



5 Coordination and Public Involvement

This chapter discusses coordination and public involvement associated with the Environmental Impact Statement (EIS) process and subsequent Environmental Assessment (EA) process. The coordination and public involvement complies with public involvement requirements and policies including National Environmental Policy Act of 1969 (NEPA), as amended, Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] §§ 1503.1(a) and 1506.6), Federal Aviation Administration (FAA) Order 1050.1F, *Environmental Impacts: Policies and Procedures*, FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, Section 106 of the National Historic Preservation Act, and Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966 (49 United States Code [U.S.C.] § 303).

5.1 Notice of Intent (NOI)

The FAA issued a Federal Register Notice on March 22, 2018¹⁰³ announcing its intent to prepare an EIS for Proposed Capacity Enhancements and Other Improvements at Charlotte Douglas International Airport, Charlotte, Mecklenburg County, NC. A copy of the NOI is provided in Appendix A, *Agency and Public Involvement*.

5.2 Scoping

FAA Order 1050.1F states that scoping is a required part of the EIS process. 40 CFR § 1501.7 *Scoping*, states, “[t]here shall be an early and open process for determining the scope of issues to be addressed and for identifying significant issues related to the proposed action.” The FAA uses scoping to ensure that the EIS documents address the concerns of both the public and other Federal, State, and local governmental agencies. NEPA gives all persons, organizations, and Federal, State, and local government agencies the right to review and comment on proposed Federal actions that are evaluated by an EIS. Scoping for a proposed project must occur early in the process, before the EIS is prepared.

The FAA held two agency scoping meetings and two public scoping meetings in April 2018 as listed in Table 5-1. Agencies invited to attend are shown in Table 5-2.

TABLE 5-1, SCOPING MEETINGS

Meeting Name	Meeting Location	Meeting Date and Time
Agency Scoping Meetings		
Agency Scoping Meeting #1	North Carolina Department of Transportation, Board of Transportation Room 1 South Wilmington Street Raleigh, North Carolina 27601	Monday, April 23, 2018 at 1:30 PM to 3:00 PM
Agency Scoping Meeting #2	Embassy Suites 4800 S. Tryon Street Charlotte, North Carolina 28217	Tuesday, April 24, 2018 at 10:00 AM to 12:00 PM
Public Scoping Meetings		
Public Scoping Meeting #1	Embassy Suites (South of Airport) 4800 S. Tryon Street Charlotte, North Carolina 28217	Tuesday, April 24, 2018 at 7:00 PM
Public Scoping Meeting #2	West Mecklenburg High School (North of Airport) 7400 Tuckaseegee Road Charlotte, North Carolina 28214	Thursday, April 26, 2018 at 7:00 PM

¹⁰³ 12639 Federal Register / Vol. 83, No. 56 / Thursday, March 22, 2018.



TABLE 5-2, AGENCIES INVITED TO AGENCY SCOPING MEETINGS

<ul style="list-style-type: none"> ▪ Catawba Tribal Historic Preservation Office (THPO) ▪ Catawba Tribal Leader ▪ Charlotte Area Transit System (CATS) ▪ Charlotte Department of Transportation (CDOT) ▪ U.S. Department of Interior (DOI) ▪ U.S. Environmental Protection Agency (USEPA) ▪ Federal Emergency Management Agency (FEMA) ▪ Federal Highway Administration (FHWA) ▪ Federal Railroad Administration (FRA) ▪ North Carolina Department of Natural and Cultural Resources (NCDNR) ▪ North Carolina Department of Environmental Quality (NCDEQ) ▪ North Carolina Department of Health and Human Services (NCDHHS) 	<ul style="list-style-type: none"> ▪ North Carolina Department of Transportation (NCDOT) ▪ North Carolina Recreation and Parks Association (NCRPA) ▪ North Carolina State Historic Preservation Office (NCSHPO) ▪ South Carolina Department of Natural Resource (SCDNR) ▪ South Carolina Recreation and Parks Association (SCRPA) ▪ South Carolina Historic Preservation Office (SCSHPO) ▪ U.S. Army Corps of Engineers (USACE) ▪ U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) ▪ U.S. Fish and Wildlife Service (USFWS) ▪ Mecklenburg County
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Note: Agencies in bold attended the scoping meetings.

Following the agency and public scoping meetings in May 2018, the FAA issued a Notice of Additional Comment Period, adding an additional 45 days due to a correction to the project email address. The previous email address was incorrect and email comments that had been submitted to the previous email address had not been received and could not be recovered. The Notice of Additional Comment Period extended the comment period to July 9, 2018 and requested that the public and agencies submit comments to the correct project email address. After the close of the comment period, comments were reviewed and categorized by topic. Over 270 comment letters were received from the public, five from organizations, and six from Federal/State agencies. A total of over 600 individual comments were identified. The primary topics of concern include aircraft noise, economic impact, West Boulevard relocation, air quality, water resources, historic/cultural resources, public involvement, alternatives, and quality of life.

5.3 Conversion from EIS to EA

During the preparation of the EIS, the FAA updated the Terminal Area Forecasts (TAF) for all major airports in the U.S. due to the up-gauging¹⁰⁴ of aircraft that was occurring at a faster rate than previously projected. This up-gauging resulted in a decrease in operations at most major U.S. airports, including CLT. As a result, the aviation activity forecasts at CLT were also updated to reflect the change in aircraft fleet. In addition, the FAA prepared a runway length analysis to validate the need for a 12,000-foot runway during the EIS preparation. The runway length analysis was completed in October 2018 and concluded that only a 10,000-foot runway was required to meet the purpose and need for the project instead of a 12,000-foot runway, as was recommended in the CLT Master Plan Update: Phase 1, Airport Capacity Enhancement Plan, February 2016. The runway length analysis was based on performance engineering data from the airlines, which found that the Boeing 787-9, which is the critical aircraft for runway length, would require 10,000 feet of runway when departing. Given this change to a major element of the Proposed Action, the FAA began a process of reevaluating the appropriate level

¹⁰⁴ Up-gauging is adding seats to aircraft and/or replacing smaller aircraft with larger ones.

of environmental documentation for compliance with NEPA, 40 CFR §§ 1500-1508, FAA Order 1050.1F, and FAA Order 5050.4B. This evaluation focused on likely changes to environmental impacts anticipated to occur as a result of the runway length change. The FAA determined that this was a sufficient change to one of the proposed capacity enhancements to warrant cancellation of the EIS and conversion to an EA. This was made public in the FAA's publication of a Notice of Cancellation in the Federal Register on February 27, 2019.¹⁰⁵

5.4 Public Meeting

The City of Charlotte Aviation Department conducted a set of public information workshops after the conversion to an EA. The public information workshops were held on October 21 and 24, 2019 from 6:00 p.m. to 8:00 p.m. at the Embassy Suites on Tryon Street and the Harris Conference Center at Central Piedmont Community College, respectively. Both meetings were held as open house formats where residents were able to view displays and speak with the project team members, including CLT staff and members of the FAA Memphis Airports District Office.

The public was notified of the public information workshop at least 30 days before the scheduled public meeting date in the September 20, 2019 edition of the Charlotte Observer newspaper. In addition, the public was notified of the public information workshop in the September 25, 2019 edition of the La Noticia newspaper and the September 26, 2019 edition of the Que Pasa newspaper. A copy of the Public Workshop newspaper notices, as well as the materials presented at the meeting are provided in Appendix A, *Agency and Public Involvement*. Posters were sent on September 19, 2019 to 62 local libraries, community centers, homeowners associations, and churches to be placed in a public area to notify members of the upcoming workshops. Over 96,000 postcards also sent along with over 250 emails to community member notifying them of the public meetings. The public information workshops were also advertised on the project website: <https://www.airportprojects.net/clt-capacity-ea/>. Written comments were accepted in person at the public information workshop, mail, and email until November 22, 2019. Total attendance at both public meetings was 122 people and 51 comments were received during the comment period. The primary topics of concern include aircraft noise, West Boulevard relocation, property acquisition, and quality of life.

5.5 Availability of Virtual Presentation

In order to provide the public an update on the EA process, a virtual presentation was posted to the EA website on December 3, 2020. Comments on the presentation were accepted for 30 days after the presentation through email or mail. Notifications for the virtual presentation were published in newspapers 15 days before the presentation was posted on the project website, including the Charlotte Observer (published November 18, 2020), La Noticia (published November 18, 2020), and Que Pasa (published November 17, 2020). In addition, an email notification was distributed to the project's email database containing 730 contacts on November 18, 2020. The email database was created during the initiation of the EIS and includes individuals who have requested to receive notifications on the project throughout the EIS and EA duration. Furthermore, an additional notification was included in the CLT Connections distributed on emailed to 2,340 subscribers and posted to the CLT website on November 24, 2020. An electronic newsletter, Neighbor Update, also included notification of the presentation and was emailed to 2,264 subscribers on December 10, 2020.

¹⁰⁵ 6462 Federal Register / Vol. 84, No. 39 / Wednesday, February 27, 2019.



A social media campaign was also conducted in which ads were placed on Facebook and Instagram to target zip codes in the area surrounding the Airport. These social media ads ran from November 16, 2020 through January 6, 2021, with the exception of December 24, 2020 and December 25, 2020. The ads were placed in Facebook In-stream video, Facebook videofeed, Facebook market places, Facebook stories, Instagram feed, Instagram stories, Instagram explore, Facebook search, Facebook feed, Facebook mobile, Facebook desktop, and Facebook articles. In total, over 1,200 unique individuals viewed the virtual presentation and 23 comments were received. The primary topics of concern include aircraft noise, West Boulevard relocation, property acquisition, terminal walk times, and public outreach.

5.6 Availability of the Draft EA

A Notice of Availability (NOA) was published in the legal section of the Charlotte Observer on April 16, 2021. The NOA described the Proposed Action, provided the public workshop and hearing dates, times, and location, informed the public on how to obtain a copy of the Draft EA, and initiated the public comment period. Advertisements announcing the availability of the Draft EA and providing information regarding the public workshops and hearings were also published in the Charlotte Observer and in Spanish in the La Noticia and Que Pasa newspapers. Copies of these notices are provided in Appendix A, *Agency and Public Involvement*. All stakeholders, agencies contacted, or who submitted comments during the EA scoping process were sent a notice via email of the Draft EA availability for review. The Draft EA was also made available for review online at the following website: <https://www.airportprojects.net/clt-capacity-ea/>.

A paper copy of the Draft EA was available for public review at the CLT Center, 5601 Wilkinson Boulevard, Charlotte, NC 28208 upon request. The comment period ended on June 1, 2021. A copy of the comments received during the comment period and the responses to those comments are provided in **Appendix L, Responses to Comments**.

5.7 Public Involvement

A public workshop and public hearing were held virtually on May 17, 2021 from 1:00 pm to 2:00 pm, and 2:00 pm to 3:00 pm, respectively and on May 18, 2021 from 6:00 pm to 7:00 pm, and 7:00 pm to 8:00 pm, respectively. The public workshops consisted of a presentation reviewing the findings presented in the Draft EA and a question and answer session.

Notifications of the public workshops and hearings were distributed through email to the project's email database on April 16, 2021. The notifications included a phone number which the public could call to request an appointment to view a hard copy of the Draft EA and to request translation or language services for the Public Workshops and Public Hearings.

Three additional notifications were distributed by CLT through the Connections email database, the Airport Neighborhood Update, and through a press release on May 12, 2021. A social media campaign targeting zip codes in the area surrounding the Airport was initiated 15 days in advance of the Public Workshops and Public Hearings and continued to announce the availability of the Draft EA from April 16 through June 1, 2021. A digital campaign on non-social media websites, targeting zip codes in the area surrounding the Airport, was also initiated 15 days in advance of the Public Workshops and Public Hearings. The Public Workshops were recorded and made available to the public on the project website on May 19, 2021 for reference. A copy of the notifications, as well as the materials presented at the Public Workshops, are provided in Appendix A.

5.8 Environmental Justice Outreach

Local outreach to minority and low-income community groups, organizations, and community leaders was conducted throughout the EIS process and the subsequent EA process. Notification of each public meeting, as well as the availability of the virtual presentation, and notification of the Draft EA and public workshops and public hearings were advertised in La Noticia and Que Pasa, the local weekly Spanish language publications. The notifications were also published in the Charlotte Observer. If special accommodations, such as audio or visual assistance, were required to participate in the public workshops or public hearings, or if Internet access was not available to access the Draft EA, the public was encouraged to leave a message for the project team. The Draft EA was made available for public review and comment online on the project website and at the Airport, upon request. In addition, a summary of environmental justice analysis conducted as part of the EA process was sent via email to community groups, organizations, and community leaders in an effort to provide meaningful involvement in the EA process. See Appendix A for the correspondence. No comments were received from this additional environmental justice outreach effort.

5.9 Availability of the Revised Draft EA

As discussed in Chapter 1, after the publication of the Draft EA on April 16, 2021, the City of Charlotte made the decision to change its Proposed Action from Alternative 1 to Alternative 2. As a result, the City of Charlotte issued a Revised Draft EA with Alternative 2 referred to as the Proposed Action. A NOA was published in the legal section of the Charlotte Observer on October 8, 2021. The NOA described the change in the Proposed Action, provided the public meeting and hearing date, time, and location, informed the public on how to obtain a copy of the Revised Draft EA, and initiated the 45-day public comment period. Advertisements announcing the availability of the Revised Draft EA were also published as display ads in the Charlotte Observer, La Noticia, and Que Pasa newspapers. All stakeholders or agencies contacted or who submitted comments during the EA scoping process were sent a notice of the Revised Draft EA for review via email or letter. The Revised Draft EA was made available for review at the following website: <https://www.airportprojects.net/clt-capacity-ea/>. A paper copy of the Revised Draft EA was available for public review at the CLT Center, 5601 Wilkinson Boulevard, Charlotte, NC 28208 upon request. The comment period ended on November 22, 2021. See Appendix L for a copy of the comments received during the comment period and the responses to those comments.

5.10 Additional Public Involvement for the Revised Draft EA

A public meeting and public hearing were held virtually on November 8, 2021 from 2:30 pm to 3:30 pm, and 3:30 pm to 4:00 pm, respectively. The public meeting consisted of a presentation reviewing the findings presented in the Revised Draft EA and a question and answer session. Notifications of the public meeting and hearing were distributed through email to the project's email database on October 8, 2021. The notifications included a phone number which the public could call to request an appointment to view a hard copy of the Revised Draft EA and to request translation or language services for the Public Meeting and Public Hearing. Three additional notifications were distributed by CLT through the Connections email database, the Airport Neighborhood Update, and a press release on October 26, 2021. A social media campaign targeting zip codes in the area surrounding the Airport was initiated on October 8, 2021 and continued through November 22, 2021. The Public Meeting was recorded and made available to the public on the project website on November 9, 2021 for reference. See Appendix A for a copy of the notifications and materials presented at the Public Meeting.