of the Project that contain designated Farmlands.

Project Purpose and Need

The purpose of the Project is to develop a charging facility for electric vehicles in Sacramento County that is accessible and convenient to major freight and transportation corridors that meets the objectives and evaluation criteria of the California Transportation Commission’s Trade Corridor Enhancement Program and supports the goals of the National Highway Freight Program, the California Freight Mobility Program, and the California Sustainable Freight Action Plan. The Project would cogenerate green energy onsite for a net-zero facility. Additionally, there is an unmet demand for equitable access to zero emission technology for small carriers and independent freight vehicle owner operators, private EV automobiles, and EV charging facilities in general.

The need for the Project is to reduce vehicle generated air pollutant emissions and to support a large portion of the EV charging demand in Sacramento County adjacent to the major freight and travel corridors that traverse the area. The areas immediately adjacent to the Project site have some of the highest diesel pollution and environmental burden in the region according to the CalEnviroScreen 4.0 screening tool. Provision of a zero-emissions charging facility on the site will provide greater deployment of zero emissions vehicles in the area, particularly in the medium- and heavy-duty (MHD) sector, with resultant decreases in diesel emissions. As part of the Project, it is anticipated that more than 300 passenger vehicles would be accommodated each day, further reducing internal combustion engine emissions by automobiles using I-5.

Relevant Regulatory Guidance

FAA Order 5050.4B, *National Environmental Policy Act (NEPA Implementing Instructions for Airport Actions*, provides information to FAA’s Office of Airports (ARP) personnel and others interested in fulfilling NEPA requirements for airport actions under FAA’s authority. The Order is part of FAA’s effort to ensure its personnel have clear instructions to address potential environmental effects resulting from major airport actions.

Detailed procedures concerning environmental impact analysis are specified in FAA’s 1050.1 Desk Reference, which provides explanatory guidance for environmental impact analysis performed to comply with Council on Environmental Quality (CEQ) *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (CEQ Regulations) (40 Code of Federal Regulations (CFR) parts 1500-1508), U.S. Department of Transportation (DOT) Order 5610.1C, *Procedures for Considering Environmental Impacts*, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*.¹

Within FAA Order 1050.1F, “Farmlands” are defined as those agricultural areas considered important and protected by federal, state, and/or local regulations. Important farmlands include all pasturelands, croplands, and forests (even if zoned for development) considered to be prime, unique, or of statewide or local importance. The Farmland Protection Policy Act (7 U.S.C. 4201-4209) regulates federal actions with the potential to convert important farmland to non-agricultural uses. The Farmland Protection Policy Act is administered by NRCS.

¹ The Desk Reference is designed to complement FAA Order 1050.1, and FAA has specified when citing requirements from laws, regulations (including the CEQ Regulations), DOT Order 5610.1C, FAA Order 1050.1, or other authorities, FAA Order 1050.1 is to be cited as the original source authority and not the Desk Reference. Accordingly, this memorandum follows that direction.

The Project would be constructed on lands that have been designated as Farmland of Local Importance by both the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) and the County of Sacramento. As such, the Project Site meets the definition of “Farmlands” as defined in FAA Order 1050.1F.

Process for Determining Impacts to Farmlands

FAA Order 1050.1F provides that FAA may make its own determination as to whether a project site meets the criteria for classification as Farmland. The Order also provides that the FAA may defer to the expertise of the NRCS to make the determination. The latter process begins with submittal of NRCS Form AD-1006, the Farmland Conversion Impact Rating Form. Using the information from the form, NRCS will measure the relative value of the site as Farmland on a scale of 0 to 100.

After NRCS notifies the FAA of the score of a site’s relative value, the FAA (or its designee) will apply the site assessment criteria contained within 7 CFR 658.5 and assign a site assessment score for the site. By combining the relative value score provided by NRCS with the site assessment score, the FAA will determine the combined score for the site. This combined score is composed of up to 100 points for relative value and up to 160 points for the site assessment, resulting in a maximum possible score of 260 points. As the point value approaches 260 points, the potential impact severity increases.

Since the Project Site has been classified as Farmland of Local Importance by both the State of California and the County of Sacramento, the Site’s qualification for the status of “Farmland” is not in dispute, and it is assumed that the purpose of completing Form AD-1006 and consulting with NRCS is to determine the severity of the impact to Farmlands that would be realized if the Project were implemented.

Facts Concerning the Project Site

As shown in Figure 2, the Project Site lies within the boundaries of Sacramento International Airport (SMF), which is managed by the Sacramento County Department of Airports.

Current and Historic Agricultural Use

The Project Site has been withdrawn from active agricultural uses since at least the early 2000s and is currently covered in non-native annual grasses (see **Figure 3**). Irrigation water is not available to the Site. Historic agricultural production on the Site consisted of dryland crops. The site is not tilled for agricultural production. The site is not used for commercial farming purposes, though it is mowed for purposes of weed abatement and to reduce attractants to wildlife that could pose a hazard to aircraft (see the discussion on *Restrictions on Agricultural Use of the Site* on the following page). Mowing is carried out on a non-compensated basis by a local operator. The cut non-native grass that is derived from the mowing operations is made available to the contracted operator for baling and transport from the site for their own use. Neither the Airport or the contracted operator receive compensation for these mowing and baling activities.

Ownership and Zoning

The site is owned by the Sacramento County Department of Airports and lies within the confines of SMF. The Sacramento County General Plan designates the site as Public and Quasi-Public (PQP). The entirety of the site is located within the County’s Urban Service Boundary and the County’s Urban Policy Area. The western three-quarters of the site are zoned Agricultural – 20 acres (AG-20), and the eastern quarter of the site is zoned AG-80. The site has been designated and planned for commercial development under the Sacramento International

Airport Master Plan since at least 2006. No portion of the site is under a Williamson Act or agricultural conservation easement.

Restrictions on Agricultural Use of the Site

Use of the Project site for any use that could attract wildlife (particularly birds) that could present a hazard to aviation is prohibited under FAA’s Part 139 certification standards for commercial airports.² In 2020, the FAA issued Advisory Circular (AC) 150/5200-33C, *Hazardous Wildlife Attractants on or Near Airports*, that listed land use practices that potentially attract hazardous wildlife.³ The AC noted that many agricultural crops can attract hazardous wildlife, and should not be planted in proximity to airports. Corn, wheat, and other small grains in particular are noted as potential attractants.

SMF has one of the highest incidents of aircraft-bird strikes of any airport in the United States. This is a function of the Airport’s location along a major migratory flyway for migrating birds, and it is also a function of the long-established land uses surrounding the Airport and the region in general, which contains many thousands of acres of commercial agricultural production, particularly rice production. Based upon this situation, the Airport maintains a comprehensive Wildlife Hazard Management Plan (WHMP) to reduce the threat of wildlife. The program is managed by the Airport’s Planning and Environment section and is implemented by a team of FAA-qualified wildlife biologists. As part of its Section 139 certification requirements, SMF’s WHMP identifies the measures utilized to alleviate or eliminate wildlife and the attractants that pose a hazard to aircraft operations.⁴ The plan also provides a designation of responsible parties, priorities for habitat modification and/or land use changes, and requirements for applicable local, state, and federal permits. This plan is reviewed and approved periodically by FAA, most recently in April 2024.

The Project site’s location beneath the southern approach and departure zones for the easternmost runway at SMF and its location within the Airport’s 10,000-foot critical zone renders management of the site and Airport lands to the south particularly important in the reduction of hazardous wildlife attractants at the Airport. Bird strikes may occur during any phase of flight, but are most likely to occur during the take-off, initial climb, approach and landing phases due to the greater numbers of birds in flight at lower altitudes. The Project site is located in an area where each of these types of aircraft movements occur. Based upon these considerations, the Airport’s WHMP contains a vegetation management component that directs management of vegetation on Airport property. Owing to the substantially increased wildlife attractant hazards associated with many types of agricultural production, no portion of the Airport’s property is managed for commercial agricultural production. The only activities that could potentially be considered agricultural or farming in nature on Airport property is the occasional mowing of and collection of non-native grasses in certain portions of the Airport property, including the Project site, for weed and fire abatement purposes and to reduce the development of habitats that could attract hazardous wildlife.

² Part 139 refers to 14 CFR § 139, which regulates the certification and operation of airports serving passenger-carrying commercial air carriers. The regulation provides criteria and rules under which commercial airports must operate to achieve and maintain FAA certification for their operations, including the requirement to maintain and implement a Wildlife Hazard Management Plan.

³ Federal Aviation Administration. 2020. *Hazardous Wildlife Attractants on or Near Airports*. AC No. 150/5200-33C.

⁴ Sacramento International Airport. 2024. *Sacramento International Airport Wildlife Hazard Management Plan*. Approved April 2013, Updated April 2024. Available at: https://sacramento.aero/scas/environment/wildlife_management.

NRCS Form AD-1006

An NRCS Form AD-1006 has been prepared, except for those portions of the form that are required to be completed by the NRCS. The partially completed form is attached to this memorandum as **Attachment B**. Guidance for completing the form was acquired from the following sources:

- FAA Order 1050.1F and the 1050.1 Desk Reference: https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/faa_nepa_order/desk_ref.
- Department of Agriculture Guidance, as contained within 7 CFR 658: <https://www.ecfr.gov/current/title-7/subtitle-B/chapter-VI/subchapter-F/part-658/section-658.5>.
- NCRS Guidance: https://www.nrcs.usda.gov/sites/default/files/2022-08/FPPA_Manual_Final_2013_0.pdf.
- California Department of Conservation Farmland Mapping and Monitoring Program, Sacramento County Important Farmland Data: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Sacramento.aspx>.

We have provided the information below to document how we acquired the information we provided in the form. Where applicable, points were assigned per the criteria provided in 7 CFR 658.5.

Part I, Basic Project Information: Project name, Federal lead agency, etc. was entered.

Part II: To be completed by NRCS, no information entered.

Part III: To be completed by Federal Agency.

- Total Acres to be Converted Directly:** We assumed that 112.3 acres would be directly and permanently converted to non-agricultural use, with the remainder of the 139.2-acre site not being affected. Therefore, a value of 112.3 was entered.
- Total Acres to be Converted Indirectly:** We assumed that no additional areas in and around the site would be indirectly converted. Therefore, a value of zero was entered.
- Total Acres in Site:** We provided the total acreage of the site; 139.2 acres.

Part IV, Land Evaluation Information: To be completed by NRCS, no information was entered.

Part V, Land Evaluation Criterion: To be completed by NRCS, no information was entered.

Part VI, Site Assessment Criteria: To be completed by Federal Agency, using site assessment criteria provided in 7 CFR 658.5.

- Area in Non-Urban Use:** Most of the areas within a 1-mile radius of the Project site are not urbanized and are instead given over to some sort of agricultural or non-urban use. Notable exceptions lie to the north of the site, where lies Interstate 5 (I-5) and developed lands associated with SMF and the adjacent Metro Airpark to the east of SMF. These urbanized uses north of the site include roadways, parking lots, and warehouse facilities. Areas to the west, south, and east of the Project site are primarily non-urban and are in some sort of agricultural or non-urban status. Of that area within a 1-mile radius of the Project

site, we estimate that approximately 80 percent is not in urban use. We therefore assigned a value of 12 points (out of a possible 15 points).

2. **Perimeter in Non-Urban Use:** I-5 lies to the immediate north of the site, with developed portions of SMF lying less than 0.25-mile north of the freeway, so the northern perimeter of the site can be considered Urbanized. However, areas to the east, south, and west of the site remain in Non-Urban Use. As such, 8 points (out of a possible 10 points) were entered.
3. **Percent of Site Being Farmed:** No portion of the site is being farmed, so zero points were entered (out of a possible 20 points).
4. **Protection Provided by State and Local Government:** The site is designated as Farmland of Local Importance by the State of California Department of Conservation’s Farmland Mapping and Monitoring Program (FMMP) and the County of Sacramento. Sacramento County General Plan Policy AG-5 requires that projects converting 50 or more acres of so-designated farmland be mitigated within Sacramento County at a 1:1 ratio with lands of equal or greater agricultural value in-kind or with similar resource value protection (such as easements for agricultural purposes). Based on this County requirement, we assume that the site possesses “protected” status and thus the full 20 points were entered (out of a possible 20 points).
5. **Distance from Urban Built-up Area:** The nearest urbanized areas to the Project site lie approximately 1.5 miles to the east, where an area of medium-density residential development is located. Developed portions of SMF lie approximately 0.25-mile to the north across Interstate 5 (I-5). Based upon the site’s distance to a fully urbanized residential use (the medium-density residential development approximately 1.5 miles to the southeast of the site), 10 points were entered (out of a possible 15 points).
6. **Distance to Urban Support Services:** Potable water, electric service, sanitary sewer, and natural gas services are all available more than 1 mile, but less than 3 miles, from the Project site. Accordingly, 10 points were entered (out of a possible 15 points).
7. **Size of Present Farm Unit Compared to Average:** The average farm unit in Sacramento County is 230 acres.⁵ The portion of the Project site that would be permanently converted to non-agricultural uses would be 112.3 acres. This represents a value that is 512 percent lower than the Countywide average farm unit. Based on the formula provided in 7 CFR § 658.5 (b) (7), sites that are 50 percent or more below the Countywide average are to be assigned zero points, so we entered zero points (out of a possible 15 points).
8. **Creation of Non-Farmable Land:** The site is not used for commercial farming purposes, though it is mowed on occasion for purposes of weed abatement and to reduce attractants to wildlife that could pose a hazard to aviation. Mowing is carried out on a non-compensated basis by a local operator. The non-native grass that is derived from the mowing operations is made available to the contracted operator for baling and transport from the site for their own use. Neither the Airport nor the contracted operator receive compensation for these mowing and baling activities. Non-developed portions of the site would be subject to the same requirements for weed abatement and minimization of wildlife attractants, so the remaining undeveloped lands on the parcel would remain available for the current mowing and baling opportunities for area operators, and construction of the Project would not impair such use. As such,

⁵ U.S. Department of Agricultural Statistics Service. 2022. Census of Agriculture County Profile, Sacramento County, California. Available at: https://www.nass.usda.gov/Publications/AgCensus/2022/Online_Resources/County_Profiles/California/cp06067.pdf.

none of the land remaining undeveloped after Project implementation would be rendered unavailable for the existing practice of mowing and baling of non-native grasses. This remaining land would amount to approximately 26.9 acres, and the amount of land no longer available for mowing and baling would be 112.3 acres. Based on the formula provided in 7 CFR § 658.5 (b) (8), remaining acreage equal to between 25 and 5 percent of the acres directly converted by the project should be assigned between 9 and 1 points. Accordingly, we have entered 9 points (out of a possible 10 points).⁶

9. **Availability of Farm Support Services:** This portion of Sacramento County, and the Natomas Basin in particular, is substantially utilized for commercial agricultural uses. As such, farm support services and markets are widely available in proximity to the Project area. Accordingly, we entered 5 points (out of a possible 5 points).
10. **On-Farm Investments:** There are no farm-related structures on the site. An abandoned irrigation ditch lies along the northern perimeter of the site but has been disconnected from the area’s irrigation network since at least the early 2000s. Another irrigation ditch lies along the west side of the site, but it provides no water to the site. The West Drainage Canal is located along the southern perimeter of the site, but it also does not supply water to the site and serves as a drainage channel into the Sacramento River for the southern portion of the Natomas Basin. Finally, Power Line Road lies to the east of the site and contains no associated irrigation features that could serve the site. Based upon these observations, there have been no farm-related investments on the Project site that provide an enhancement to the agricultural value of the site. Accordingly, we assigned a value of zero points for this criterion (out of a possible 20 points).
11. **Effects of Conversion on Farm Support Services:** Many thousands of acres of the Natomas Basin and adjacent areas of Yolo and Sutter Counties remain in commercial agricultural production. The site’s relatively small size would be unlikely to have any effect on the current level of demand for farm support services in the region. In addition, the site has not been in commercial agricultural production since at least the early 2000s, so its contribution to the local farming economy and associated support services has been negligible. Accordingly, we assigned a value of zero points for this criterion (out of a possible 10 points).
12. **Compatibility with Existing Agricultural Use:** The Project would be commercial in nature and would not contain uses that would be sensitive to adjacent agricultural activity. People using the commercial charging facility and rest stop features provided by the Project would be on the site for only short periods of time. Nothing about the Project would preclude the continued use of proximate properties for agricultural purposes. Accordingly, we assigned a value of zero points for this criterion (out of a possible 10 points).

Part VII: To be completed by Federal Agency.

Relative Value of Farmland: From Part V, to be filled in once NRCS has assigned a point value to the relative value of Farmland to be converted (Scale of zero to 100 points). No information was entered.

Total Site Assessment: From Part VI. Total Site Assessment points from Part VI was 78 points.

Special Considerations and Conclusion

Although the Project site is no longer used for agricultural production due to its location near SMF within the 10,000-foot critical zone, its historical use as farmland and its associated soil characteristics is sufficient for the

⁶ $26.9 \div 112.3 = 24$ percent.

site to be designated as Farmland of Local Importance by the County of Sacramento. This parcel is maintained consistent with SMF's approved Wildlife Hazard Management Plan. So, while the Project site is afforded designation as Farmland, it is effectively not available for that use. Owing to the Airport's long-established presence and its existing runway configurations and associated approach and departure zones, this condition can be considered permanent.

Regardless of these facts, the site is designated as Farmland of Local Importance by Sacramento County, and the County's General Plan requires that any project that would convert designated agricultural lands to a non-agricultural use be mitigated in accordance with General Plan Policy AG-5, which states that:

Projects resulting in the conversion of more than fifty (50) acres of farmland shall be mitigated within Sacramento County, except as specified in the paragraph below, based on a 1:1 ratio, for the loss of the following farmland categories through the specific planning process or individual project entitlement requests to provide in-kind or similar resource value protection (such as easements for agricultural purposes):

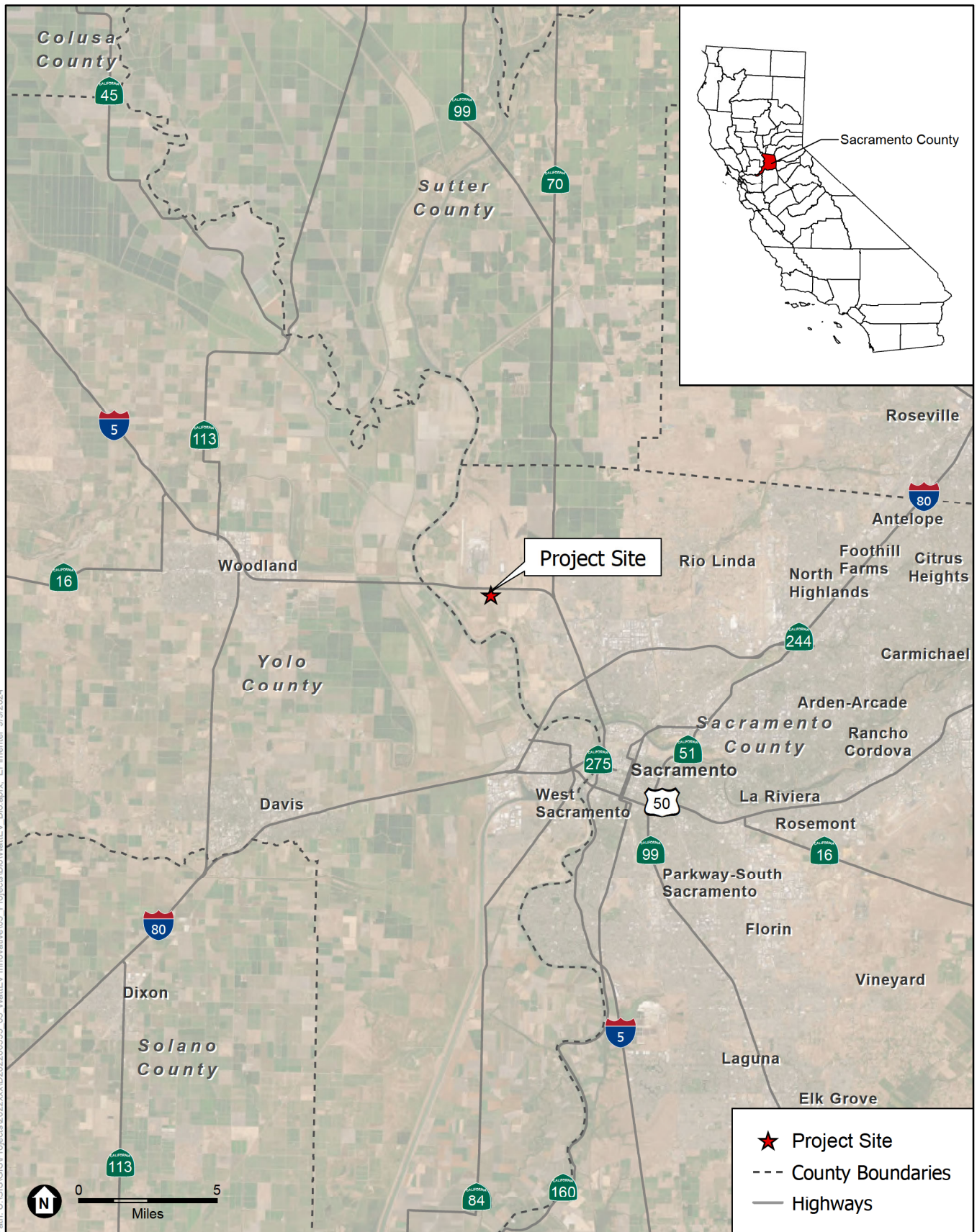
- Prime, statewide importance, unique, local importance, and grazing farmlands located outside the Urban Service Boundary;
- Prime, statewide importance, unique, and local importance farmlands located inside the Urban Service boundary.

The Board of Supervisors retains the authority to override impacts to Unique, Local, and Grazing farmlands, but not with respect to Prime and Statewide farmlands. However, if that land is also required to provide mitigation pursuant to a Sacramento County endorsed or approved Habitat Conservation Plan (HCP), then the Board of Supervisors may consider the mitigation land provided in accordance with the HCP as meeting the requirements of this section including land outside of Sacramento County.

Note: This policy is not tied to any maps contained in the Agricultural Element; instead, the most current Important Farmland map from the Department of Conservation should be used to calculate mitigation.

Based upon the requirements of General Plan Policy AG-5, the Project will be required to mitigate its impacts to Farmland of Local Importance. As such, and in consideration of the fact that the Project site is effectively unavailable for agricultural use, the Project's effects with respect to Farmland conversion would not be adverse.

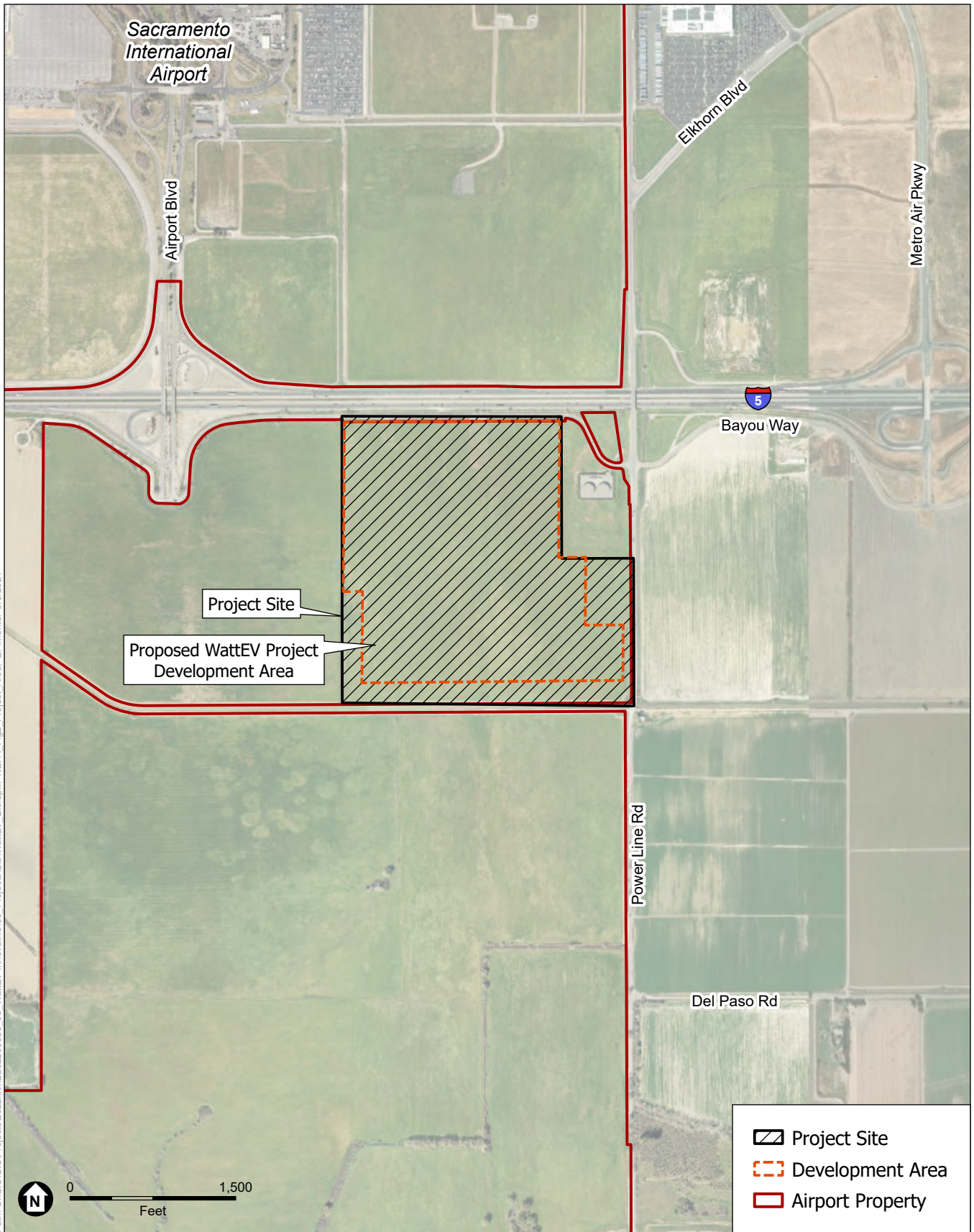
ATTACHMENT A FIGURES



SOURCE: Esri, 2024; ESA, 2024

Sacramento County/WattEV Commercial Charging Center Project

Figure 1
Regional Location



Path: U:\GIS\GISProjects\2022\00555_03_WattEV_Innovative\03_Projects\BIO\WattEV_Bio.aprx NEPA_Fig2_Project_Area_EP\mental 9/9/2024

SOURCE: Esri, 2024; ESA, 2024

Sacramento County/WattEV Commercial Charging Center Project

Figure 2
Project Area



SOURCE: Esri, 2024; ESA, 2024

Sacramento County/WattEV Commercial Charging Center Project

Figure 3
Vegetation Communities

ATTACHMENT B
NRCS Form AD-1006

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request				
Name of Project Sacramento International Airport/WattEV		Federal Agency Involved Federal Aviation Administration				
Proposed Land Use Electric vehicle charging center		County and State Sacramento, CA				
PART II (To be completed by NRCS)		Date Request Received By NRCS 10/07/2024		Person Completing Form: B. Rust Area 1 RSS		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated 234,703	Average Farm Size 484	
Major Crop(s) Almonds, Tomatoes, and Grapes/V	Farmable Land In Govt. Jurisdiction Acres: 482,64% 73.9	Amount of Farmland As Defined in FPPA Acres: 352,5% 54.0				
Name of Land Evaluation System Used CA Revised Storie Index	Name of State or Local Site Assessment System N/A	Date Land Evaluation Returned by NRCS 10/08/2024				
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		112.3				
B. Total Acres To Be Converted Indirectly		0				
C. Total Acres In Site		139.2				
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		112.3				
B. Total Acres Statewide Important or Local Important Farmland		0				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.03				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		43.3				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		56.7				
PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	12			
2. Perimeter In Non-urban Use		(10)	8			
3. Percent Of Site Being Farmed		(20)	0			
4. Protection Provided By State and Local Government		(20)	20			
5. Distance From Urban Built-up Area		(15)	10			
6. Distance To Urban Support Services		(15)	10			
7. Size Of Present Farm Unit Compared To Average		(10)	0			
8. Creation Of Non-farmable Farmland		(10)	9			
9. Availability Of Farm Support Services		(5)	5			
10. On-Farm Investments		(20)	0			
11. Effects Of Conversion On Farm Support Services		(10)	0			
12. Compatibility With Existing Agricultural Use		(10)	0			
TOTAL SITE ASSESSMENT POINTS		160	74	0	0	0
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	56.7	0	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	74	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	130.7	0	0	0
Site Selected:		Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
Reason For Selection: Property is designated for commercial development in the Airport Master Plan. The proximity to the airport prohibits farming activity other than occasional mowing and harvesting of non-native grass to prevent bird strikes.						
Name of Federal agency representative completing this form: David B. Kessler - Federal Aviation Admin. Date: 10/01/2024						

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map, or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.