APPENDIX A

AGENCY AND PUBLIC INVOLVEMENT

This appendix contains the following:

- Scoping
    - A description of the Scoping Activities
    - Scoping Meeting Published Affidavits/ Notices
    - Public and Agency Scoping Comments Received
    - Index of Scoping Comments
    - Response to Scoping Comments

Note: The Public and Agency Scoping presentations are located on the EA public website at the following: https://www.airportprojects.net/rdu-ea/public-participation

- Draft EA
    - Published Notices of Availability and Notice of Public Workshop /Hearing / Affidavit
    - Email notices
    - Letters to Libraries / Library Receipt Confirmations
    - Public Workshop and Hearing Sign In Sheets
    - Public Workshop and Hearing Handout
    - Public Workshop and Hearing Display Boards

Note: The comments received on the Draft EA and the responses to those comments are located in Appendix J.

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A.1 Scoping

For this EA, the Raleigh-Durham Airport Authority (Airport Authority) and the FAA completed several scoping activities. Scoping is an early and open process that solicits input from the public to determine the scope of issues to be addressed in the EA and to identify any significant environmental issues related to the Proposed Action. The scoping process is meant to focus the EA analysis on the most pertinent issues and impacts.

A.1.1 Public Scoping

Due to health precautions related to COVID-19, there was no in-person scoping meeting. The Airport Authority and the FAA posted a narrated presentation for the public to review on the EA project website. The presentation described the Proposed Action, the EA NEPA review process, and opportunities to learn more about the purpose and need, potential alternatives, and the environmental resources to be analyzed. Notifications for the availability of the virtual presentation were published in the local newspaper before the presentation was posted on the EA project website. The notice and link to the presentation were also published on the main RDU website and a blog was posted on the RDU website (https://www.rdu.com/rdu-preparing-to-replace-its-longest-runway/). Both a legal ad and display ad were published in the local newspaper, the News & Observer (legal ad and display ad published June 21, 2021, and follow up display ad published again on July 12, 2021). A legal ad is located in the legal section of the newspaper and provides formal notice of the public scoping. A display ad is located within the main section of the newspaper and is provided to garner greater public attention than just listing in the legal section. The virtual presentation was posted to the EA project website on July 21, 2021.

A telephone number was made available for the public to request special accommodations, such as audio or visual assistance, if people did not have internet access. The telephone number was provided on the virtual presentation and on the legal and display ads. Letters were mailed directly to property owners near the proposed borrow areas to inform them about the scoping activities. A display ad was also published one time in Spanish in the La Conexion newspaper on June 23, 2021, alerting the public about the scoping activities. The display ad in Spanish had the same content as the display ad for the News & Observer newspaper.

The virtual presentation and the newspaper notices provided the timeframe for the public to provide comments. Comments on the scoping presentation were accepted through email and mail for 30 days after the presentation was posted on the EA project website.

A.1.2 Agency Scoping

In addition to public scoping, key governmental agencies were invited to attend an online agency scoping meeting. The Airport Authority and the FAA conducted the agency scoping meeting at 10:00 a.m. on August 4, 2021. At this meeting, the Airport Authority conducted a presentation about the Proposed Action and the preliminary scope of environmental analysis to be included in the EA. A list of the key governmental agencies invited to the agency scoping meeting are shown in **Table A-1**.

TABLE A-1, AGENCIES INVITED TO AGENCY SCOPING MEETINGS

FEDERAL AGENCIES
U.S. Environmental Protection Agency (USEPA)
U.S. Army Corps of Engineers (USACE)
U.S. Fish and Wildlife Service (USFWS)
STATE AGENCIES
North Carolina State Historic Preservation Office (NCSHPO)
North Carolina Department of Environmental Quality (NCDEQ)
North Carolina Department of Transportation (NCDOT)
North Carolina Department of Natural and Cultural Resources (NCDCR) Division of Parks and Recreation
North Carolina Wildlife Resources Commission
North Carolina State Clearinghouse

A.1.3 Scoping Comments Received

All of the public and agency comments received during the scoping comment period from federal, state, and local agencies, organizations, and individuals were collected and reviewed by the Airport Authority and the FAA in their entirety. There were 138 public comment submissions and six agency comment submissions for a total of 144 total comment submissions. There were a number of people who submitted more than one comment. The Airport Authority and the FAA then categorized and grouped the scoping comments into major topics. The scoping comments received fell into 17 major topics:

1. General Comments
2. Proposed Action
3. Purpose and Need
4. Alternatives
5. Umstead State Park
6. Noise
7. Biological Resources
8. Air Quality/Climate
9. Water Resources
10. Hazardous Materials
11. Public Outreach
12. Study Areas
13. Historical, Architectural, Archeological, and Cultural Resources
14. U.S. Department of Transportation 4(f)
15. Cumulative Impacts
16. Environmental Justice
17. Energy Efficiency and Recycling

From each major topic, unique individual comments were identified and numbered.

From each major topic, unique individual comments were identified and numbered. All of the scoping comments received and how they were grouped are included in this appendix.

A.1.4 Responses to Scoping Comments Received

The Airport Authority and the FAA prepared responses to the scoping comments received. **Table A-2** identifies the assigned comment identification number, name of the commenter, whether the comment was public or agency, and the index of the submission into the comment summary number. **Table A-3** presents each major topic, the comment summary number, and the response.

McClatchy

Beaufort Gazette
Belleville News-Democrat
Bellingham Herald
Bradenton Herald
Centre Daily Times
Charlotte Observer
Columbus Ledger-Enquirer
Fresno Bee
The Herald - Rock Hill
Herald Sun - Durham
Idaho Statesman
Island Packet
Kansas City Star
Lexington Herald-Leader
Merced Sun-Star
Miami Herald
el Nuevo Herald - Miami
Modesto Bee
Raleigh News & Observer
The Olympian
Sacramento Bee
Fort Worth Star-Telegram
The State - Columbia
Sun Herald - Biloxi
Sun News - Myrtle Beach
The News Tribune Tacoma
The Telegraph - Macon
San Luis Obispo Tribune
Tri-City Herald
Wichita Eagle

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Amount	Cols	Depth
22207	83739	Print Legal Ad - IPL0028552		$561.10	1	6.11

Attention: Gaby Elizondo

LANDRUM & BROWN
4445 LAKE FOREST DRIVE
SUITE 700
CINCINNATI, OH 45242

PUBLIC NOTICE

NOTICE OF VIRTUAL PRESENTATION AND OPPORTUNITY TO PROVIDE SCOPING COMMENTS FOR THE ENVIRONMENTAL ASSESSMENT (EA) AT THE RALEIGH-DURHAM INTERNATIONAL AIRPORT

The Raleigh-Durham Airport Authority (RDUAA) is issuing this notice to advise the public that an EA will be prepared to assess the potential environmental impacts of the proposed 5L/23R Runway Replacement Program at Raleigh-Durham International Airport. The existing 5L/23R runway is 33 years old and the pavement is deteriorating necessitating replacement. The Federal Aviation Administration (FAA) will serve as the lead federal agency for the EA.

Due to health precautions related to COVID-19, there will be no in-person scoping meeting. RDUAA and the FAA are posting a presentation for the public to review the proposed project, the EA process, and to learn more about the purpose and need, potential alternatives, and the environmental resources to be analyzed. The public will have 30 days from July 21, 2021 to review and provide comments they believe should be addressed in the EA. The presentation will be provided beginning July 21, 2021 on the following website:
https://www.airportprojects.net/rdu-ea/

Comments must be received no later than 5:00 p.m. (EDT), August 23, 2021. Comments may be submitted to the following:

Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242
Or by email to RDUEA@landrum-brown.com

If special accommodations, such as audio or visual assistance, are required to view the information or if Internet access is not available, please leave a message at 984-275-3167.
IPL0028552
Jun 21 2021

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Before the undersigned, a Notary Public of Dallas County, Texas, duly commissioned and authorized to administer oaths, affirmations, etc., personally appeared Crystal Trunick, who being duly sworn or affirmed, according to law, doth depose and say that he or she is Accounts Receivable Specialist of the News & Observer Publishing Company, a corporation organized and doing business under the Laws of the State of North Carolina, and publishing a newspaper known as The News & Observer, Wake and State aforesaid, the said newspaper in which such notice, paper, document, or legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all of the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1-597 of the General Statutes of North Carolina, and that as such he or she makes this affidavit; and is familiar with the books, files and business of said corporation and by reference to the files of said publication the attached advertisement for LANDRUM & BROWN was inserted in the aforesaid newspaper on dates as follows:

No. of Insertions: 1
Beginning Issue of: 06/21/2021
Ending Issue of: 06/21/2021

Crystal Trunick

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Stefani Beard

Notary Public in and for the state of Texas, residing in Dallas County

STEFANI SCOTT BEARD
My Notary ID # 131768951
Expires October 23, 2022

Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

Full bar on your next long-distance bus trip? NC House looks to legalize it

BY COLIN CAMPBELL
ccampbell@ncinsider.com

RALEIGH

Travelers heading across the state by bus could soon buy cocktails, wine and beer along the way.

House Bill 693 would legalize a new trend in other states where bus companies have added a bar to the chartered bus experience. The bill passed the House on Wednesday in an 89-14 vote.

The bill's sponsor, Rep. Tim Moffitt, a Henderson County Republican, said the services cater to "first class and business class" travelers, and he expects the routes would include Charlotte to Raleigh and Raleigh to Wilmington.

But Moffitt stressed that his bill wouldn't add bars to the types of buses that ferry party people between bars.

"There has been some concern about this leading to party buses, and other types of unsavory things — that is not the purpose of the bill," he said. The alcohol permits would be valid only on bus trips of at least 75 miles, when the destination is at least 10 miles from the starting point.

The bill cleared the House Finance Committee on Tuesday without any opposition. At an earlier committee meeting on the bill, the Rev. Mark Creech of the conservative Christian Action League said he's opposed to allowing a "bar on wheels."

Creech said the idea is different than the alcohol currently allowed on trains and planes because train and air travel is limited. With buses though, there's potential for "incalculable fleets of them, each possessing a bar for its passengers," he said.

MORE NC ALCOHOL BILLS MOVING AHEAD

HB 693 was one of several alcohol- and event-related bills on the Finance Committee's agenda on Tuesday. House Bill 477 would allow event promoters to use vacant buildings on a trial basis without upgrading the spaces for building code and zoning purposes.

Rep. Mark Brody, R-Union and sponsor of the bill, said the idea is to hold a small number of events to see if there's demand and interest in the space before paying for renovations. Promoters would still need a safety inspection of the building first. HB 477 passed the full House on Wednesday in a 104-1 vote.

House Bill 619, which was on Tuesday's agenda for discussion only, addresses a tax code problem for breweries that expand into restaurant service. Breweries typically pay the mill machinery tax for the equipment they use to make beer, but if they later add food service that accounts for more than half of their revenue, they're taxed like a restaurant.

That means higher taxes on equipment purchases. Alex Miller, a lobbyist for the N.C. Craft Brewers Guild, described a brewery in Boone that got hit with a hefty bill for back taxes on brewing equipment after its pizza proved so popular that it exceeded beer revenue.

"We find that situation to be fairly ridiculous," he said. Now, according to Miller, other breweries are hesitant to add food service for fear of the tax consequences. HB 619 would put brewery equipment under the machinery tax regardless of how the business is structured.

For more North Carolina government and politics news, listen to the Under the Dome politics podcast from The News & Observer and the NC Insider. You can find it at link.chtbl.com/underthedomenc or wherever you get your podcasts.

Colin Campbell: 919-829-4698, RaleighReporter

NC lawmakers pony up more money to lease Ocracoke passenger ferry

BY RICHARD STRADLING
rstradling@newsobserver.com

RALEIGH

For the third summer in a row, visitors to Ocracoke Island will have the option of taking a passenger-only ferry from Hatteras Island that delivers them to Silver Lake Harbor in the village.

And for the third year in a row, the N.C. Department of Transportation will be leasing a boat for its Ocracoke Express service, while the one it ordered several years ago remains unfinished.

NCDOT is leasing the M/V Martha's Vineyard Express, a catamaran-style passenger ferry owned by Seastreak Marine of New Jersey. Gov. Roy Cooper signed a bill into law this week that provides $700,000 to lease and operate the boat from Monday, June 21, until Aug. 15, or until the state-owned ferry is ready.

NCDOT

The state is again leasing the M/V Martha's Vineyard Express so it can begin its passenger-only ferry service between Hatteras and Ocracoke islands on June 21.

The Ocracoke Express is being built in Hubert, near Swansboro, and is now in the water for testing, said NCDOT spokesman Jamie Kritzer.

"That's part of the process the builder goes through before turning it over to the Ferry Division," Kritzer wrote in an email Friday. "Until that happens we won't know when it will be ready for service."

The state expected its passenger ferry would be finished in April 2018. When it became clear the boat would not be ready for the 2019 season, the state leased the M/V Martha's Vineyard Express to take its place.

NCDOT and US Workboats, the company that won the contract to build the ferry, blamed each other for the delays in construction.

In a Wake County courtroom in late 2019, the company's lawyers accused the state of trying to apply a higher standard of welding than was specified in the contract. An attorney for the state countered that the company was trying to avoid some of the testing required to determine the welds were safe and that some of the tests performed at that point had uncovered "significant problems."

Kritzer said another company, Waterline Systems, has taken over construction of the ferry.

The Ocracoke Express was conceived as an alternative to the car ferries that run between Hatteras and Ocracoke islands, after shoaling in Hatteras Inlet reduced the number of runs those boats could make each day. The car ferries are free, but there's often a wait on busy summer days.

NCDOT

The Ocracoke Express, as it looked in December 2018 at the US Workboats shipyard in Hubert. The passenger ferry, which is three years behind schedule, is now in the water undergoing final tests.

The passenger ferry enjoys support in the General Assembly. Last year, when NCDOT scrapped plans to operate the service because of the COVID-19 pandemic, lawmakers reversed the decision, providing $1.1 million to lease and operate the boat even as they cut half a billion dollars in transportation spending elsewhere.

The passenger ferry will make three round trips a day, leaving from Hatteras at 9:30 a.m. and 1 and 4:30 p.m. The crossing takes 65 minutes, about the same as the car ferry, which lands on the north end of the island.

Tickets are $5 each way, and an additional $1 per bicycle. Children 3 and under are free. Reservations can be made online at www.ncferry.org or by calling 800-293-3779. Riders who ask at the terminal or make a reservation by phone can buy one ticket and get one free until the end of June.

The federal government still requires passengers to wear face coverings inside ferries and enclosed terminals, to help prevent the spread of the coronavirus.

Richard Stradling: 919-829-4739, @RStradling

FROM PAGE 1A

GENE THERAPY

turn, help control bodily movement.

Once the breakdown begins, Parkinson's symptoms usually start with a slight tremor in the hand, but progress to involuntary movements of other limbs and body parts.

At the moment, the disease is usually treated by dopamine substituting drugs, like levodopa. But levodopa grows less effective over time and does not target the actual causes of the brain degeneration.

"We are still using the same medications that my grandfather — had he been a neurologist — would have been using," Amber Van Laar, AskBio's vice president of clinical development, said in an interview. "There have been a lot of new drugs that have come on the market, but that are primarily just reiterations on levodopa."

AskBio, she said, is trying to "actually address the underlying disease mechanisms to stop disease progression and not just the symptoms that are there."

The company's therapy aims directly for the part of the brain that controls movement. The company's therapy involves injecting an adeno-associated virus (AAV) carrying therapeutic genes into the brain.

AAV is used because it doesn't cause disease in humans and does not replicate inside the body like other viruses. Its use was pioneered by UNC scientist and AskBio cofounder Jude Samulski. AskBio uses AAV for a number of experimental gene therapies, including treatments for Pompe disease, Huntington's disease and multiple system atrophy.

AAV, once injected into the brain, delivers glial cell line-derived neurotrophic factor genes — a protein that promotes cell growth and protects dopamine.

CLINICAL TRIALS BEGAN LAST YEAR, CONTINUE FOR FIVE MORE

The experimental procedure started Phase 1b clinical trials last year. The trials will help determine the safety of the therapy before it is expanded to larger groups of patients. Ten patients have been enrolled since last August. AskBio hopes to add two more patients to the trial, and will follow their progress for the next five years.

Previous experiments in rodents and monkeys showed the gene therapy led to better movement control, Van Laar said, though she noted that "we are limited in what we can ask from a monkey."

AskBio is part of a multibillion-dollar bet that Bayer, the German pharmaceutical giant, has made on treatments for Parkinson's disease. Bayer bought AskBio last year in a deal worth potentially $4 billion, The News & Observer previously reported.

Another Bayer subsidiary, BlueRock Therapeutics, recently started another Parkinson's-focused clinical trial using stem cells.

Katherine High, president of therapeutics at AskBio, said a difference with her company's approach is the type of patient it is targeting.

Most clinical trials, she said, enroll patients with advanced cases of Parkinson's. AskBio's gene therapy might work best in people who only recently were diagnosed with the disease.

That's because it is designed to preserve the health of the brain, and to do that, it needs more healthy cells to be present at the time of treatment.

"Based on the safety data generated so far, we convinced the regulators that it was appropriate to go into patients who were earlier in the course of the disease," High said. "Because at that point, you still have a lot more of the cells that you're trying to rescue."

Typically, treating recently diagnosed patients with gene therapies has been shied away from, said Van Laar. The delivery of the gene therapy requires brain surgery, which comes with its own risks.

"When you're talking about a patient who was just diagnosed, we know we're going to get a good couple of years with just (levodopa)," Van Laar said. "That makes it really hard to justify doing a direct brain delivery of anything."

FOR BRAIN SURGERY, IT IS 'MINIMALLY INVASIVE'

Van Laar notes that, as far as brain surgeries go, it is a relatively minimally invasive procedure — most people go home within a day of the surgery. "It's a catheter: it goes in, it goes back out," she said. "There's no hardware left behind. That automatically reduces a lot of the risk that's associated with this type of procedure."

Shying away from the procedure could mean missing out on long-term progress.

"We need to try and save what's there," she said. "You're kind of defeating the whole purpose of this neuroprotective strategy by trying to do this in folks where they've already lost more than half their brain cells."

"We're really trying to preserve what's there, if not regrow (those brain cells) a little bit better," Van Laar added, "so that we can stop disease progression and hopefully treat symptoms as well."

High said the gene therapy trial will provide more direction for researchers whether it is successful or not.

"The people that are actively searching for treatments, even if a treatment is not successful, they typically have learned something about the disease," she said. "... There is virtually no successful product that doesn't build on efforts that have been going on before."

But with the presence of a number of gene therapies in trials for Parkinson's, Van Laar said there is "an awful lot of hope."

"Parkinson's is a very high hurdle for gene therapy, no question," she said. "But I sure think the time is ripe."

This story was produced with financial support from a coalition of partners led by Innovate Raleigh as part of an independent journalism fellowship program. The N&O maintains full editorial control of the work. Learn more; go to bit.ly/newsinnovate

Zachery Eanes: 919-419-6684, @zeanes

AVISO DE PRESENTACIÓN VIRTUAL Y OPORTUNIDAD DE PROPORCIONAR COMENTARIOS SOBRE EL ALCANCE DEL PROYECTO PARA LA EVALUACIÓN AMBIENTAL (EA) DEL AEROPUERTO INTERNACIONAL DE RALEIGH-DURHAM

Asunto: La Autoridad Aeroportuaria de Raleigh-Durham (RDUAA) emite este aviso para informar al público que va a preparar una EA para evaluar los impactos ambientales posibles del programa de reemplazamiento de la pista 5L/23R propuesto en el Aeropuerto Internacional de Raleigh-Durham. Debido a las precauciones de salud relacionadas con el COVID-19, no habrá una reunión de alcance en persona. RDUAA y la Administración Federal de Aviación (FAA) van a publicar una presentación para el público que se trata sobre el proyecto propuesto, el proceso de la EA, y el propósito y la necesidad del proyecto, las alternativas posibles, y los recursos ambientales que se van a analizar.

Cuando y Donde: A partir del 21 de julio de 2021, la presentación va a estar disponible en el sitio web del proyecto:

https://www.airportprojects.net/rdu-ea/

¿Cómo entrego mi comentario? El público tendrá 30 días a partir del 21 de julio de 2021 para revisar la presentación y entregar comentarios sobre información que creen que debe ser evaluada en la EA. Los comentarios se deben enviar antes de las 5:00 p.m., hora del este, del 23 de agosto de 2021. Los comentarios se pueden enviar por escrito o por correo electrónico a la siguiente dirección:

Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242
RDUEA@landrumbrown.com

Asistencia: Si se requieren adaptaciones especiales, como asistencia de audio o visual, para ver la presentación virtual, o si no hay acceso al Internet disponible, deje un mensaje al:

984-275-3167

Triangle firm launches potential cancer treatment

BY ZACHERY EANES
zeanes@newsobserver.com

DURHAM

Inceptor Bio, a young Research Triangle Park startup funding new cancer treatments, said Wednesday that its first investment is going to a promising cancer-treatment technology out of UNC-Chapel Hill.

Inceptor, which raised $26 million from investors last month, will license a CAR-T therapy technology that was developed in the lab of Dr. Lishan Su, a researcher who spent 24 years at UNC before becoming head of the Maryland Institute of Human Virology last year.

CAR-T therapy involves genetically altering T cells, a type of white blood cell that is critical to the immune system, to attack specific cancers.

The UNC technology, which could be applied to several cancer types, has shown some promise in animal models for renal cell carcinoma, said Mike Nicholson, Inceptor Bio's chief scientific officer.

Inceptor, founded last year, plans to launch a number of companies around different cancer treatments in the coming years. The CAR-T therapy, for instance, will be developed under the name FastBack Bio, while still remaining under the Inceptor umbrella.

The hope is to use Inceptor's funding to take the therapy into to clinical trials — though it isn't clear yet what type of cancer the CAR-T treatment will ultimately target.

Inceptor's strategy relies on centralizing things like manufacturing and human resources under, while the smaller companies it spins off focus solely on research and development. This, the company argues, will allow the individual teams researching treatments to remain lean and efficient.

Inceptor hopes to lease around 25,000 square feet of manufacturing and research space in the RTP area in the coming weeks. Most of Inceptor's funding is going toward that space and the hiring of around 50 to 75 people by the end of next year.

The company has been working at BioLabs North Carolina, a flexible lab space provider in downtown Durham.

Abe Maingi, head of business operations at Inceptor, said that as part of its licensing agreement with UNC, Su will continue to develop his CAR-T therapy with FastBack Bio.

Nicholson said FastBack hopes to apply for permission to do clinical trials on its CAR-T program by the end of 2023.

FROM PAGE 1A

MARIJUANA

Action League.

"Rates of marijuana use and addiction increase significantly more in states that passed medical marijuana laws compared to states that have not," said the Rev. Mark Creech, a Johnston County preacher and leader of the Christian Action League, at a June 23 hearing at the legislature.

MEDICAL VS. RECREATIONAL MARIJUANA

Creech is well-known to lawmakers for his years spent fighting against looser rules governing alcohol in North Carolina, often successfully. He has repeatedly told them now that he fears the medical marijuana bill is a slippery slope to fully legalized weed, even for non-medical uses.

The current proposal would authorize doctors to prescribe marijuana to ease the symptoms of ailments like cancer, PTSD, ALS and sickle cell anemia, but not glaucoma or migraines like other states allow.

Suttle thinks the ad would help advocates convince voters who are on the fence but so far are mainly hearing from opponents.

"We need to get to the voter in one of those counties that we can't always get to, who sees this on TV and says, 'Wow that's my friend Betty, she had cancer and could've used this,'" Suttle said. "That's going to help her vote with her heart and make an informed decision."

BALLOT INITIATIVES VS. LEGISLATIVE ACTION

Shadowing the PSA fundraising campaign is a key question: Why film the ad in the first place? Medical marijuana is popular, even among Republican voters. Why spend money trying to convince the small number of holdouts?

An Elon University poll from February found that in North Carolina, 73% of voters support medical marijuana and just 18% are opposed. That included 64% of Republican voters who said they would support medical marijuana, more than double the 27% of GOP voters opposed.

But popularity doesn't matter as much in North Carolina as it does elsewhere. And that's by design.

Nearly every Southern state with medical marijuana has legalized it the same way: Through a citizen-led ballot initiative. That's when a petition becomes popular enough that it can be put on the ballot for a statewide vote, bypassing the legislature entirely.

Alabama is one rare exception. Its GOP-led legislature approved medical marijuana two months ago, and Republican Gov. Kay Ivey then signed it into law. But in general, fellow Southern states — like Arkansas, Florida and Mississippi — have approved medical marijuana by ballot initiative, not at the legislature.

Ballot initiatives, however, are banned in North Carolina.

The only way medical marijuana will ever become legal here is if the state legislature or Congress makes it so.

And that lack of ballot initiatives — combined with the fact that many Republican lawmakers are in safe seats where their real threat to reelection is not from Democrats but rather a primary challenge from fellow Republicans — gives the 18% of voters opposed to medical marijuana outsize influence.

Primary elections have very low turnout. So while opponents of medical marijuana might make up only a small fraction of the total vote, they could very well swing a GOP primary if that becomes a key issue.

But Jason Husser, director of the Elon Poll, told The News & Observer in February that their polling shows many Republican lawmakers might not actually have as much to fear from their voters as they might expect.

While fully legal recreational weed is more controversial, he said, medical marijuana has majority support among every age, race and gender demographic.

"Unless a member of the General Assembly is in a very conservative, extremely religious district, they're not likely to lose votes for supporting it," Husser said.

For more North Carolina government and politics news, listen to the Under the Dome politics podcast from The News & Observer and the NC Insider. You can find it at link.chtbl.com/underthedomenc or wherever you get your podcasts.

Will Doran: 919-836-2858, @will_doran

FROM PAGE 9A

TENURE

lifted a 16-year ban on renaming buildings last summer, after significant demand from members of the campus community and alumni.

In her statement Tuesday, Hannah-Jones said the work of driving change for racial justice often falls on marginalized people.

"It is not my job to heal this university, to force the reforms necessary to ensure the Board of Trustees reflects the actual population of the school and the state, or to ensure that the university leadership lives up to the promises it made to reckon with its legacy of racism and injustice," Hannah-Jones said.

Michelle L. Thomas, president of UNC's Black Student Movement from 1991-93, believes the structural racism at the university has intensified. People of color on campus have been dehumanized, she said. In particular, she cited the work of student activists to set up a system in 2019 to alert individuals when white supremacists are spotted on campus and recent allegations that Acting Police Chief Rahsheem Holland assaulted Black students at a June 30 trustees meeting.

"We encountered a system [in which] not only did they not celebrate Black contributions, or contributions of communities of color, they worked aggressively to stifle our voices," Thomas said. "But what the students and the faculty and staff are dealing with today is significantly worse than it was then."

Thomas said she loves her alma mater, but "the systems were not designed for us."

"You would think with the public discourse that has been taking place in the past year, that our flagship public institution, the oldest public university in the nation, would be at the forefront of leading the change," she said.

"It is exhausting for Black students, faculty and staff and their allies to have to constantly be in a state where we are pushing, pushing, pushing for the basic things that everyone else has," she said.

Thomas has volunteered to assist Black students across the country through the college admissions process, often helping them to choose UNC. She said she will no longer do that, and that she's since sat down with her 13-year-old son to begin thinking about other universities.

'A PATTERN'

Renée Alexander Craft, an associate professor in UNC's Department of Communication, was a student member of the Black Cultural Center advisory board at UNC during the 1990s.

Alexander Craft also participated in the June 25 BSM rally to protest the trustees' initial refusal to give tenure to Hannah-Jones. It was important for her to attend, she said.

"As a Black alum and as a Black faculty member, I know what it is to also exist in a network of care of people reaching back, people reaching to the side, people reaching up and down from every direction, to try to keep one another safe," she said.

Hearing from current students that part of the Black experience at UNC is marked by trauma breaks her heart, she said.

"The long work of making institutions that were not created for Black mobility and for Black excellence — to make them allow space for that — is a process that is ongoing," she said.

Brandon Nwokeji, a rising senior in the Hussman School of Journalism and Media, said he has enjoyed his academic experiences at UNC, but is also glad to see racial injustice being brought to light. He said he questions why he hasn't seen significant reform.

"It seems like just kind of deja vu," Nwokeji said. "It's this kind of a pattern of [the university] going into the media for this negative event, and this negative event, but we don't really see any lasting changes."

Nwokeji said the role that donors play at the school should be re-evaluated.

"[Hussman], in a sense, dictates the politics of the school, the infrastructure of the school," Nwokeji said. "And students don't really have a voice in that."

Nwokeji also hopes to see more student representation on the Board of Trustees. Notably, Student Body President Lamar Richards, the only student member on the board, was the trustee to call the special meeting to vote on Hannah-Jones' tenure.

In order to have change, things need to get uncomfortable, Nwokeji said.

"And so I'm actually excited for things to get more uncomfortable," he said. "Because we need to start holding this administration accountable for improving upon the wrongdoings of the past and not just shying away from them."

Maydha Devarajan is an intern at The News & Observer, supported by the North Carolina Local News Lab Fund at the North Carolina Community Foundation.

NOTICE OF VIRTUAL PRESENTATION AND OPPORTUNITY TO PROVIDE SCOPING COMMENTS FOR THE ENVIRONMENTAL ASSESSMENT (EA) AT THE RALEIGH-DURHAM INTERNATIONAL AIRPORT

What: The Raleigh-Durham Airport Authority (RDUAA) is issuing this notice to advise the public that an EA will be prepared to assess the potential environmental impacts of the proposed 5L/23R Runway Replacement Program at Raleigh-Durham International Airport. Due to health precautions related to COVID-19, there will be no in-person scoping meeting. RDUAA and the Federal Aviation Administration (FAA) are posting a presentation for the public to review the proposed project, the EA process, and to learn more about the purpose and need, potential alternatives, and the environmental resources to be analyzed.

When and Where: The presentation will be provided beginning July 21, 2021 on the following website: https://www.airportprojects.net/rdu-ea/

How do I comment? The public will have 30 days from July 21, 2021 to review and provide comments they believe should be addressed in the EA. Comments must be received no later than 5:00 p.m. (EDT), August 23, 2021. Comments may be submitted to the following:

Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242
Or by email to RDUEA@landrumbrown.com

Assistance: If special accommodations, such as audio or visual assistance, are required to view the information or if Internet access is not available, please leave a message at 984-275-3167.

From: Pamela Olson
To: RDUEA
Subject: Scoping Comments
Date: Wednesday, July 21, 2021 7:06:17 PM

Chris .... I was happy to see that you and your company are soliciting comments about this Environment Assessment. That alone increases my confidence that this assessment will capture the necessary information to reach the best decision.

11.1 6.3 4.1 2.4 7.1 With regard to the scoping of the EA, it is my belief that it must include such things as: type and scope of public outreach, alternatives to evaluate, most pertinent issues, location of fill materials for runway (5 million cubic yards of fill) from on RDUAA managed property of from off-site, water, stormwater and environmental issues, fish/wildlife/plants habitat , deforestation for radar visual, new airport perimeter road by Lumley Road, noise, groundwater, wetlands, surface waters. In addition, I'm hoping that you will be able to include EAs on the proposed new parking areas and buildouts to the east of the eastern runway. Also, I believe that the EA should confirm that there will be NO use fill from ANY lands adjacent to William B. Umstead State Park, including Odd Fellows, 286, and /or lands along Haley's Branch. Nearby fill is available west side of airport or off site (e.g., Martin Marietta quarry on Westgate Road). Such fill will not impact Umstead Park lands.

5.2

2.3

I have been working to support an ever growing group of people who are strongly opposed to a current effort to create a private rock quarry on public land (the first such quarry in North Carolina I believe), which would be environmentally detrimental for a large number of reasons. I'm sure you will be receiving many emails about these reasons. We care deeply. This is a varied and large group of people, many of whom are extremely well qualified professionally to assess potential damage including Risk v. Reward situations. ALL of us care deeply about preserving the beauty of this land. It is a treasure. I hope that you have an opportunity to walk this land soon. Photos and drawings are useful, but you need to be there to fully feel the wonder.

Your careful attention to the scoping will be appreciated!

Best regards,

Pamela Olson

From: Brad Rhodes
To: RDUEA
Subject: RDU runway project
Date: Wednesday, July 21, 2021 9:55:59 PM

Hi there,

6.1 The project proposed will increase noise to the residential areas in and around Brier Creek. This is not due to the runway moving all that much from where it sits now but mainly from the destruction of mature trees and vegetation from the borrow sites. Additionally the plateau effect will be even greater from the new runway with noise cast down on these areas.

1.2 This is a bad plan. At least keep the trees and don't take the easy way out with a borrow site. You are near many other potential borrow sites that would be beneficial to the community.

In Raleigh's growth Brier Creek will be a mini-city and people will always remember the taking of trees that could have stayed as noise and beauty buffers by people looking for an easy borrow site.

Thanks

Brad Rhodes
919-423-9545

From: gsegal@nc.rr.com
To: RDUEA
Subject: RDU EA Public Scoping
Date: Saturday, July 24, 2021 10:59:28 PM

6.2

As a resident of the Lennox subdivision in Brier Creek just west of I-540, I am concerned about any increase in noise resulting from the movement of the runway closer to the residential areas in Brier Creek. Is there any plan to mitigate increasing noise levels?

Gil Segal

From:	Gil Johnson
To:	RDUEA
Cc:	Wesley.Mittlesteadt@faa.gov; Leonard.Green@faa.gov; Aaron Braswell; bwalston@ncdot.gov
Subject:	EA - RDU Proposed Runway 5L/23R Replacement Project
Date:	Tuesday, July 27, 2021 9:56:19 AM

RDUAA is soliciting comments beginning July 21, 2021 regarding the Proposed Runway 5L/23R Replacement Project. RDU is seeking scoping comments in anticipation of an EA, citing the stripping away of other projects noted in their Vision 2040 plan, based upon economic conditions associated with Covid.

At their special meeting on July 23, 2021, the Airport Authority voted to restore and pursue the following projects:

- Completion of the West Remain Overnight Parking Apron for large commercial aircraft
- Expansion of the Terminal 2 passenger screening checkpoint from 12 to 14 lanes
- Completion of improvements to various perimeter security gates.
- Expansion of Park Economy 3
- Construction of a new rental car storage lot along National Guard Drive
- Roadway improvements at the intersection of National Guard Drive and Aviation Parkway to accommodate the expansion of parking facilities
- Additional commercial site development along Aviation Parkway
- Terminal 2 landside expansion program which includes future expansion of RDU's international arrival facilities.
- Other discretionary capital projects

2.1

This action suggests any decision regarding issuance of an EA should include consideration of these projects. If not, RDUAA appears to be segmenting projects to avoid proper environmental scrutiny.

Please consider an EA for only the runway replacement inconsistent with NEPA regulations, and require a full EIS for the full package of projects RDUAA has now authorized.

Thanks
Gil Johnson
8712 Silverthorne Drive
Raleigh, NC 27612
919-744-9363

From: Cole McMullin
To: RDUEA
Subject: Re: RDU EA
Date: Tuesday, July 27, 2021 7:09:15 PM

RDUEA Chris Babb, RDU EA,

11.1 There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

2.3 There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. Absolutely no "borrow dirt" should come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

2.5 The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUAA staff, there is intent to develop some of the "borrow dirt" tracts Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

4.2 The EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

2.10 Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

2.1 The "airport perimeter road" is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the "entire" airport perimeter road. We know for sure that there are plans to put a perimeter road around the "entire" airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the "entire" airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

4.2 9.1 Wetlands, groundwater, surface water, and stormwater, based on the long version of the new

runway and the entire perimeter road need to be considered

2.9 Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

7.3 Fish, wildlife, plants habitat needs to be considered

2.9 Deforestation for radar visual needs to be considered.

6.3 Noise (on Umstead) needs to be considered

2.3 ....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

10.3 How deicing chemicals will be handled

10.2 How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water

Cole McMullin
maccolepat@gmail.com
10730 Foremost Dr
Raleigh, North Carolina 27617

PC06

From: Natalie Lew
To: RDUEA
Subject: Re: RDU EA / fill, gravel, pavement source - not from next to or near Umstead State Park and not from Wake Stone
Date: Wednesday, July 28, 2021 10:29:46 AM

RDUEA Chris Babb, RDU EA,

2.3 1) Please included in the EA for the new main runway 5L/23R firm statements that no fill, gravel, pavement, or wood will come from lands adjacent to Umstead State Park. These materials should be sourced from the land West of the airport or from off-site locations.

2.8 2) Given RDUAA's relationship with Wake Stone corporation via the "lease" (which is really a sale since we do not get this land back in a usable state and since it will be a liability to the airport and hence a liability to the public) and via the fact that Wake Stone Corporation owners are long-time friends with several current and former RDUAA members, please include in the EA that no materials for the new runway or any other airport projects come from Wake Stone Corporation.

Natalie Lew
nlew@mindspring.com
PO Box 80035
Raleigh, North Carolina 27623

From: Mike Ferrell
To: RDUEA
Subject: Re: RDU EA Needs Public Input
Date: Friday, July 30, 2021 3:57:22 PM

RDUEA Chris Babb, RDU EA,

Hi,

As an avid user of Umstead State Park, I have a big concern over the scoping phase of the EA for the new main runway. The scope of this project could have far-reaching environmental impacts from wildlife and deforestation for the "borrow dirt" areas, and impacts on water like ground, surface, and storm waters. This will also have noise disturbance issues for everyone utilizing one of our most visited state parks. All of these issues are public issues and deserve to be debated and discussed in a public forum so tax-paying citizens can voice their concerns.

11.1

Thank you for your consideration.

Sincerely,
Mike Ferrell

Mike Ferrell
mikedferrell@gmail.com
517 Ashebrook Drive
Raleigh, North Carolina 27609

From: Chris Hoina
To: RDUEA
Subject: Re: RDU EA
Date: Friday, August 6, 2021 6:11:04 AM

RDUEA Chris Babb, RDU EA,

Hello all,

7.1 Thank you for taking the time to review this letter. I'm curious as to whether the North Carolina Natural Heritage Program (NCNHP) has been included in any of these discussions. As of this writing there are 13 endangered and or threatened wildlife and/or animal species found within

7.2 the Wake County area. A full list can be found here: https://ecos.fws.gov/ecp/report/species-listings-by-current-range-county?fips=37183 .

7.3 Given that environmental and biological assessments take time, is this something that has been considered or planned? I welcome your feedback and response.

Thanks so much,

Chris Hoina

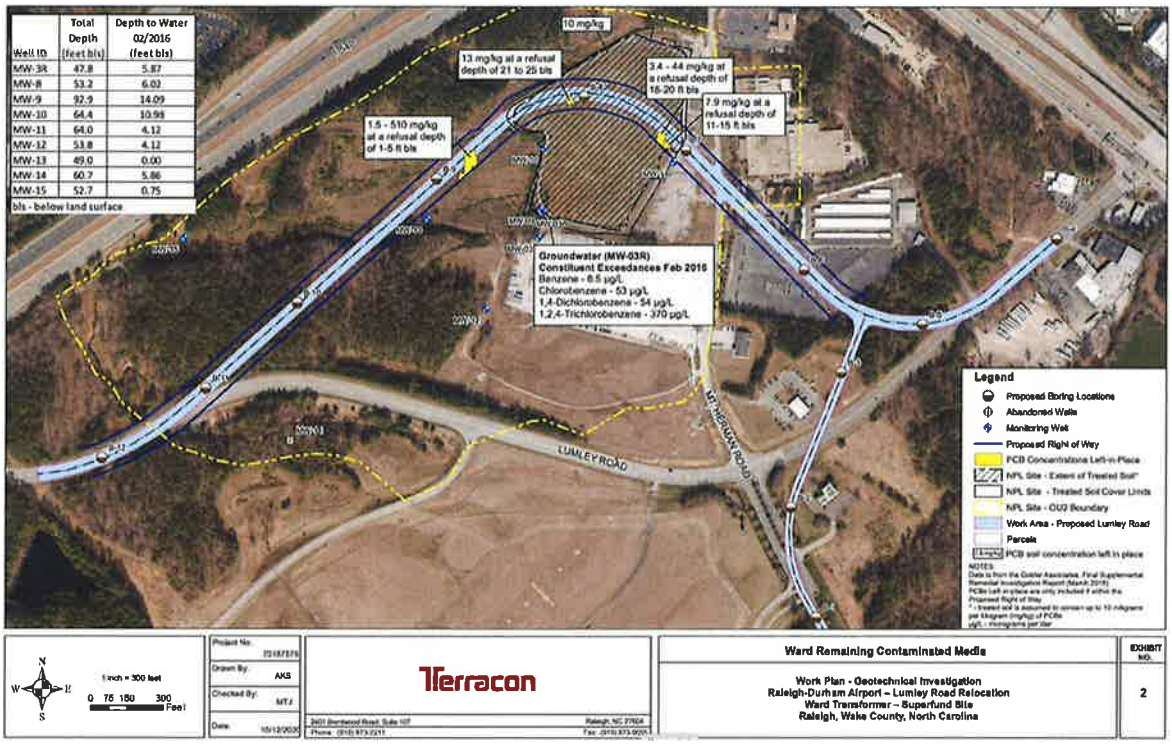
Chris Hoina
chrishoina@gmail.com
404 Hickory St
Cary, North Carolina 27513

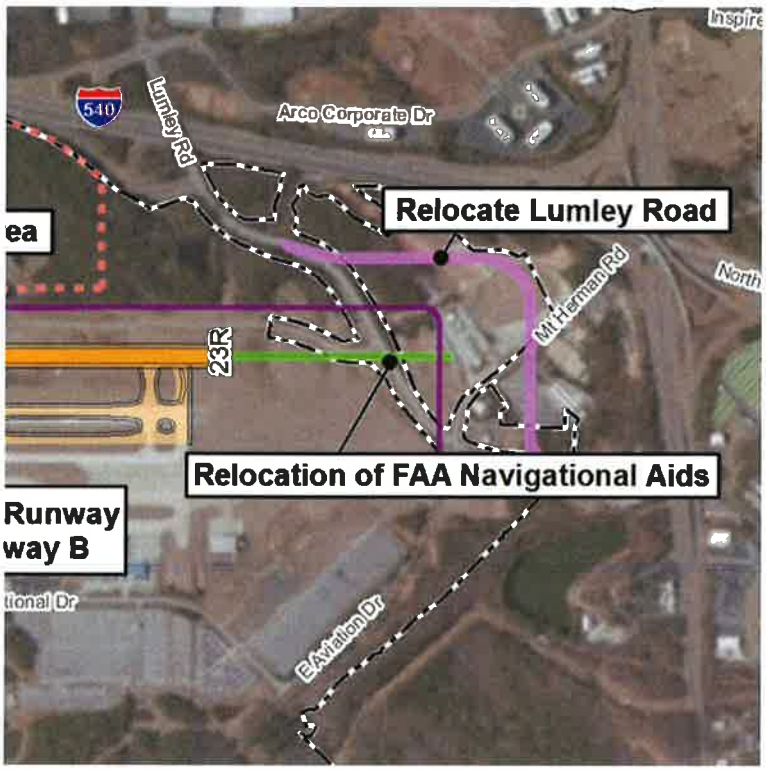
From: Gil Johnson
To: RDUEA
Cc: Wesley.Mittlesteadt@faa.gov; Leonard.Green@faa.gov; Aaron Braswell; bwalston@ncdot.gov
Subject: EA - RDU Proposed Runway 5L/23R Replacement Project - Ward Transformer Superfund Site
Date: Friday, August 13, 2021 12:43:59 PM
Attachments: Lumley Road Reloc. Ward Superfund Plan.png
Screen Shot 2021-07-25 at 12.21.05 PM.png

I've been reviewing RDU's proposed runway replacement project and noticed the relocation of Lumley Road, the Airport Perimeter Road, and relocated FAA navigational aids are proposed within the Ward Transformer EPA Superfund site. According to EPA records, this site still contains dangerous amounts of hazardous contamination. I understand the site is not eligible for NCDEQ's Brownfields Program as long as it remains an EPA Superfund site.

10.1 Please provide documentation from EPA that they have removed the site(s) from the Superfund Program, and if not documentation that EPA approves the planned activities and an EA is sufficient.

Thanks
Gil Johnson
8712 Silverthorne Dr.
Raleigh, NC 27612




540
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23R
Relocation of FAA Navigational Aids
Runway
way B
tional Dr
E Aviation Dr

From: Holly Briggs
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 2:08:07 PM

RDUEA Chris Babb, RDU EA,

S.1 Please don't fire my husband because his wife feels RDU is a money grabbing scum sucking entity that does not care about the future of Umstead State Park and the people of NC who love and care for god and all his wonder.

Holly Briggs
holly_briggs@yahoo.com
2436 Trinity Farms Rd.
Raleigh, North Carolina 27607

From: Eli Celli
To: RDUEA
Subject: RDU
Date: Sunday, August 15, 2021 2:44:58 PM

1.1 I support airport expansion on the west side of RDU airport (to minimize impacts on the East Side closer to William B. Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

2.1
1. Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

Thank you for your time,
Eli Celli

From: Elizaeth Holt
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 2:48:13 PM

RDUEA Chris Babb, RDU EA,

Please consider my comments as part of the public input for the scoping phase of the EA for the new main runway at RDU.

11.1 - Public outreach type and scope needs to be identified. There needs to be two-way conversation.

2.3 - During construction, absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate, which recently expanded.

2.5 - Consider developing all of the "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park. The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport, which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

2.10 - Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

2.1 - The "entire" airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation that provides false and misleading conclusions.

2.1 9.1 - Wetlands, groundwater, surface water, and stormwater runoff, based on the long version of the new runway and the entire perimeter road, need to be considered

2.9 - Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway) need to be considered.

7.3 - Fish, wildlife, plants habitat needs to be considered

2.9 - Deforestation for radar visual needs to be considered.

6.3 - Noise (in Umstead Park) needs to be considered.

Thank you.

Elizaeth Holt
lizholt@nc.rr.com
4318 Swarthmore Road
Durham, North Carolina 27707

From: Richard Lane
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 2:55:15 PM

RDUEA Chris Babb, RDU EA,

1.3 I understand that an extended runway will be built. I agree that this is needed. However, RDUAA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway,

4.2 the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan. I believe the extended runway is needed very shortly. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions. Present the full runway plan for current assessment and approval.

Richard Lane
rhlane01@gmail.com
4904 HERMITAGE DR
RALEIGH, North Carolina 276122762

From: Jacqueline Ossi
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 3:06:54 PM

RDUEA Chris Babb, RDU EA,

2.1 Dear review authorities, please take into consideration all aspects of any planned expansion at the airport. This includes the new runway, future parking and the environmental impacts to close ecological treasures used by the public, such as Umstead Park and Creedmore lake. Realize that future generations will need to search out side recreation that we preserve. Respectfully submitted,. Jacqueline Ossi

Jacqueline Ossi
jacossi@gmail.com
105 king Henry ct
Cary, North Carolina 27511

From: Fred Gould
To: RDUEA
Subject: "scoping" phase of the Environmental Assessment (EA) for the new main runway at RDU.
Date: Sunday, August 15, 2021 3:34:51 PM

To whom it may concern:

S.1 I was told that the RDU Airport Authority is in the "scoping" phase of the Environmental Assessment for the new main runway at RDU. As a member of the public who uses Umstead State Park all year long for hiking and biking, I want to make sure that the authority considers all of the environmental impacts that could come from this project.

11.1 I implore you to enable the public to be fully engaged in this assessment.

Thanks
Fred Gould

From: Nancy Rausch
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 3:41:14 PM

RDUEA Chris Babb, RDU EA,

1.1 I support the new main runway and terminal gate expansion on the West side of the airport. However, we need to ensure that there is a solid Environmental Assessment (EA) that 1) considers the full expansion (not partial expansion) of these items as per the Vision 2040 plan and 2) facilitates appropriate mitigation of environmental impacts. Please protect Umstead State park.

2.1

Nancy Rausch
nancy.rausch.nc@gmail.com
3000 Elmstead Ct
Apex, North Carolina 27502

From: Larry Gritz
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 3:49:10 PM

RDUEA Chris Babb, RDU EA,

wow!! I am a long time resident of Cary, my home is 8 minutes from the airport, anything having to do with expansion of, alteration of, changes to the airport affect me, my family and my home. I understand a new runway is going to be built, what I can't see from the attached view is where? Will it run adjacent to the existing runway? Will the degree of its placement be changed from the existing runway? Right now the flight path comes close to my home, we certainly don't want it any closer. NOISE! As far as the 'borrower' area, of course nothing should be touched from our slice of heaven, Umstead Park, NOTHING, stay away!

2.2

6.3

Are u serious, u can't get fill dirt elsewhere?? Are u kidding? U want to tear up and not reinvest in any forested area? Unacceptable. This is our home, please build, create, develop with some sensitivity.

2.9

Larry Gritz
gritzmap@gmail.com
2010 Weston Green Loop
Cary, North Carolina 27513

From: Jane & Ben Ferdon
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 4:29:27 PM

RDUEA Chris Babb, RDU EA,

Dear Sirs,

5.2 We request the a full EA be done with public engagement on the massive 11,00 space parking lot RDUAA wants to build on the east side near our lovely Umstead park. This is a mistake & a potential huge stormwater pollution issue for Lake Crabtree & Umstead Park. Once again RDUAA is avoiding public input & being dishonest by not disclosing it in the EA. Please don't allow this any longer.

Sincerely, Jane & Ben Ferdon

Jane & Ben Ferdon
janethurlowferdon@gmail.com
6109 Lost Valley Rd
Raleigh, North Carolina 27612

From: Stephen Hand
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 5:20:02 PM

RDUEA Chris Babb, RDU EA,

1.3 I support the runway change, as proposed. That is replacing it with a similar runway 500+ feet west of the existing runway.

I support the small change to Lumley Road and the changes detailed in the current plans.

5.2 I do not, however, support any additional scope creep in areas like the parking lot expansion and so on. These projects should stand alone with public scrutiny, as well.

Thank you for the information and leadership in keeping RDU Airport competitive.

Stephen Hand
stevehand@bni.com
138 Castlewood Drive
Cary, North Carolina 275114

From: John Peters
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 5:24:39 PM

RDUEA Chris Babb, RDU EA,

2.1 There are several areas in the expansion of the airport that need to be included in the Environmental Assessment (EA) for the new main runway and other areas at RDU. In addition,

11.1 the EA needs to be done in a full public engagement. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

5.2 The massive parking lot RDUAA wants to build on the east side near Umstead State Park is not in the EA. This is wrong and a potential huge stormwater/pollution issue for Lake Crabtree and Umstead State Park

2.3 We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

4.2 The new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

2.10 The extended runway is so long that at the end by Aviation Blvd. 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

2.1 We know for there are plans to put a perimeter road around the entire airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the "entire" airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

In addition, the following items should also be considered:

9.1 Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

2.9 Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

7.3 Fish, wildlife, plants habitat needs to be considered.

2.9 Deforestation for radar visual needs to be considered.

6.3 Noise on Umstead Park and other areas need to be considered.

10.3 How deicing chemicals will be handled and runoff from the new runway.

10.2 How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water.

Sincerely,

John T Peters
113 Crestpoint Ct
Cary NC 27513

John Peters
johnpeters275@gmail.com
113 Crestpoint Ct
Cary, North Carolina 27513

From: Chuck Sirc
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 5:54:29 PM

RDUEA Chris Babb, RDU EA,

Dear Relevant Official,
Being a resident of Cary for 30 years make me realize and appreciate the need to enlarge the airport. However, the reason for the need to enlarge is the result of the quality of life that the area provides. In this respect one of the many assets of the area is Umstead Park, which is adjacent to the airport. I would ask that the airport authority be a good and responsible neighbor by mitigating any negative environmental consequences with the airports expansion plans to include runoff, dirt removal, water pollution and the like. As a responsible neighbor I would hope you would provide your entire plan both long and short to have a complete and adequate EA performed. You as well as I see the value of retaining a natural resources and I would hope you do not compromise for the sake of greed or cost savings.
Thanks for your consideration in this regard.
Chuck Sirc

2.1

Chuck Sirc
chucksirc@gmail.com
309 Fairwinds Dr
Cary, North Carolina 27518

From: Sarah Page
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 6:23:09 PM

RDUEA Chris Babb, RDU EA,

5.2

This is a request that a full EA be done with full public engagement on the massive (11,000 space) parking lot RDUAA wants to build on the east side near Umstead State Park. Currently, that parking lot is not in the EA and RDUAA is trying to avoid full public engagement, which we think is wrong and a potential huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

Sarah Page
isarahpage@gmail.com
131 Cumberland Green Dr
Cary, North Carolina 27513

From: Jeffrey Scroggs
To: RDUEA
Subject: Runway replacement
Date: Sunday, August 15, 2021 7:01:37 PM

1.3 [
2.1 [I support the replacement of the runway; however, the new huge parking lot on the east side should also be included. There are potential impacts for Lake Crabtree and Umstead State Park. Also, please be consistent with the RDU Vision 2040 plan and consider the full (not partial) expansion. I hope you identify and facilitate mitigation of environmental impacts.

Sincerely,
Jeff Scroggs
2722 Van Dyke Ave
Raleigh, NC

From: Deborah Fowler
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 8:20:46 PM

RDUEA Chris Babb, RDU EA,

5.2

I have become aware that RDU is considering a parking deck adjacent to Umstead park.

This was not part of the RDU 2040 visioning public meetings I participated in and needs a comprehensive EA completed with public meetings and engagement.

Thank you for your attention to this matter,
Deborah

Deborah Fowler
owlgrrl@aol.com
1211 Wedgewood Ln
Durham, North Carolina 27713

From: Paul Schlosser
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 10:28:14 PM

RDUEA Chris Babb, RDU EA,

2.1 Please prepare a full Environmental Assessment, that includes all phases of planned expansion at RDU, i.e., including parking expansion as well as the new runway. I also ask that the plan minimize impact east of the airport, on land adjacent to Umstead Park.

Paul Schlosser
dr.paul.schlosser@gmail.com
1200 Belhaven Road
Cary, North Carolina 27512

From: Elizabeth Adams
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 10:59:38 PM

RDUEA Chris Babb, RDU EA,

Dear Chris Babb Re: RDU EA

12.1 In the RDU Airport Authority Scoping Presentation video at time 3:25 the map of the airport property boundary is incomplete, as it cuts off the property managed by the airport that is beyond the lower left corner of the map. This property includes two significant recreational areas including Lake Crabtree County Park, 286, and the Odd Fellows Tract. The map also fails to demarcate the full Old Reedy Creek Road/Multi-use Trail that is used a major recreational access point to Umstead State Park, and the map also fails to show the shared border between the Airport Managed Property and Umstead State Park.

2.3 At 4:49 minutes into the video the potential borrow areas are mentioned, where airport property would be cleared, and fill would be dug up and used to raise the proposed new runway. All Airport Property where borrow material will be obtained must be identified and shared with the public. No airport property to the East of the proposed runway should be used to clear the forest and obtain fill material as this would severely harm Umstead State Park, including blocking the migration of capstone species between Umstead State Park to Lake Crabtree County Park and the wildland areas between the Town of Morrisville and Jordan Lake.

9.2 At 5:29 the video mentions the use of 150 Million Gallons of water from the Brier Creek Resevoir or from public water supplies (supplied by the Town of Cary) for hydrocompression of the fill material. The use of this quantity of water from the public water supply by the Airport must be factored into our municipal water treatment and supply plans. The Cary/Apex Water Treatment Facility has a maximum daily capacity of 56 MGD.
Withdrawing 150 Million Gallons of water for hydrocompression is equivalent to 12% of the town of Morrisville's annual supply. Using treated fresh water for hydrocompression must be avoided at all costs, and use of reclaimed water from the waste water treatment plant must be investigated, including expanding the Town of Cary reclaimed water system lines to the airport. https://www.townofcary.org/services-publications/water-sewer/water/reclaimed-water/map-of-reclaimed-water-system The environmental impact of expanding the waste water pipelines to the airport from the North Cary Water Reclamation Facility on Old Reedy Creek Road must also be investigated. The Briar Creek reservoir contains PCBs from the Ward Transformer Site, which is also on Airport Property. Areas on Airport Property that are contaminated with PCBs must be identified prior to determining the EA scope, as those areas may not be able to be used for borrow areas or water supply for hydrocompression of th e fill material. Soils or waterways contaminated with PCBs must not be disturbed otherwise, the PCB contamination will be distributed further downstream and will increase the PCB pollution in Lake Crabtree and may extend the pollution plumes from the Airport into Umstead State

10.4

16.4 Park. All PCB contaminated soils on airport property or off airport property that may be used for fill material must be identified and either remediated or left undisturbed. Soil and water bodies on Airport Property may also be contaminated with PFAS from de-icing or firefighting activities on premises. All airport property that may be disturbed as part of this runway expansion, roadway relocation, and other activities must be tested for PFAS and other airport pollution prior to being identified as borrow, runway or roadway expansion locations.

10.5 Hydrocompression may also further spread PCB and PFAS and other airport pollution downstream into Lake Crabtree, the Odd Fellows Tract, and Umstead State Par k.

9.3 At 6:12 the video mentions drainage improvements to provide for additional impervious surfaces. If the airport is creating additional impervious surfaces, then the environmental assessment must identify and require improvements to the management of stormwater including BMPs, protection of riparian buffers, protection of wetlands on airport property, and the use of low impact development, rain gardens, swales, and natural vegetative measures to reduce the intensity of stormwater peak flows and pollution transport downstream into Lake Crabtree and Umstead State Park. https://www.epa.gov/water-research/best-management-practices-bmps-siting-tool

13.1 At 7:30 minutes into the video the need to identify Historical, Architectural, Cultural resources and protect these resources during the environmental assessment, but no such resources on or off airport property are mentioned. Foxcroft Lake is a Cultural Resource, the Odd Fellows Tract, Lake Crabtree, Umstead State Park all of these are significant recreational and cultural resources on airport managed property or adjacent to the airport property that must be included in the environmental assessment to fully identify the impacts of this project on these public resources, and to avoid and mitigate any damage that is caused by the runway expansion project. Lake Crabtree County Park has nesting eagles, herons, and other endangered species that must be identified, and may also be on airport property east of the main Runway including 286, Odd Fellows Tract, and along the border with Umstead State Park. Please update the map that you are using on the Environmental Assessment Video, and identify the environmental effects of the proposed action that the public should be aware of including to wildlife corridors, nesting birds, turtles. You can see some of these species in the iNaturalist application for Umstead State Park: https://www.inaturalist.org/projects/william-b-umstead-state-park-species-inventory and for Lake Crabtree County Park https://www.inaturalist.org/projects/lake-crabtree-county-park-wake-county-nc

7.4 The following article expands on my concerns about the impact https://elizabeth-a-adams.medium.com/potential-environmental-issues-9bb4f662b0a1

14.1 Properties protected under DOT Section 4(f) include:

Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public.
Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public.
Historic sites of national state, or local significance in public or private ownership regardless of whether they are open to the public.

11.2 [Please improve the Scoping Presentation video, maps, and documentation to help the public understand the full scope of this proposed action by RDU Airport Authority.

Sincerely,

Elizabeth Adams
103 Larkspur Ln
Cary, NC 27513
919-678-1513

Elizabeth Adams
elizabeth.a.adams@gmail.com
103 Larkspur Ln
Cary, North Carolina 27513

From: wendy dascoli
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 11:49:08 PM

RDUEA Chris Babb, RDU EA,

1.1 I support airport expansion on the west side of RDU airport (to minimize impacts on the East Side closer to William B. Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

2.1
- Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
- Does not segment and ignore the other associated projects
- Facilitates appropriate mitigation of environmental impacts

5.2 - Request that a full EA be done with full public engagement on the massive (11,000 space) parking lot RDUAA wants to build on the east side near Umstead State Park. Currently, that parking lot is not in the EA and RDUAA is trying to avoid full public engagement, which I think is wrong and a potential huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

wendy dascoli
wd.shopping@gmail.com
3121 summer oaks dr
apex, North Carolina 27539

From: Karen Mallam
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 16, 2021 6:29:31 AM

RDUEA Chris Babb, RDU EA,

1.2 I am writing in opposition to the proposed runway extension at RDU. The Environmental Assessment must be comprehensive and include full public involvement. The comprehensive EA should include the following:

2.1
1. Consideration of the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan;
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

5.2 The comprehensive EA must be done with full public engagement on the massive (11,000 space) parking lot RDUAA wants to build on the east side near Umstead State Park. Currently, that parking lot is not in the EA and RDUAA is trying to avoid full public engagement, and the parking lot creates a potential huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

Thank you for your consideration.

Karen Mallam
ladylibertyusa@protonmail.com
810 Buckner Springs Road
Siler City, North Carolina 27344-8219

From: Lawrence Jones
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 16, 2021 7:27:58 AM

RDUEA Chris Babb, RDU EA,

I completely understand that for Raleigh to continue to expand both businesswise and population wise it is vital that we have an up-to-date airport and that may include expansion of the airport..

I feel that this can be done with a minimal impact on one of the reasons people move to Raleigh, the green space, especially Umstead Park ...

2.3 The new runway needs dirt. There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. I agree with those. I need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded...

2.5 The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUAA staff, there is intent to develop some of the "borrow dirt" tracts Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

Thank you for your consideration Lawrence Jones

Lawrence Jones
lajones3161@gmail.com
300 Baytree Lane
Raleigh, North Carolina 27615

From: Janyne Kizer
To: RDUEA
Subject: Full RDU Vision 2040 EA
Date: Monday, August 16, 2021 7:44:00 AM

2.1

Please do a full environmental assessment that includes all RDU Vision 2040 projects rather than piecemeal EAs. All of these projects should be considered as a package.

Thank you.

--
Janyne Kizer
jmkizer@gmail.com

From: Janyne Kizer
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 16, 2021 7:45:25 AM

RDUEA Chris Babb, RDU EA,

2.1 Please do a full environmental assessment that includes all RDU Vision 2040 projects rather than piecemeal EAs. All of these projects should be considered as a package.

Thank you.

Janyne Kizer
jmkizer@gmail.com
502 Thorngate Road
Apex, North Carolina 27502

From: CORY LIVERMAN
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 16, 2021 7:51:10 AM

RDUEA Chris Babb, RDU EA,

5.2

Please conduct a full EA on the proposed parking lot on the east side near Umstead State Park. Currently, that parking lot is not in the EA and poses a potential huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.
Thank you.
-Cory

CORY LIVERMAN
cdliverman@gmail.com
101 Hardwick Ct
Durham, North Carolina 27713

From: Glenn Anderson
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 16, 2021 9:12:43 AM

RDUEA Chris Babb, RDU EA,

5.1 C

Please save Umstead Park.

Glenn Anderson
gupn953@yahoo.com
3009 Inland Trail
Raleigh, North Carolina 27613

From: M L Howlett
To: RDUEA
Subject: Public Comments - requesting Full EA with full pubic engagement
Date: Monday, August 16, 2021 12:11:44 PM

RE: RDU Airport Expansion

1.1 I support airport expansion on the west side of RDU airport (to minimize impacts on the East Side closer to William B. Umstead State Park). However, I'd like to have confirmation that there is a comprehensive EA that includes the following:

2.1
1. Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

5.2 As a neighbor of RDU, I am voicing my request that a full EA be done with full public engagement on the massive (11,000 space) parking lot RDUAA wants to build on the east side near Umstead State Park. I understand that currently, that parking lot is not in the EA. It appears that RDUAA is trying to avoid full public engagement. Many of us who live near the park and use it daily are very concerned about stormwater/pollution issues for both Lake Crabtree and Umstead State Park.

Thank you for considering doing the correct thing to protect this gem of our area and for including public engagement on the entire project.

Respectfully,

Meribeth L. Howlett

Raleigh 27612

From: Jones, Barbara A
To: RDUEA
Subject: Full Environmental Assessment
Date: Monday, August 16, 2021 12:43:18 PM

Dear Sir:

2.1 2.6 2.9 8.1 I am requesting that a full Environmental Assessment be completed for the new RDU Runway, Economy 3 parking lot, Ward Transformer SuperSite, the alignment of Lumley and Nelson Roads including the changes proposed for Pleasant Grove Road. Additional sites which should be included in this study are the Rock Quarry which is on leased airport land, the eight miles of security fencing and the complete destruction of hundreds of trees in all these areas. The single act of removing this many trees severely affects the climate for this entire area.

In turn, this project will have a massive impact on the citizens of Wake and Durham counties including the cities of Morrisville, Cary, HollySprings, Raleigh, Durham and Chapel Hill. Since the proposed project involves so many citizens, it is vital that every person have an opportunity to respond before and after a full environmental assessment has been done.

Thank you for your time and consideration.

Sincerely,

Dr. Barbara Jones
barbaraj@utm.edu

From: Alan Rimer
To: RDUEA
Subject: Proposed Runway Expansion
Date: Monday, August 16, 2021 7:22:16 PM

To FAA:

1.3 I am strongly in favor of the proposed runway expansion at RDU. While only an officer in a small business in the Triangle, I travel extensively to Asia and Europe on projects related to water reclamation/reuse. A new longer runway will permit more non-stops to more distant locations and provide the necessary capacity to service our area for the foreseeable future.

I am a former Town Council Member in Chapel Hill (I know we are not part of the Authority) and a former private pilot (dual engine, Instrument Rated) so I really care about RDU. I went back and looked at my records – I am a 4 million miler on AA, of which about 3.4 million miles have originated at RDU. I obviously fly other airlines (Delta, United and SW) but the point is that in my past and ongoing career I DEPEND on good service at RDU..
Thanks for listening!

Alan E. Rimer PhD, P.E., DEE
EnviroTechNovations LLC
VP – Water Reuse
PO Box 41
Hillsborough, NC 27278
alanrimer@outlook.com
919.270.8835 - Cell
"Most people do not listen with the intent to understand; they listen with the intent to reply." – Stephen R. Covey

From: Raven Sykes
To: RDUEA
Subject: Runway impact
Date: Monday, August 16, 2021 8:02:08 PM

Hello,

6.3
4.1

I'm not sure why there is a desire to disrupt the landscape and ecosystem of nature around the airport. The loudness of the planes is already an issue and the fact that there are no other considerations for other options to improve the runway as you state, are not considered. There is no thought of how this impacts the environment in your article. It's lopsided for sure about amazon packages and wanting to fly to China. Please do a more effective job getting the facts and perspectives on this.

Kind regards,

Raven Sykes

From: Marc Dreyfors
To: RDUEA
Subject: No to new runway
Date: Tuesday, August 17, 2021 6:23:04 AM

To whom it may concern:

8.1 I am adamantly opposed to investing money in an industry that has the largest carbon footprint for transportation. There is no sign of that industry being able to lower its footprint anytime soon or within the timeframe necessary to save our Planet. The ipcc has just issued a very critical report and air travel should bdiscouraged as quickly as possible and substitution of High-Speed Rail by made as a public good. Expansion of the we do not need direct exposure to viral transmission.

From: Mary Moseley
To: RDUEA
Subject: RDU Vision 2040 Plan
Date: Tuesday, August 17, 2021 7:53:59 AM

To Whom It May Concern:

2.1 As a life-long citizen of Wake County, a great lover of our forest resources, and a frequent guest of our local Umstead Park, I implore you to complete a full and complete environmental assessment (including public input) for the new RDU expansion plan.

Umstead Park is an amazing asset to our community. Let's work together to create a plan that serves us all. Thank you in advance for hearing the voices of all citizens and concerns for the land that will be impacted as the expansion moves forward.

Sincerely,
Mary Moseley
117 Spring Hollow Lane
Cary, NC

From: michael solomonides
To: RDUEA
Subject: Re: RDU EA
Date: Tuesday, August 17, 2021 8:06:00 AM

RDUEA Chris Babb, RDU EA,

To whom it may concern,

2.7

How can we use the TOFA for sustainable uses such as pollinator gardens, on site storm water management. Could the new border areas outside the security perimeter be used for recreation? Imagine a mountian biking trail around the perimeter of the airport!

Thank you
Mike Solo

michael solomonides
mike.a.solo@gmail.com
2102 CHARLION DOWNS LN
APEX, North Carolina 27502

From: Kimberly Jordan
To: RDUEA
Subject: Re: RDU EA
Date: Tuesday, August 17, 2021 9:57:06 AM

RDUEA Chris Babb, RDU EA,

1.1 I am writing in partial support of airport expansion on the west side of RDU airport to minimize impacts on the East Side closer to William B. Umstead State Park. To offer my full support I need to know the results of a comprehensive EA that:

2.1 Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
Does not segment and ignore the other associated projects
Facilitates appropriate mitigation of environmental impacts

5.2 Please conduct a full EA with FULL PUBLIC ENGAGEMENT on the massive (11,000 space) parking lot RDUAA wants to build on the east side near Umstead State Park. That parking lot is not in the EA and it appears that RDUAA is trying to avoid full public engagement. This attempt to slip under the radar is unethical and could create a huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

Right action is often not the most economically or politically advantageous, however it is the wisest choice in the long run.

Kimberly Jordan
starheart.vai@gmail.com
111 Arlington Ridge Road
Cary, North Carolina 27513-3471

From: Kent Tawes
To: RDUEA
Subject: RDU Runway expansion
Date: Tuesday, August 17, 2021 10:12:30 AM

1.3 I fully support the runway expansion at RDU airport, in order to keep the area current with our transportation needs.
Regards,
James K.Tawes

From: John Niffenegger
To: RDUEA
Subject: Re: RDU EA
Date: Tuesday, August 17, 2021 10:25:45 AM

RDUEA Chris Babb, RDU EA,

Hello,

1.1 I am writing regarding the Environmental Assessment for the new RDU replacement runway and associated projects. While I support airport expansion on the west side of RDU airport, I want to ensure that there is a comprehensive EA that includes the following:

2.1
- Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan;
- Does not segment and ignore the other associated projects; and
- Facilitates appropriate mitigation of environmental impacts.

5.2 I am requesting that a full EA be done with full public engagement, which includes the massive (11,000 space) parking lot RDUAA wants to build on the east side near Umstead State Park. Currently, that parking lot is not in the EA and RDUAA needs to ensure full public engagement, given potential negative environmental impacts such as substantial stormwater/pollution issues for Lake Crabtree and Umstead State Park.

Thanks,
John Niffenegger

John Niffenegger
jpniff@gmail.com
905 Powell Dr
Raleigh, North Carolina 27606

From: Matt Sullivan
To: RDUEA
Subject: RDU Runway Relocation
Date: Tuesday, August 17, 2021 11:08:43 AM

3.1 The proposal simply states "closure for an extended period of time would have adverse effect(s) on the National Airspace System and Raleigh-Durham region" but no specifics are outlined. Further, an estimated timeline and cost of repairing the existing runway vs. new construction is not provided.

1.2 That being said, as part of the local population that surrounds RDU I can only qualify that the runway relocation will no doubt adversely impact the environment. Therefore I oppose the runway relocation for this single reason knowing that a 7,500' runway can service a significant majority, if not all, aircraft types which frequent RDU.

Matt Sullivan

From: Chris Anderson
To: RDUEA
Subject: RDU
Date: Tuesday, August 17, 2021 12:41:50 PM

1.3

I'd like to express my support for the reconstruction and lengthening of the primary runway at RDU. While there are some environmental concerns, I believe that, in this case, these concerns are far outweighed by the likely economic impact of a new, longer runway. This will allow RDU to support local business well into the future, continue to support our growing economy, and hopefully allow for further growth.

Chris

Christopher Anderson
Chapel Hill, NC

From: Chris Anson
To: RDUEA
Subject: Re: RDU EA
Date: Tuesday, August 17, 2021 1:03:20 PM

RDUEA Chris Babb, RDU EA,

5.2

Please ensure that a full EA is done with full public engagement concerning the 11,000-space parking lot RDUAA proposes to build on the east side of the airport property near Umstead State Park. Because the public is invested in both the park and airport facilities, input is necessary to guide plans. Thank you.

Chris Anson
sedgeview@yahoo.com
207 Sedgemoor Drive
Cary, North Carolina 27513

From: Fabio Beltramini
To: RDUEA
Subject: Re: RDU EA
Date: Wednesday, August 18, 2021 12:35:27 AM

RDUEA Chris Babb, RDU EA,

8.1 RDUAA's plans to deforest areas of airport property in order to relocate an existing runway in support of their expansion vision are tone deaf and unnecessary in the middle of a climate crisis, following the recent IPCC report, and leading into two decades of eliminating carbon emissions and reducing air travel. Also, attempts to parcel up a larger expansion project into

2.1 supposedly independent projects are counter to the intent and case history of NEPA.

2.1 An appropriate scope of public outreach includes a comprehensive EA, that (1) considers the project within the context of all current expansion plans, as per the RDU Vision 2040 plan, (2) does not segment and ignore the other associated projects, and (3) thoughtfully represents all environmental impacts and explicitly provides for their mitigation or prevention to the extent possible.

5.2 In particular, the EA must include full public engagement on the massive (11,000 space) parking lot that RDUAA wants to build. Currently, that parking lot is not in the EA and RDUAA is trying to avoid full public engagement, which is deceptive, wrong, and a huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

8.1 It must also include environmental impacts caused by the increased carbon emissions associated with the vision plan's expanded airport capacity.

Fabio Beltramini
fabble@google.com
7 Drysdale Ct
Durham, North Carolina 27713

From: Marley, Bill (FHWA)
To: RDUEA
Subject: RDU Runway 5L/23R Reconstruction
Date: Wednesday, August 18, 2021 1:39:33 PM

In response to the public comment period for the Environmental Assessment (EA) for this project, I offer the following comments:

1.3

- The runway reconstruction/relocation project is vital to sustain and accommodate economic growth in the Raleigh-Durham region and beyond.
- The existing runway has reached the end of its useful life.
- The runway is needed to sustain and accommodate more and longer flights (a 12,000-foot runway would be better, allowing for non-stop flights to China).
- The runway will result in minimal impacts to the human, natural, and built environment.
- Pro-environment groups (the Umstead Coalition, etc.) will likely not be in favor of the new runway; however, they are a minority. The benefits of this runway will far outweigh any negative impacts. I would support this runway even if it were being built on the other side of the airport beside Umstead State Park. Indeed, there are plans in the Airport's Master Plan, Vision 2040, that indicate future developments on airport-owned land adjacent to and near Umstead Park.
- The new runway will facilitate growth at the airport, which is needed to fund additional needed aviation infrastructure projects.
- The EA portion of the NEPA process for this project should proceed with due diligence but without any unnecessary delay.

Thank you,

Bill Marley
2004 Garden Wall Court
Raleigh, NC 27614

From: Mary Scott
To: RDUEA
Subject: Re: RDU EA
Date: Wednesday, August 18, 2021 3:40:44 PM

RDUEA Chris Babb, RDU EA,

5.2

We are long-term residents of Wake County and frequent users of Umstead State Park. We are concerned regarding the apparent plan for a massive parking lot that will be very close to Umstead. Should this project proceed, it will destroy land and wildlife and further erode and pollute the areas leading into Lake Crabtree and the other waterways in and surrounding Umstead. It appears that a full environmental assessment of this parking lot must be performed according to State and Federal guidelines and we request this get done, long before the destruction of the land and wildlife begins. Overall, RDU is becoming a blight upon Wake County, causing unreasonable and unwarranted expansion that seems to be driven by RDU Board members financial interests, rather than the interests of the community.

Mary Scott
scottmt777@gmail.com
102 sundew lane
Cary, North Carolina 27518

From: William Brooks
To: RDUEA
Subject: Re: RDU EA
Date: Thursday, August 19, 2021 10:51:58 AM

RDUEA Chris Babb, RDU EA,

I am a retired C-Level Midsize business executive and have lived in the Triangle since graduating from NCSU.

The RDU Airport is not the only asset critical to the growth of the Greater Triangle Region. The parks and greenways are a factor as companies investing in our area see our green spaces as appealing to the younger, better educated, family oriented employees these corporations need. The same green spaces are a factor in why our university graduates choose to stay rather than relocate to other urban centers. Forfeiting future economic benefits to save current cost dollars it short sighted and not appropriate in the visionary culture of the Greater Triangle Region.

5.1 The damage to Umstead Park by Eastern Expansion of the Airport can not be undone. Western expansion will only cause an interruption in commercial, industrial and residential growth.

Respectfully,
William H. Brooks

William Brooks
bill.brooks@earthlink.net
136 Aisling Court
Cary, North Carolina 27513

From: Matthew Carson
To: RDUEA
Subject: Re: RDU EA
Date: Thursday, August 19, 2021 11:13:43 AM

RDUEA Chris Babb, RDU EA,

S.2 I and my fellow triangle neighbors request that a FULL EA be done w/FULL PUBLIC ENGAGEMENT on the new runway and massive (11,000 space) parking lot RDUAA wants to build on the east side near Umstead State Park...
There are SO MANY MAJOR ENVIRONMENTAL CONCERNS that need to be addressed before moving forward! The EA MUST INCLUDE assessment of how the EXTENDED RUNWAY will impact the area! Avoiding noise pollution MUST BE A TOP PRIORITY AS WELL!

Matthew Carson
mtrentcarson@outlook.com
501 Merrie Rd.
Raleigh, North Carolina 27606

2912 Timpani Trail
Apex, NC 27539
16 August 2021

Landrum and Brown
4445 Lake Forest Drive, Ste 700
Cincinnati, OH 45242

RE: Public Comments for
Environmental Assessment for
New RDU Replacement Runway and
Associated Projects

Attn: Chris Babb

Dear Mr. Babb:

2.1

Because of the substantial impacts to existing uses of land near the Raleigh Durham International Airport, a comprehensive Environmental Assessment (EA) that includes the following key issues is essential:

1. Considers the full expansion (not just partial expansion) of the items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

5.2

Further, it is imperative that a full EA be done with full public engagement on the 11,000 space parking lot RDUAA wants to build on the east side near Umstead State Park. Although there are potentially many adverse impacts that a parking lot of this size could have, one of the most glaring is the potential for substantial stormwater and pollution issues for Lake Crabtree and for Umstead State Park itself.

Thank you for your consideration of these issues.

Sincerely,

Kathleen Weaver

8/19/21

This email is to provide public comment to the FAA regarding RDU Airport 5L-23R maintenance and proposed extension plans from 11,000 to 11,500 feet. The runway is "indeed, the runway is operational and safe right now" per Bill Sandifer the airports Chief Operating Officer. The real reason for the change in my view and analysis is to extend the longest runway more so that American and Chinese larger planes for long-haul flights to Europe and to Asia. Be advised, that there is no public data regarding noise issues related to the flights in the Environment Assessment of the project. No indication of schedules for possible flights coming or going regard late night or early morning noise. There is a large number of communities and residents living around the Airport which would be impacted. This email is to request FAA to requested and or delay the approval until such community concerns is reviewed. I would like to note that RDU Airport Authority ended the airport noise rule with out public notice or rational for their decision. It was done when a large number of Developers and Contractors were on the Board. RDU has not been a good neighbor with their behind back closed doors. For example, a number of years ago the Airport put in a bid for the FED EX hub which would have had approximately 325 planes flying in overnight and very early morning hours. No, the Authority did not provide notice of this extreme noise issue. The public only found out as one Authority member let the word get out. The public formed NRAN which stands for North Raleigh Association of Neighborhoods. We got involved and got the local news bringing the issue out. I ended up appointed by the City of Raleigh council to a Noise Abatement Committee with Durham, Wake County and other municipalities representatives. Serving on the committee was a local Developer and Authority member. At my request and analysis, I got the Airport to purchase noise software pulling in FAA flights styles of planes to review noise originally the problem was Stage 2 noisy planes and low flying planes. The system worked and the airlines simply adjusted to lower their noise exposure. My point is while the environmental issue for your review potential noise issues is also a major community concern and needs to be addressed. RDU needs to bring back the noise rule to protect residents living around the airport.

3.2

6.3

I would also like to point out that RDU is not managed like a business. For example, the Airport spent hundreds of millions of dollars for terminal A so that

American Airlines could be the main airline and a hub. The large-scale hub you see in photos is nice, but just as the hub/ terminal was finished construction American Airlines walked away and did not move in as the primary carrier. The Authority had built it and with no business sense which does not work in reality. I guess they don't care when it is just Federal Tax money. Airlines come and go and do what is best in their interest and not always best for Airports. I think that this runway extension is yet another questionable investment. Clearly, we want proper maintenance and safety of all runways. 1986 does not seem that old and that runway is not used that much. I expect they used excessive salt when we had major snow and ice in the past. Here in Raleigh a small new Airport has taken much of the executive plane business from RDU. Mr. Bill Sandifer view that we need to extend the runway to bring other firms like Apple. Apple was courted for over 5 years and came without the need for extended runway under consideration. The Apple firm came here to Research Triangle Park due to the amount of software engineers locally and the fact the Legislature gave them the 1 billion dollars so their employees State payroll taxes goes back to Apple parent company for 40 years and their new building will not pay property taxes like the rest of us residents here in the City of Raleigh and Wake County. I even worked in the Wake County Tax Assessors department for a year. Here in Raleigh we already have a serious growth problem so Mr. Sandifer view we need more coming to RDU is not a good argument to waste 250 million tax payers' Federal money. We have a problem or a need for low-income housing not the need for spending massive money for some rich people to fly to Asia and or Europe on vacation. RDU has planes and the Charlotte Airport has plenty of flights. Many business people are using ZOOM meetings and other software instead of dealing with airport flights and bringing suitcases.

1.2

Sorry for the length of this public comment regarding the EA 5L-23R, but I do care for my community and this project does not cut the mustard for many reasons. I hope you see some of my points and the reality of airplane noise exposure with the extended runway is not needed and not best for our residential communities.

Regards,

Doug Lintelman

North Raleigh, NC

From: Dana R Thalheimer
To: RDUEA
Subject: Scoping of Environmental assessment
Date: Thursday, August 19, 2021 4:32:53 PM

Dear folks, Regarding the "scoping" of the Environmental Assessment (EA) for the new main runway at RDU, please ensure that there is a comprehensive EA that includes the following:

2.1

1. Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts
4. Considers the ecosystem services currently provided by the existing natural lands which will be impacted by these projects.

Thanks and regards,

Dana Thalheimer

From: Lindsay Parlberg
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 4:07:16 PM

RDUEA Chris Babb, RDU EA,

5.1 People value safe access to Umstead State Park.

11.1 The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

Give the people the opportunity to speak and protect the park and the environment.

Lindsay Parlberg
lindsaymparlberg@gmail.com
304 Crest Drive
Chapel Hill, North Carolina 27516

From: Laura Simpkins
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 4:30:50 PM

RDUEA Chris Babb, RDU EA,

5.1
7.3
11.1

I am concerned about fully considering impacts on fish, wildlife, and plants habitats associated with this project and neighboring sensitive areas of Umstead state park. I'm also concerned about the limited scope of public outreach surrounding the project diminishing the ability to have an effective two way conversation with the public; where project details are fully shared and not misleading, and public concerns are heard and addressed.

2.3

We need formal and permanent statements that absolutely NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction. Also deforestation from agreed on "borrow dirt" sites need to be fully considered.

4.2

RDUAA has decided at this time to first build the new runway to the same length as the current runway. The extended runway is in the Vision 2040 Plan. Also only a segment of a perimeter road is included in these plans, and plans for a referenced "entire" airport perimeter road around the entire airport needs to be shown and the effects considered. To only assess the short version of the airport perimeter road and not the ultimate runway length is project segmentation which provides false and misleading conclusions.

Laura Simpkins

Laura Simpkins
laura.e.simpkins@gmail.com
7513 Stuart Drive
Raliegh, North Carolina 27615

From: Ron Thigpen
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 4:31:23 PM

RDUEA Chris Babb, RDU EA,

2.1 I'm writing to express concerns about the proposed changes to RDU, specifically the new runway and proposed parking expansion, and the lack of an updated Environmental Assessment (EA) that takes all of the proposed changes into account as one.

5.1 Of particular concern is the effect on Umstead Park in the east side of the project. Runoff from the perimeter road, expanded parking, and runway may have large negative effects on water quality in the park. The presence of de-icing and fire-fighting chemicals (PFAS "forever chemicals") requires special attention.

10.5

2.1 I urge you to require a fully updated EA before allowing these changes to move ahead.

Ron Thigpen
ron@fuzzsonic.com
1621 Sunrise Ave
Raleigh, North Carolina 27608

From: Andrea Hill
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 4:38:07 PM

RDUEA Chris Babb, RDU EA,

Hello,

1.1 I'm writing to ask you to focus expansion and development of the airport on the west side and to do all you can to avoid the east side. Umstead must be protected as it's a critical environmental and recreational site. Thank you.

Kind regards,
Andrea Hill

Andrea Hill
amtber2@gmail.com
307 Keener St
Cary, North Carolina 27511

PC59

From: Katharine Batt
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 4:44:00 PM

RDUEA Chris Babb, RDU EA,

Dear Sir or Madam,

2.1
7.3
11.1

I write regarding the proposed scoping phase of the EA for the new main runway to request that the appropriate assessments be done in advance of this runway's construction, particularly with regards to its environmental, wildlife and human impacts. As we are currently seeing, our actions are causing significant damage to the environment and to engage in such a build without a full evaluation, including adequate assessment of public opinion, is the most intelligent and equitable route. I moved to this area because of what I believed was a progressive attitude towards urban development, including appropriate and thorough assessments of environmental impacts. Raleigh has the potential to continue to innovate and set and example for other National and international cities as to how to fairly and safely change our built environment. I look to my elected officials and those involved in the RDUAA to please look beyond just immediate economic impacts and consider the long-term holistic impacts.

Thank you.

Best regards,
Katharine Batt, MD MSc

Katharine Batt
katharine.batt@gmail.com
8043 Sycamore Hill Ln
Raleigh, North Carolina 27612

From: Myles Green
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 5:01:44 PM

RDUEA Chris Babb, RDU EA,

2.1

I'm writing to demand that there is a comprehensive EA that includes the following:

– Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan.
– Does not segment and ignore the other associated projects.
– Facilitates appropriate mitigation of environmental impacts.

Thank you!

Myles Green
mylescgreen@gmail.com
911 Lancaster St Apt B
Durham, North Carolina 27701

From: Alan Piercy
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 5:06:06 PM

RDUEA Chris Babb, RDU EA,

1.1 I support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

2.1
1. Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

Sincerely,

Alan Piercy

Alan Piercy
calan.piercy@gmail.com
6816 W Lake Anne Dr
Raleigh, North Carolina 27612

From: Ken and Mary Collins
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 5:24:23 PM

RDUEA Chris Babb, RDU EA,

First I would like to say that though I am using technology to communicate directly and efficiently with the greatest number of people engaged in this process, this is not a "form letter". As a proud supporter of The Umstead Coalition, I respect their thorough work to protect this precious resource that is used by so many greater RTP citizens I am using some points shared by the coalition, but know that I have discerned and considered the points and these are my own views and concerns.

11.1 The type and scope of public outreach needs to be identified, including two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

I'm very concerned about:

4.2 9.1 Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

2.9 Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

7.3 Fish, wildlife, plants habitat needs to be considered

2.9 Deforestation for radar visual needs to be considered

6.3 Noise (on Umstead) needs to be considered

2.3 A new runway will require moving dirt and infill dirt. We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

2.5 The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUAA staff, there is intent to develop some of the "borrow dirt" tracts Developing these "borrow dirt" tracts, putting the rental car parking area and additional parking on these tracts has good synergy. No need to put them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and

development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

4.2 An extended runway will be built as clearly stated by RDUAA staff in several recent presentations extended as per the Vision 2040 Plan. However, RDUAA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include now that full assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

2.10 Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

2.1 The "airport perimeter road" is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the "entire" airport perimeter road We know for sure that there are plans to put a perimeter road around the "entire" airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the "entire" airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

10.3 An airport has many environmental toxins in use, from fuel to de-icing chemicals, how will these be handled and all the more reason to do the expansions to the West, not toward Umstead.

10.2 How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water?

Thank you for your time and attention, and again be assured this letter is from two voters, two citizens of Cary, and not a robot

Ken and Mary Collins
veganmaryc@gmail.com
211 Howland Ave.
Cary, North Carolina 27513

From: D Hoffman
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 6:09:40 PM

RDUEA Chris Babb, RDU EA,

5.1 [Please y'all, whatever you do, don't f**k with State Parks. We NEED every last tree.

D Hoffman
cehoffm3@ncsu.edu
1110-H Lady's Slipper Ct
Raleigh, North Carolina 27606

From:	betsybeals
To:	RDUEA
Cc:	Aric B. Beals; betsy betsybeals; Aaron Braswell; david.ellis@wakegov.com
Subject:	Comment Betsy Jones Beals Adjacent landowner to RDU boundary
Date:	Saturday, August 21, 2021 6:16:21 PM
Attachments:	Dear Landrum and Brown Betsy comments aug 2021.docx

Comments of Adjacent Landowner Betsy Jones Beals August 15, 2021 for RDU AA EA

Dear Landrum and Brown Attn: Chris Babb:

Please make sure that my comments as an RDU Airport Authority, adjacent landowner of 50 years are made available and not condensed or summarized. for use in determining whether this EA or an environmental Impact statement is necessary.

1.4 As a long time adjacent landowner to RDU I am asking for a full Environmental Impact Study and a new Study Plan since I am very much against the FAA allowing RDU airport authority to hire their own FAA engineer to speed up the fact of replacing their newest 10,000 foot runway. This will ensure that other adjacent landowners and those who live within the Airport district overlay will know that the FAA as a part of our national government is protecting all citizens from environmental impacts that will affect their quality of life, their clean water, their particle free air, and their beautiful natural greenways and watersheds. Also air pollution problems occur when more air traffic comes. It also means more greenhouse gases and further decline in climate changes which affects our air and water quality. All these qualities of clean living in this 96% canopied area will be affected when RDU does anymore development of their property. The property they are developing was purchased in mid 70's to protect the airport from becoming developed. My homeplace these past fifty years, has been greatly affected by all the environmental concerns that RDU Authority and their advisors and consultants have claimed are not needed in an Environmental Impact Statement.

1.5 AECOM did a preliminary EA on Economy 3 parking lot off National Guard Drive in 2017, but citizens have never heard the results. Raleigh Durham Authority has purchased the superfund site (Ward Transformer) and have applied for a brownfields for clearing of this land and neither have had a public hearing or have adjacent landowners been notified. RDU has revisions for realigning Aviation Parkway and

10.6 Airport Blvd through NCDOT and now plan to construct new roads within the airport

11.1
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property without an environmental assessment plan. Vision 2040 was conditionally approved by FAA without an official public hearing. I have written my US Senator and my State legislature since I was told that Wake County had no authority over the RDU airport Authority. RDU AA plan is a piece meal of several projects; in other words RDU AA consultants do only Environmental Assessments for small projects and never taking into account the whole impact on my property on Old Reedy Creek Road Cary NC, the city of Morrisville, town of Raleigh, Brier Creek Reservoir area and Wake County. Environmental violations are just appealed and changes are made and EA is resubmitted. Great damage will occur to our green space and where I live the canopy is 96% which will be clear cut for eight miles when a new security fence and 12-24 foot highway type wall is build along my property boundary..and RDU property boundary..

2.1
2.6

All this includes RDU new runway, Economy 3 parking lot, Ward Transformer Superfund Site brownfields sites, alignment of Lumley Road, Nelson road and Pleasant Grove church road changes . It also includes The Rock Quarry on leased airport land, the eight miles of security fencing and the clear cutting of the many trees so that roads can be built and dirt removed to build up the runway. It also appears there is a plan for a new road to replace Mt Herman Rd section by cemetery and align it behind the National Guard armory. All these will hugely affect I-40 and families in and around our area from Wade Avenue to Page Road, not only with increased destruction of natural resources, but because without careful planning. it is evident we need to save this historical business and cultural section of Old Reedy Creek Road. My home sits on the old Duke and Morris Plantation area. This road was formerly Reedy Creek Road which was closed and renamed and renumbered in 1975 during the planning of the 1986 runway RDU airport Authority is planning to eliminate and rebuild 1000 feet east of this newest 1986 runway. Reedy Creek Road used to be a mile marker road from Hillsborough NC Capitol, through Durham as Raleigh Road and parts of the Road to Morrisville Christian Church and Asbury section of Cary, through the Meredith campus and along Hillsborough Street to the new capital Raleigh. Much of the history of this area revolves around Reedy Creek Road now called in various sections Old Reedy Creek Road...If RDU Authority and the FAA does not include this ORC Road history, then the anthropology of this area is a violation and elimination of history of many poor and exploited sharecroppers, along with a very viable and successful african american community, plus highly successful operation of Mr Green's tobacco in Morrisville, along with Mr. Duke, Mr. Page, The Jones Family, the Sorrell, the Klein, the Edgerton, Dampier, Haley, Johnson and Rigsbee families. In addition Mr. Collins and Mr Morris, and the Durham Investment company under the leadership of Benjamin Duke since this land originally was in Durham county(Cedar Fork Township) according to attorney E.O Everette's family who still own some property in this area. Many folks do not realize that Reedy Creek Park used to be only for black citizens and only when Mr. Johnson, a black Cary resident was named Superintendent of Umstead Park by the Governor was this history whitewashed by the powers to be. Let's hope that we help all citizens understand the importance of 96% canopy of trees which is maintainly the area on Old Reedy Creek Road and along the Pleasant Union Church road open space. We need to insist no more trees are cut and no more development occurs at RDU Airport

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especially because of the lack of business flyers. Come this fall and After the holidays RDU airport probably will continue to lose flights since it is not a hub or a major airport and is only a focus city for Delta which is reducing its flights. Hope the FAA and Landrum and Brown will make sure that our beautiful Greenways and East Coast Corridor is protected for the sake of my grandchildren and those who will be here after I am gone. Please keep me updated on all the plans that will be revealed to the airport and FAA and ask upfront if you will make sure I am on your list of stakeholders, because I am a 75 year old resident and want to live the rest of my life, in my special green space.

Please let me know that you received this email.

Betsy Beals, Adjacent landowner to RDU Airport Authority boundary and Wake Stone proposed Quarry Lease and this development will greatly affect my property.

2335 Old Reedy Creek Road Cary NC 919- 677-0600 betsybeals@bellsouth.net

From: Kristin Stone
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 6:34:37 PM

RDUEA Chris Babb, RDU EA,

1.2
5.1
7.3

No, just no! Stop destroying habitat. Especially right next to what little nature remains in our area! Wildlife has NOWHERE left to go. The proposed work should either be avoided, or if it must be done, please consult with conservationists who can tell you how to least possibly impact plants and animals. The Triangle has been decimated of trees of just the past 5 years. It's shocking and horrifying. Please don't make it worse. Thank you for considering my plea.

Kristin Stone
junting@aol.com
613 Battery Walk Ln
Cary, North Carolina 27519

From: Tina Govan
To: RDUEA
Subject: Proposed 11,000 space parking lot near Umstead Park
Date: Saturday, August 21, 2021 7:01:44 PM

Dear RDUEA,

5.2
11.1

Currently, this new 11,000 space parking lot is not in the Env. Assessment. It must be. It will have a substantial environmental impact. There must be full public engagement on this proposal since it is a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

It must be included in the EA, without question.

Tina Govan

Tina Govan, AIA
Placemaking Studio
919.641.0791
www.tinagovan.com

From: Michele Sousa
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 7:09:29 PM

RDUEA Chris Babb, RDU EA,

2.3

I'm opposed to fill dirt adjacent to umstead . Protection of ground water, consideration to all wildlife . SHOULDNT WE ALL BE ?

Michele Sousa
sousamichele44@yahoo.com
104 Pinehill Way
Cary, North Carolina 27513

From: Crystal Goecke
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 8:10:23 PM

RDUEA Chris Babb, RDU EA,

2.3
5.1

Please do not impact the land of Umstead State Park or the land directly adjacent to Umstead State park. Please do not use borrow dirt or fill dirt from these areas. Our environment is extremely important to the health and wellness of our community. Umstead State Park is a peaceful oasis of natural beauty for the residents of Raleigh. Please keep its lands, forest, and stream protected as you move forward in your project. Thank you.

Crystal Goecke
crystalgoeckepta@gmail.com
3211 Shore View Road Apt 23
Raleigh , North Carolina 27613

From: KEVIN STROUD
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 8:16:54 PM

RDUEA Chris Babb, RDU EA,

2.3
5.1

Umstead State Park is an important mainstay in our Raleigh community and it needs to stay that way. Keep its land, forest, and streams protected. Do not use borrow dirt or fill dirt from Umstead State Park or its surrounding land. Please practice safe handling of all materials used in your project and do not harm our environment. It's already a shame that campers at Umstead Campground are subjected to the roar of jets and planes taking off at the airport. Please don't make the situation any worse than it has to be. Umstead is a valuable part of our community.

KEVIN STROUD
Kevinmstroud@gmail.com
3211 Shore View Road Apt 23
Raleigh, North Carolina 27613

From: Susan Holahan
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 9:13:24 PM

RDUEA Chris Babb, RDU EA,

4.1 Stop trying to make money with parking. Provide rail service and express bus services from various locals into the airport; and more spaces for pickup passenger waiting areas.

Susan Holahan
hostnc@yahoo.com
6109 Ebenezer Church Rd
raleigh, North Carolina 27612

From: Kamen Dedmon
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 9:15:47 PM

RDUEA Chris Babb, RDU EA,

11.1 The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

2.3 The new runway needs dirt. There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

2.5 The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUAA staff, there is intent to develop some of the "borrow dirt" tracts Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

4.2 We know for sure that the extended runway will be built. This has clearly been stated by RDUAA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUAA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

2.10 Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

The "airport perimeter road" is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the "entire" airport perimeter road. We know for sure that there are plans to put

2.1 a perimeter road around the "entire" airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the "entire" airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

9.1 4.2 2.1 Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

2.9 Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

7.3 Fish, wildlife, plants habitat needs to be considered

2.9 Deforestation for radar visual needs to be considered.

6.3 Noise (on Umstead) needs to be considered

2.3 ....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

10.3 How deicing chemicals will be handled

10.2 How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water

There are far too many environmental concerns for this to be pursued without very clear outlines of how to do this in a responsible manner.

Kamen Dedmon
kmdedmon@ncsu.edu
4530 Tournament Dr
Raleigh, North Carolina 27612

From: Mary McNamara
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 9:40:16 PM

RDUEA Chris Babb, RDU EA,

Dear Board Member:

2.1 5.1 I have several concerns regarding the proposal for the new runway and the broader, longer Vision 2040 project. Crabtree Creek and Umstead State Park are adjacent to the airport and are impacted directly and indirect;y by the airport and proposed expansion. I have concerns

2.9 regarding the source of the dirt needed in construction If taken from existing airport property, will that land be stripped and impact the habitats and ecosystem of the native flora and fauna?

2.4 If additional dirt is needed, where will it come from and what will be needed to transport it to the airport? How will the increase in impervious surface affect drainage? Where will the runoff

9.1 go? How much contamination of ground water, surface water and wetlands will there be from the runoff with its associated oil, fuel and chemical residue? In reviewing the grand plan with expansion of the airport and support services, will all of this be located on the west side of the airport? Will there be any structures, roads, sewers, utilities on the side of the airport adjacent to Umstead State Park? The park and Crabtree Creek are important to the local populations,

8.1 9.1 not only humans, but birds, fish, other animals and plants. The impact of the airport plan on air and water quality in the nearby areas needs to be evaluated and considered.

Thank you for your consideration of my concerns.
Mary McNamara

Mary McNamara
mary843@bex.net
401 Tynemouth Drive
cary, North Carolina 27513

From: Jack Jurney
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 9:48:32 PM

RDUEA Chris Babb, RDU EA,

5.1 Do not touch one inch of Umstead park you evil despicable goblins. Boomers will be the death of us.

Jack Jurney
jackjurney@gmail.com
2631 poole rd
Raleigh, North Carolina 27610

From: Ezra Croft
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 9:50:30 PM

RDUEA Chris Babb, RDU EA,

1.2
5.1

Is absolutely destructive to this fantastic and historic Park to create an unnecessary new runway. With the amount of deforestation and development in the area, this is another blow against our natural resources. Leave umstead as it is and work with the property you already have at RDU airport. My family my neighbors and everyone I know absolutely opposes this expansion.

Ezra Croft
ezracroft@gmail.com
132 sleepycreek
Clayton, North Carolina 27520

From: Libby Slight
To: RDUEA
Subject: RDUAA Expansion Plans
Date: Saturday, August 21, 2021 10:07:26 PM

Dear Members of the RDUAA,

It has come to my attention that you are in the "scoping" phase of the Environmental Assessment (EA) for the new main runway at RDU. The "scoping" determines the content of the EA and determines what is required to be evaluated. If a topic is in the "scoping", then RDUAA and your consultants must include it in the EA.

5.2 It has also come to my attention that a new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park. Currently, that parking lot is not in the EA. I think it is wrong and a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

1.1 I support airport expansion on the west side of RDU (to minimize impacts on the east side closer to Umstead State Park). However, there needs to be a comprehensive EA that includes the following:

2.1
1. Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

Sincerely,

Elizabeth Slight
Wake County Resident for 33+ Years
North Carolina Resident for 50+ Years

From: Elizabeth Slight
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 10:27:43 PM

RDUEA Chris Babb, RDU EA,

Dear Sir/Madam,

I have been a resident of Wake County for 33+ years and of North Carolina 50+ years. I understand the need for our airport -- and also to keep our state treasures like Umstead State Park protected.

It has come to my attention that you are in the "scoping" phase of the Environmental Assessment (EA) for the new main runway at RDU.

5.2 It has also come to my attention that a new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park. Currently, that parking lot is not in the EA. I think it is wrong and a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

1.1 I support airport expansion on the west side of RDU (to minimize impacts on the east side closer to Umstead State Park). However, there needs to be a comprehensive EA that includes the following:

2.1
* Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
* Does not segment and ignore the other associated projects
* Facilitates appropriate mitigation of environmental impacts

11.1 The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

2.3 The new runway needs dirt. There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

2.5 2.9 The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUAA staff, there is intent to develop some of the "borrow dirt" tracts Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire

2.5 length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

4.2 We know for sure that the extended runway will be built. This has clearly been stated by RDUAA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUAA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

2.10 Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

2.1 The "airport perimeter road" is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the "entire" airport perimeter road. We know for sure that there are plans to put a perimeter road around the "entire" airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the "entire" airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

4.2 9.1 Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

2.9 Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

7.3 Fish, wildlife, plants habitat needs to be considered

2.9 Deforestation for radar visual needs to be considered.

6.3 Noise (on Umstead) needs to be considered

2.3 ....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

10.3 How deicing chemicals will be handled

10.2 How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water

5.1 [All must be considered to protect Umstead State Park.

Elizabeth Slight
libbyslight@gmail.com
405 Lochside Drive
Cary, North Carolina 27518

From: Kendal Smith
To: RDUEA
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 11:03:28 PM

RDUEA Chris Babb, RDU EA,

5.1 With all the confirmed evidence of climate change and the dire need for true outdoor spaces for mental and physical well-being, keeping Umstead vibrant must be a priority. Money and greed has dictated our decision for too long. It's time to prioritize health. Health of our land, climate, and people. It has to start with each of us.

Kendal Smith
kendalsmith412@gmail.com
6013 Whittier Drive
Raleigh, North Carolina 27609

From: Lia McNeilly
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 3:00:11 AM

RDUEA Chris Babb, RDU EA,

To whom it may concern

I am horrified to see plans for the expansion of RDU into public lands. Umstead Park is an amazing gift in our area.

Some problems identified with the current parking lot plan are:

11.1 The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

2.3 The new runway needs dirt. There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

2.5 The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUAA staff, there is intent to develop some of the "borrow dirt" tracts. Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

4.2 We know for sure that the extended runway will be built. This has clearly been stated by RDUAA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUAA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

Per a different slide presentation, the extended runway is so long that at the end by Aviation

2.10 Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

2.1 The "airport perimeter road" is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the "entire" airport perimeter road. We know for sure that there are plans to put a perimeter road around the "entire" airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the "entire" airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

4.2 9.1 Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

2.9 Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

7.3 Fish, wildlife, plants habitat needs to be considered

2.9 Deforestation for radar visual needs to be considered.

6.3 Noise (on Umstead) needs to be considered

2.3 ....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

10.3 How deicing chemicals will be handled

10.2 How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water

Certainly, there are more issues and problems yet to be identified or realized.

Please reconsider this project.

Thank you for your time,
Lia McNeilly

Lia McNeilly
liamcneilly@yahoo.com
8613 Lakewoid Dr
Raleigh, North Carolina 27613

From: Brenton Leanhardt
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 7:18:50 AM

RDUEA Chris Babb, RDU EA,

5.2
2.3
2.1

I've come to learn late about plans to expand the rdu airport runways and add 11,000 parking spaces. Please have open dialog with the community and consider the economic value of reducing noise and protecting water and wildlife. Promise to cause the least harm possible with your borrow dirt sites. Base your study on long-term plans instead of just what you will build soon.

Paving over forest with parking lots is short sited. Innovate and you will become more profitable and you won't need storage for cars.

Brenton Leanhardt
brenton.leanhardt@gmail.com
3700 Arbor Drive,
raleigh, North Carolina 27612

From: Rudy Zalesak
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 7:53:07 AM

RDUEA Chris Babb, RDU EA,

5.1
5.2
2.5

Umstead State Park, one of North Carolina's most important natural gems and something that is unique for major cities in the US, is potentially badly affected by grease and oil runoff from this proposed parking lot. This requires a very close look! Please consider *all* impacts on the park and the environment (streams, trees). Expanding mass transit to the airport makes more sense than more parking lots! Also, there are areas west of the airport that can be used for parking if it is really necessary.

Rudy Zalesak
rzalesak@gmail.com
116 BEECH FOREST CT
CARY, North Carolina 27513-2418

From: Stephanie Schuttler
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 9:14:06 AM

RDUEA Chris Babb, RDU EA,

1.2 I am very concerned about this project. Thank you.

Stephanie Schuttler
stephanie.schuttler@gmail.com
4504 Old Village Road
Raleigh, North Carolina 27612

From: Larry Heller
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 9:32:09 AM

RDUEA Chris Babb, RDU EA,

5.2 A new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park. Currently, that parking lot is not in the EA and RDUAA is trying to avoid full public engagement, which we think is wrong and a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

1.1 We support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

2.1
* Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
* Does not segment and ignore the other associated projects
* Facilitates appropriate mitigation of environmental impacts

Larry Heller
larryh.biz1@gmail.com
4020 Country Village DR
Raleigh, North Carolina 27606

From: Glenn Anderson
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 9:39:01 AM

RDUEA Chris Babb, RDU EA,

5.1 [Stop chipping away at Umstead Park. Please.

Glenn Anderson
gupn953@yahoo.com
3009 Inland Trail
Raleigh, North Carolina 27613

From: Michael Singer
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 9:40:39 AM

RDUEA Chris Babb, RDU EA,

1.1 5.2 2.1 I am writing concerning the Environmental Assessment for the new terminal at RDU. While I support the RDU expansion on the west side of RDU airport, I am concerned about the proposal to build an 11,000 space parking lot on the east side, near Umstead Park I understand that the RDUAA is in the scoping phase of the environmental assessment and I hope that there will be a comprehensive assessment. In particular, I hope that this assessment considers the full expansion of RDU and not just the expansion on the west side of RDU. It should not segment and ignore the associated projects and it should facilitate actions aimed at mitigating any environmental impacts.

5.1 11.1 As I said, I am particularly concerned about the impact this expansion will have on the environmental quality of Umstead Park and hope that the impact of the planned expansion is publicly discussed and any adverse effects are prevented.

Thank you

Michael Singer

Michael Singer
mfsinger3@gmail com
217D Hillsborough Rd
Carrboro, North Carolina 27510

From: Stephen Leone
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 10:02:07 AM

RDUEA Chris Babb, RDU EA,

5.1 The Umstead Park is a special place for all and should be protected as such.

Stephen Leone
sleo9479@aol.com
212 Plantation Dr
Southern Pines, North Carolina 28387

From: John Briggs
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 10:25:49 AM

RDUEA Chris Babb, RDU EA,

To All Involved and Concerned:

2.1
5.2

I am writing to express my strong support for a thorough and comprehensive Environmental Assessment (EA) addressing all aspects of RDU's long-term development plans. That includes the proposed 11K parking spot facility near or adjacent Umstead State Park.

5.1

Umstead State Park is a great asset to the community. Many people engage it for recreation, peace and quiet, shade, and many other benefits. The Park calms by its presence alone. It and its undeveloped adjacent areas need protection and advocates for current and future generations.

Key is smart development: protecting our parks while developing in a thoughtful, responsible manner. You can do this, and it starts with FULL RESPECT of Umstead State Park and its buffers. Trees and nature need advocates as well - even more so in a warming world.

2.1

Yes, EA for all proposed development at RDU, no carve-outs or exceptions. Development not adjacent or close to Umstead State Park. Water quality has been ruined enough (swimming long gone).

Thank you & Regards - John Briggs & Family

John Briggs
johnbriggs876@gmail.com
1001 Justice Walk Avenue
Morrisville, North Carolina 27560

From: John Kinsella
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 10:37:49 AM

RDUEA Chris Babb, RDU EA,

1.1 Please do the right thing when considering a new runway at the airport. Putting the runway on the east side of the airport seems like a terrible idea and will adversely impact the Umstead Park ecosystem and recreation area. Placing the runway on the west side seems like a much better option.

John Kinsella
Jkinsella@nc.rr.com
6109 Hollow View Ct.
Fuquay-Varina, North Carolina 27526

From: Ashwin Srinivasan
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 11:00:18 AM

RDUEA Chris Babb, RDU EA,

2.1 Please properly assess the environmental impacts of the RDU airport expansion and produce a proper environmental assessment!

Ashwin Srinivasan
amsrinivasan15@gmail.com
231 Mabley Place
Cary, North Carolina 27519

From: Genie Safriet
To: RDUEA
Subject: RDU airport Environmental Assessment request
Date: Sunday, August 22, 2021 11:44:53 AM

Hello,

2.1 Please require a complete and thorough Environmental Assessment of the recently proposed changes from the RDU Airport Authority. This would consider the currently planned and anticipated new runway and terminal gate expansions on the West side of the airport. A complete environmental impact study should be required with respect to impacts to William B. Umstead State Park and other nearby areas.

5.1 Our park is too valuable a resource to negatively impact.

Thank you,
Genie Safriet

2412 Trinity Farms Rd.
Raleigh, NC 27607

From: Marco Meulink
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 12:02:41 PM

RDUEA Chris Babb, RDU EA,

Dear All,

To ensure a comprehensive scope of the EA for the new main RDU runway please include the following critical items as outlined by the Umstead Coalition and which I fully support:

11.1 The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

2.3 The new runway needs dirt. There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

2.5 The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUAA staff, there is intent to develop some of the "borrow dirt" tracts Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

We know for sure that the extended runway will be built. This has clearly been stated by RDUAA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUAA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current

4.2 runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

2.10 Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it

in order to have the perimeter road. These issues need to be considered now in the EA

2.1 The "airport perimeter road" is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the "entire" airport perimeter road. We know for sure that there are plans to put a perimeter road around the "entire" airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the "entire" airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions

4.2 9.1 Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

2.9 Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

7.3 Fish, wildlife, plants habitat needs to be considered

2.9 Deforestation for radar visual needs to be considered

6.3 Noise (on Umstead) needs to be considered

2.3 ....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

10.3 How deicing chemicals will be handled

10.2 How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water

2.1 5.2 Include the 11,000 space parking lot which is planned to be built on the east side of RDU near Umstead State Park as per the RDU Vision 2040 plan and other associated projects for complete transparency to the public. The 11,000 space parking lot poses a potential stormwater and pollution risk to the adjacent environmentally very sensitive areas such as Umstead State Park and Lake Crabtree

Sincerely,
Marco Meulink

Marco Meulink
meulinks@nc.rr.com
3449 BLUE RIDGE RD
RALEIGH, North Carolina 27612

From: Carolyn Quarterman
To: RDUEA
Subject: Request for more comprehensive RU-EA
Date: Sunday, August 22, 2021 12:12:48 PM

RDUEA Chris Babb, RDU EA,

Dear RDUAA Board and RDU EA,

5.1 As someone who values the greenways and trails at Lake Crabtree and Umstead Park with the benfits they offer for recreation, exercise and appreciation of nature, I am concerned that your 'scoping' phase for the new runway at RDU is not comprehensive enough to cover potential impacts of the new runway and related projects on the Lake Crabtree area and Umstead Park.

1.1 While I support expansion on the west side of the airport, some of the related side projects--such as the 11,000 space parking lot on the east side of the park and location of the "borrow dirt" tracts, just to name two--could still have a large negative impact on the park in terms of storm water and pollution issues. It concerns me that the public has not had input on these plans and that there do not appear to be plans to mitigate the potential harm.

5.2

2.1 Please ensure that the EA for the airport expansion considers the full expansion of the items per the RDU Vision plan and that it does not segment and ignore the associated projects. Furthermore, it should facilitate appropriate mitigation of the anticipated environmental impact.

Umstead Park and Lake Crabtree with their greenways, trails and picnic areas are treasured and used often by thousands in the area. Please help ensure that these areas will be protected.

Sincerely,
Carolyn Quarterman

Carolyn Quarterman
cquarter7@gmail.com
303 Arlington Ridge Rd.
Cary, North Carolina 27513

From: Olivia Sandy
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 1:07:31 PM

RDUEA Chris Babb, RDU EA,

The environmental Assessment should include things like these:

11.1 The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

2.3 The new runway needs dirt. There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

2.5 The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUAA staff, there is intent to develop some of the "borrow dirt" tracts Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

We know for sure that the extended runway will be built. This has clearly been stated by RDUAA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUAA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current

4.2 runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

2.10 Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

The "airport perimeter road" is shown in the slide set as only paralleling the new runway (and it

2.1 is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the "entire" airport perimeter road. We know for sure that there are plans to put a perimeter road around the "entire" airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the "entire" airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

4.2 9.1 Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

2.9 Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

7.3 Fish, wildlife, plants habitat needs to be considered

2.9 Deforestation for radar visual needs to be considered.

6.3 Noise (on Umstead) needs to be considered

2.3 ....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

10.3 How deicing chemicals will be handled

10.2 How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water

Olivia Sandy
libbylibbs24@gmail.com
180 Reunion Ct.
Garner, North Carolina 27529

From: Carol Schim
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 2:20:12 PM

RDUEA Chris Babb, RDU EA,

11.1
1.2

Let's all talk about this, there must be a better option!

Carol Schim
cschlim2@gmail.com
608 Democracy St
Raleigh, North Carolina 27603

From: Jordan Peters
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 2:27:51 PM

RDUEA Chris Babb, RDU EA,

1.2
5.1

Umstead is a unique and quiet state park that allows residents to unwind from the city. It would be terrible to see this land and wildlife become destroyed in this area. I strongly oppose this plan. We have to think of the greater good of the citizens that life in the triangle and not out dollars first.

Jordan Peters
jordandavidpeters@gmail.com
3117 Eric street
Willow spring , North Carolina 27592

From: Kathryn Bush
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 4:12:49 PM

RDUEA Chris Babb, RDU EA,

2.1 I am concerned that all of the planned changes to the airport footprint be included in the RDU EA, not just the partial changes that are being initially evaluated. There are a number of concerning issues for the adjacent Umstead Park which need to be addressed in an open manner so that conflict between the RDU board and the Umstead Park proponents are minimized. I am very concerned that our public lands are changed in ways that decrease the negative impacts to the environment.

5.1
11.1

Kathryn Bush

Kathryn Bush
katewbush@gmail.com
421 Cutler St
Raleigh, North Carolina 27603

From: Eeyi Oon
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 4:14:33 PM

RDUEA Chris Babb, RDU EA,

11.1 As someone who lives in Durham and uses both RDU and the Umstead Park, I have some important questions about this. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development. Anyone who wants to do this development should be actively looking for feedback from families and residents who cherish Umstead. Right now many of them will see their beloved park chipped away for commercial purposes without ever knowing why. Please, I urge you to read these comments carefully and consider the ramifications.

2.3 The new runway needs dirt. There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded. Public land isn't a resource to be endlessly borrowed from - we need to protect public land as carefully as we protect private resources.

2.5 The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUAA staff, there is intent to develop some of the "borrow dirt" tracts Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park. This would be a much better plan- we should look at how to use resources as effectively as possible.

We know for sure that the extended runway will be built. This has clearly been stated by RDUAA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUAA has decided at this time to first build the new runway to the same length as

4.2 the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

Per a different slide presentation, the extended runway is so long that at the end by Aviation

2.10 Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

2.1 We need honesty when soliciting feedback from the public. The "airport perimeter road" is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the "entire" airport perimeter road. We know for sure that there are plans to put a perimeter road around the "entire" airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the "entire" airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

4.2 9.1 What are the effects of the new runway on wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road?

2.9 How will you handle environmental issues such as runoff from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway)? How will you handle the same effects of deforestation for radar visual needs to be considered?

7.3 What are the effects of the new runway on fish, wildlife, and plants habitat? How will they change in shape or quality?

6.3 How will additional noise affect the residents using Umstead and animals who call it home?

2.3 Once again, I'd like to confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

10.3 How will deicing chemicals be handled safely? Will they get into the water supply for animals in the park?

10.2 How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water? This is a critical issue for residents living in the area, and those who use the park!

Thank you,
Eeyi

Eeyi Oon
eeyi.oon@gmail.com
215 Stoney Dr
Durham, North Carolina NC

From: James Nutt
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 5:39:18 PM

RDUEA Chris Babb, RDU EA,

2.1
5.2

I am requesting that a full enviromental assessment be made of the planned RDU expansion particularly of the 11,000 space parking facility on the east side of the airport and its effect on Umstead Park and Lake Crabtree. Could the expansion be on the west side?
James Nutt MD

James Nutt
jenutt@att.net
2631 Fairview Road
Raleigh, North Carolina 27608

From: Tom Everly
To: RDUEA
Subject: RDU EA comments
Date: Sunday, August 22, 2021 5:59:53 PM

RDUEA Chris Babb, RDU EA,

In terms of the parking lot expansion please:

2.1

1. Consider the full expansion (not partial expansion) of parking area and other items not in original documents as per the RDU Vision 2040 plan
2. Do not segment and ignore the other associated projects
3. Facilitate appropriate mitigation of environmental impacts for the parking area and any borrow pits.

1.1

Do whatever you can to push development to the west side of the airport in order to preserve and protect our unique Umstead State Park on the east side.

Thank you,

Tom Everly

Tom Everly
tomeverlync@gmail.com
118 Ripplewater Lane
Cary, North Carolina 27518

From: Stef Mendell
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 6:05:15 PM

RDUEA Chris Babb, RDU EA,

1.1 I support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

2.1 Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan

Does not segment and ignore the other associated projects

Facilitates appropriate mitigation of environmental impacts

Stef Mendell
stefmendell@gmail.com
3225 Oak Grove Circle
Raleigh, North Carolina 27607

From: LaDonna Robinette
To: RDUEA
Subject: Against runway
Date: Sunday, August 22, 2021 6:55:26 PM

1.2

As a citizen of Raleigh I am against any further development that would remove more trees in the Lumley Rd area. We already have the quarry, I - 540, all the Brier Creek Development. We have more concrete, asphalt and environmental destruction than this area needs or wants. Do not destroy any more forestry in the area of Lumley Rd. We need quality clean air that our trees provide.

LaDonna Robinette
9533 Hanging Rock
Raleigh, NC 27613

From: Russ Stephenson
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 7:17:16 PM

RDUEA Chris Babb, RDU EA,

1.1 I support the new main runway and terminal gate expansion on the West side of the airport.
2.1 However, we need to ensure that there is a solid Environmental Assessment (EA) that considers the full expansion (not partial expansion) of these items as per the Vision 2040 plan and facilitates appropriate mitigation of environmental impacts.

Russ Stephenson

Russ Stephenson
russ@russstephenson.com
213 Oberlin Rd
Raleigh, North Carolina 27605

From: Julie Burke
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 8:07:19 PM

RDUEA Chris Babb, RDU EA,

To all involved RDUAA board members,

5.1 I am writing to express my concerns over the airport expansion and its impact on Umstead Park, groundwater, wildlife, public recreation, and noise pollution. Expansion of the airport may

11.1 be inevitable, but it does not need to be reckless and bulldozed through without consideration of public concerns. There needs to be environmental impact studies done on how this

2.1 expansion as well as future expansions will effect the surrounding environment. By only studying the first segment of the project is misleading and a sneaky way of getting around the full impact to the environment that this expansion will cause.

2.3 I object to any removal of borrowed dirt from land adjacent to Umstead Park. Umstead Park should be protected and preserved for public use. It is an asset for the area that is irreplaceable. The forest provides many benefits for the community and wildlife.

10.3 How are the deicing chemicals going to be prevented from entering groundwater.

I would like RDUAA to make decisions not based on a buddy system, but based on what is the right thing to do.

Consider public input

Julie Burke

Julie Burke
jwagbur@gmail.com
104 Laurie Lane
Cary, North Carolina 27513

From: William Johnson
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 8:10:48 PM

RDUEA Chris Babb, RDU EA,

5.2 A new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park. Currently, that parking lot is not in the EA and RDUAA is trying to avoid full public engagement, which we think is wrong and a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

1.1 We support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

2.1 Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
Does not segment and ignore the other associated projects
Facilitates appropriate mitigation of environmental impacts

William Johnson
wwjohnson60@yahoo.com
4951 Lady of the Lake Dr
Raleigh, North Carolina 27612

From: jeremy schniper
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 8:12:02 PM

RDUEA Chris Babb, RDU EA,

1.3
11.1
I understand the need for work on the runway, and for the expansion of parking at RDU. I support those. The ask is that the plan be made public, and consider environmental impact to lands surrounding the airport. If borrowing dirt from the west side of the airport, why not develop the areas already cleared? The Umstead adjacent land does not need to be used or touched at this time.

2.5
5.1
I hope you will consider the impact of your actions on some of the elements that make the triangle a top place to live.

jeremy schniper
schniperjb@gmail.com
7500 harps mill rd
raleigh, North Carolina 27615

From: Lisa Liske
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 8:22:55 PM

RDUEA Chris Babb, RDU EA,

To all parties concerned with the RDUAA Vision 2040 plan,

5.1 Please do your best to protect the dual interests represented by the airport (and its provision of the opportunity to leave and return to the Triangle area) and Umstead State Park and its adjacent contested lands to the east of the airport (and their provision of irreplaceable beauty and peace so that people continue to want to live here and return here).

2.5 Further airport development can coexist with the needs of area residents and visitors for accessible natural areas by focusing the development (parking lots, runways and extensions of runways, an airport perimeter road) WEST of the airport rather than on land between the airport and Umstead. As everyone knows, the impacts of any development will have a profound negative effect on air and water qualities, and therefore pose a threat to the fragile wildlife corridor that is Umstead. As everyone knows, 23,000 people have signed a petition requesting the protection of the Oddfellows Tract (already signed away by the RDUAA board to be turned into a quarry pit). As everyone knows at heart, undeveloped land is our most precious and irreplaceable resource, upon which our wellbeing depends.

2.1 2.5 Please request full Environmental Impact studies for the full 2040 plan, with all factors fully evaluated at the outset rather than stage by stage. Please help remodel the plan so that new parking will be placed not on land adjacent to Umstead, but on the "borrow dirt" tracts presently identified in the plan, west of the airport.

Please help the airport gain a reputation for being a good neighbor and fair player by working FOR the existence of Umstead instead of allowing its board to undermine the desires of the people that this land be protected.

Thank you,

Lisa Liske

Lisa Liske
welikehome@yahoo.com
105 Kerrwood Lane
Cary, North Carolina 27513

From: Natalie Lew
To: RDUEA
Subject: Re: RDU Environment Assessment (EA) for new main runway - consider the full runway not partial runway
Date: Sunday, August 22, 2021 8:48:04 PM

RDUEA Chris Babb, RDU EA,

To: RDU Environmental Assessment (EA)
CC: several people

I am a frequent flyer and have obtained lifetime status on one airline and one hotel chain. I am excited about some of the changes happening on the main airport campus. However, I am heartbroken about proposed land uses as they have negative impact to the two highly used state parks - Umstead and the East Coast Greenway - that are adjacent to the airport.

1.1 I support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive Environmental Assessment (EA) and not just a partial assessment. Please do not segment projects.

2.1 • The EA must consider the full expansion (not partial expansion) of the items/projects as per the RDU Vision 2040 plan. For example, we know that the goal of Vision 2040 is for an extended runway for big planes like would fly to China. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. The extended runway proposes to move Lumley Road and this will involve the Ward Transformer site. This could affect the neighboring state parks.

4.2

2.1 • The EA must not segment and/or ignore the other projects associated with the new runway or Vision 2040 as these items are closely linked.

2.1 • The EA must facilitate appropriate mitigation of environmental impacts, especially the sum environmental impacts for projects within Vision 2040. For example, we know the new runway needs dirt. So, this runway affects all of the airport managed lands as these are proposed for "borrow dirt" sites. What happens to these "borrow dirt" sites once they are deforested? How does this impact the environment and how does this affect the two neighboring state parks - Umstead State Park and the East Coast Greenway.

2.9

11.1 • The EA must facilitate two-way communication with the public given the airports proximity to two highly used state parks and to a highly used recreation area that benefits visitors and residents.

RDUAA's own Regional Transportation Alliance RDU Airport Infrastructure Development (AID) Task Force said in their January 17, 2020 report that "RDU may not be a natural partner with Umstead [State Park], but it needs to become one." As such, it is appropriate to consider impacts to the local state parks at every step.

5.1

Thank you for helping to develop a great airport WHILE also providing protection to a very

unique, highly used, and highly valued natural setting that is adjacent to the RDU airport.

Natalie Lew
nlew@mindspring.com
PO Box 80035
Raleigh, North Carolina 27623

From: Donna Bailey
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 8:59:35 PM

RDUEA Chris Babb, RDU EA,

5.1 Please do not encroach on Umstead State Park. We need to protect our environment today, MORE THAN EVER. Create better public transportation so there won't be a need for so many parking spaces and DON"T EXPAND THE QUARRY

Donna Bailey
donna.bailey.nc@gmail.com
Donna Bailey
Raleigh, North Carolina 27607

From: Irene Cygan
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 9:06:32 PM

RDUEA Chris Babb, RDU EA,

As a citizen of Cary, NC I am writing about the proposed expansion of parking for RDU. IT is imperative that certain considerations be addressed in the "scoping" phase of this expansion.

5.2 A new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park. Currently, that parking lot is not in the EA . We believe this is wrong and a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

1.1 We support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

2.1
1. Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

Please make sure that these important environmental considerations are addressed before moving further on the expansion of parking at RDU.

Sincerely,

Irene Cygan
210 Madison Grove Pl
Cary, NC 27519
irenecygan@hotmail.com

Irene Cygan
irenecygan@hotmail.com
210 Madison Grove Pl
Cary, North Carolina 27519

From: Daniel Shirley
To: RDUEA
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 11:28:59 PM

RDUEA Chris Babb, RDU EA,

1.2
5.1

Stop the parking lot! Stop the quarry! Stop cutting into Umstead STATE PARK! Build somewhere else!

Daniel Shirley
danielchase13@hotmail.com
1261 Wildgrass Dr APT 6206
Raleigh, North Carolina 27607

From: Fabio B
To: david.morgan@rdu.com
Cc: RDUEA
Subject: Fwd: RDU EA
Date: Monday, August 23, 2021 12:37:21 AM

Hi David,

Apologies for the switch between email addresses.

Thank you for your response. I appreciate that RDUAA might like for the future plans to be out of scope.

15.1 However, to the extent that the runway replacement/expansion results in clearing land, and that future projects that are currently being planned or contemplated are economically dependent on the this land having been cleared, then the cumulative impact of those projects must be evaluated (see Fritiofson v. Alexander, 1985)

8.1 In addition, I would like to re-iterate the request that environmental impacts caused by the increased carbon emissions associated with the replacement/expansion be considered, particularly in light of updated impact models established by the recent IPCC report.

Thank you once again for RDUAA's review of my comments and concerns regarding the scope of the EA.

Fabio Beltramini
7 Drysdale Ct
Durham, North Carolina 27713

---------- Forwarded message ---------
From: **Fabio Beltramini** <fabble@google.com>
Date: Thu, Aug 19, 2021 at 3:00 PM
Subject: Fwd: RDU EA
To: Fabio B <fabiocbinbutter@gmail.com>

---------- Forwarded message ---------
From: **Morgan, David** <david.morgan@rdu.com>
Date: Wed, Aug 18, 2021 at 6:15 PM
Subject: RE: RDU EA
To: fabble@google.com <fabble@google.com>

Hi Fabio,

The scope of the EA was reduced to focus on the runway expansion so that can continue during the downturn due to COVID. As far as expansion of Economy Lot 3, it is not in scope, but you can voice your concerns. My sense is that will have public input at a different

time. The FAA had wanted an EIS when all of these projects were needed due to the rapid expansion needs before COVID, but the FAA granted to go ahead with an EA so that the runway could be completed.

I can understand the request for a full evaluation, but, since each construction project is separate, there will be public input allowed for each project such as Economy Lot 3.

The EA public forum https://www.airportprojects.net/rdu-ea/ your concerns? Landrum and Brown is conducting the EA and is accepting public input.

Thanks,

Dave

David S Morgan

Board Member, Durham County Representative

Raleigh-Durham Airport Authority

Mobile: + 1 704 258 8583 ▪ david.morgan@rdu.com

Read More

How will you "carry on"?

From: Fabio Beltramini <info@sg.actionnetwork.org>
Sent: Wednesday, August 18, 2021 12:35 AM
To: Morgan, David <david.morgan@rdu.com>
Subject: Re: RDU EA

Airport Authority RDUAA Board Member David Morgan,

RDUAA's plans to deforest areas of airport property in order to relocate an existing runway in support of their expansion vision are tone deaf and unnecessary in the middle of a climate crisis, following the recent IPCC report, and leading into two decades of eliminating carbon emissions and reducing air travel. Also, attempts to parcel up a larger expansion project into supposedly independent projects are counter to the intent and case history of NEPA.

See PC47

An appropriate scope of public outreach includes a comprehensive EA, that (1) considers the project within the context of all current expansion plans, as per the RDU Vision 2040 plan, (2)
does not segment and ignore the other associated projects, and (3) thoughtfully represents all environmental impacts and explicitly provides for their mitigation or prevention to the extent possible.

In particular, the EA must include full public engagement on the massive (11,000 space) parking lot that RDUAA wants to build. Currently, that parking lot is not in the EA and RDUAA is trying to avoid full public engagement, which is deceptive, wrong, and a huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

It must also include environmental impacts caused by the increased carbon emissions associated with the vision plan's expanded airport capacity.

Fabio Beltramini
fabble@google.com
7 Drysdale Ct
Durham, North Carolina 27713

From: Susan Conley
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 3:46:37 AM

RDUEA Chris Babb, RDU EA,

Umstead is crucial to the health and well-being of an ever increasing Raleigh area population. Please don't do expansion and construction on the east side of RDU for the following reasons:

11.1 The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

2.3 The new runway needs dirt. There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

2.5 The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUAA staff, there is intent to develop some of the "borrow dirt" tracts Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

4.2 We know for sure that the extended runway will be built. This has clearly been stated by RDUAA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUAA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

Susan Conley
conleysusanj@gmail.com
101 Clubstone Lane
Cary, North Carolina 27518

From: Deborah Beroth
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 6:12:58 AM

RDUEA Chris Babb, RDU EA,

Umstead Park is a refuge for us city dwellers. Please don't allow this runway to be built without environmental impacts looked at seriously. Our health depends on it.

4.2 9.1 Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

2.9 Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

7.3 Fish, wildlife, plants habitat needs to be considered

2.9 Deforestation for radar visual needs to be considered.

6.3 Noise (on Umstead) needs to be considered

2.3 ....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

10.3 How deicing chemicals will be handled.
The amount of chemicals from this going into our water systems and our gorgeous park will be devastating.
Please consider the good of the people.
Debbie Beroth

Deborah Beroth
daberoth@icloud.com
6316 Lakeway Dr
Raleigh , North Carolina 27612

From: Lisa J kerrigan
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 7:25:45 AM

RDUEA Chris Babb, RDU EA,

1.2
5.1

Destroying beautiful land to make parking lots is disgraceful. Please keep our land untouched and beautiful where animals and people can roam in the peaceful serine environment. Thank you.
Sincerely,
L. Kerrigan

Lisa J kerrigan
lpkerrigan1@yahoo.com
801 Bell Arbor Court
Cary, North Carolina 27519

From: S F
To: RDUEA
Subject: Expansion project
Date: Monday, August 23, 2021 8:03:31 AM

1.1
5.1

As a grandmother in Cary, I would beg that the expansion be limited to the western side so that Umstead Park is protected for those like my grandchildren will have a beautiful nature refuge to enjoy as they grow up. Please do not expand on the east, which would cause environmental problems. Thank you for doing what is right for the environment and protection of our limited natural spaces, which make this area so attractive and cannot be replaced!
Sharon Farrell

From: Wendy Dascoli
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 8:27:32 AM

RDUEA Chris Babb, RDU EA,

New 11,000 space parking lot planned near Umstead State Park

5.2 A new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park. Currently, that parking lot is not in the EA and RDUAA is trying to avoid full public engagement, which I think is wrong and a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

1.1 I support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

2.1 Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan does not segment and ignore the other associated projects
Facilitates appropriate mitigation of environmental impacts

Wendy Dascoli
wd.shopping@gmail.com
3121 Summer Oaks Dr
Apex, North Carolina 27539

From: Kristin Bulpitt
To: RDUEA
Subject: Re: RDU EA - protect Umstead/Longfellow tract/urban greenspaces
Date: Monday, August 23, 2021 8:28:15 AM

RDUEA Chris Babb, RDU EA,

5.1 Please ensure that the review includes extensive protections for valuable and irreplaceable green space at Umstead, Longfellows Tract and Crabtree Creek.

The following items should be carefully considered and addressed:
-review the entire airport proposed project as a whole not as separate small projects.
2.1 -Increase and enforce protective buffers along all waterways. There are documented
9.1 Threatened species in those waters and water quality has already been impacted by current
7.2 activities from Wake Stone.

-deny the Mining Permit Application. This is NOT the appropriate location for this.

2.3 -NO fill from ANY land adjacent to Umstead State Park should be used for fill dirt for any airport construction.

-Restore the Sunset Clause that would stop the current quarry operations in 2031.

YOU are able to make the decision to protect our public lands, we cannot fix them once they are gone. We cannot recreate them somewhere else.

Thank you,
Kristin

Kristin Bulpitt
kristinbulpitt@gmail.com
145 Ryan Rd
Pittsboro, North Carolina 27312

From: William Carpenter
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 8:42:24 AM

RDUEA Chris Babb, RDU EA,

We know there's a inexorable march to eliminate the forests around RDU, for whatever reason, but you simply must look at the forest and not just the trees.

All RDU projects affect the dwindling Wake County forests, declining regional water quality, declining air quality, and declining green spaces for people to recreate.

Z.1
Z.9

Either we look at all RDU projects as a whole that damage the Triangle area's verdantcy, or we go with the hay needle that breaks the camel's back.

Wake up and take a walk in the last few remaining woods before they are devastated by project after project. Save what's left, or we'll have nothing worth saving.

Brad Carpenter

William Carpenter
bcarpent@yahoo.com
32 Fenner Ave.
Asheville, NC, North Carolina 28804

From: Patrick Williams
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 10:39:23 AM

RDUEA Chris Babb, RDU EA,

5.1 RDU needs to consider all of these issues relating to ecological and recreational value of Umstead and select the practicable alternative that is least damaging but will still allow for expansion.

Patrick Williams
pdalewilliams@gmail.com
7105 Eastover Dr
Raleigh, North Carolina 27603

From: Ellen White
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 11:55:30 AM

RDUEA Chris Babb, RDU EA,

5.2
5.1
2.5

Putting in another parking lot on the east side of the RDU Airport would be a catastrophe ! The Environmental Assessment must be completed and will surely show that this would have horrible effects on the land, water quality, and wildlife in such a precious forested habitat. The Airport seems to always put money before ethics. Umstead State Park belongs to everyone, and the adverse effects on our Park would be devistating. Please build the parking lot on the west side- the noise created from clear cutting, the runoff into creeks and streams, and the mutilation of trees andwildlife habitat are not acceptable so close to our beloved Umstead State Park !

Ellen White
knobwhite24@gmail.com
752 Mudham Rd.
Wendell, North Carolina 27591

From: Greg Hamlyn
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 12:13:16 PM

RDUEA Chris Babb, RDU EA,

5.1

Hi all, I wanted to take a few minutes to write on behalf of some of the last remaining green spaces in the Triangle. As you know, one of the things that make our home such an amazing place to live is the green space and recreational options in our Cary/Raleigh/Morrisville area. One of the main attributes that attract tourists and homeowners alike to our town is the accessibility to nature and recreational options close to home, not industry and rock quarries. We have a once-in-a-lifetime opportunity to make a difference for our town and our residents by preserving this green space and enhancing our community through our natural resources. As once they are gone, they are gone forever, there is no coming back from a rock quarry pit. Please help enhance our community and be a part of preserving and building something beautiful that all our town residents, for generations to come, can enjoy and be proud of. Thank you!

Greg Hamlyn
hamlyn29@hotmail.com
521 Bexley Bluff Ln
Cary, North Carolina 27513

From: Michael Sick
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 12:17:00 PM

RDUEA Chris Babb, RDU EA,

My family and I live near the airport and are frequent visitors to Umstead and surrounding areas. We ask that the Environmental Assessment be conducted openly, that the projects are not segmented so their impact cannot be fully and easily understand by residents of Raleigh, and that specifically:

11.1 2.1

* Borrow dirt be purchased if needed to avoid environmental impact, that where dirt is 'borrowed' that it be restricted to sites West of the new runway.

2.3

* That a major design consideration for the work is to have the least impact possible on the Umstead State Park and surrounding lands/forests.

5.1

* That the new parking areas be sighted on the borrow dirt areas west of the new runway.

2.5

* That the planned extended runway be considered as part of the current project or considered out of scope for future plans

4.2

* That the perimeter road plans are fully detailed in the EA or that extending the perimeter road along Umstead be considered out of scope for future plans.

2.1

* That impact to wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road is considered as part of the EA

4.2 9.1

* That the impact from deforestation of 'borrrow dirt' areas shown in slides be considered as part of the EA

2.9

* That the overall impact to fish, wildlife, plants habitat of the most aggressive plans shown needs to be considered as part of the EA

7.3

* That deforestation for radar visual needs to be considered as part of the EA

2.9

* That Umstead will not be negatively impacted. Please leave Umstead and the surrounding forest lands alone. Including:

- NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

2.3

- The impact from chemicals used in the development of the new areas or in daily operations of the airports, parking lots and other facilities be included in the EA

10.7 5.2

The residents of Raleigh cherish Umstead and we do not want to see it harmed. It leaves us deeply uncomfortable when projects like these are being designed to minimize community

input. Quit messing about, pick the lowest impact path even if it costs more, and keep our green areas green. --Mike

Michael Sick
mike_actionnetwork@serenesoftware.com
3701 Stonecrest Court
Raleigh, North Carolina 27612

From: Anna Winters
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 12:22:30 PM

RDUEA Chris Babb, RDU EA,

5.1 Please protect our largest state park and what little natural lands we have left. As this area continues to grow it becomes even more important to protect this land and natural habitat for future generations. Please do the right thing,

Anna Winters
anna.v.winters@gmail.com
108 Lochwood West Drive
Cary, North Carolina 27518

From: Jill Whitfield
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 12:24:55 PM

RDUEA Chris Babb, RDU EA,

Dear Stakeholder/Boardmember,

2.3 First I would like to express my concern over any increased pressure, development or borrow dirt to the Umstead side of RDU - please use the West side of the airport instead.

2.11 Secondly, the RDU Environmental Assessment should include all projects on the Umstead side of the park at one time, including the Odd Fellows tract and tracts bordering Umstead park and also Crabtree Community Park run by Wake County parks and recreation. These are delicate and very attractive greenspaces for attracting corporations and workers to our RDU area. Projects should not be segmented into smaller pieces because impacts to Umstead State Park, Crabtree Creek and the Neuse River will not be understood completely without a full plan of development considered.

Thank you so much,
Jill Whitfield
223 Midenhall Way
Cary, NC 27513
919-931-6613

Jill Whitfield
whythatsit@yahoo.com
223 Midenhall Way
Cary, North Carolina 27513

From: Marcee Silver
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 1:36:22 PM

RDUEA Chris Babb, RDU EA,

To all concerned,

Thank you for the opportunity to be part of the RDU EA conversation. I look forward to hearing your response to my concerns, along with your response to the concerns of many others in the community. Having a responsive format may be more difficult due to Covid; however, you, like many many other organizations, are certainly competent to figure out how to make it work. Please do so.

2.1
5.2

It is important that the EA include not just those currently being considered, but all improvements as outlined in the RDU Vision 2040 plan. This includes the extended runway, the entire perimeter road, the 11,000 space parking lot and all related improvements required as a result of these improvements. Including these related improvements which are dependent on each other is appropriate; failure to do so is inappropriate and skews one's ability to see the significant long term consequences of the complete project, which would be irresponsible.

2.3
2.9
2.5

There will be significant ecological destruction involved in obtaining fill dirt. I appreciate that you have indicated that you will not use any public lands to obtain this dirt, and particularly that you will not use any land adjacent to Umstead State Park. I hope that you will make good use of this to-be-cleared land, which will allow you to minimize the disturbance of other natural land areas and also reduce your costs.

5.1
2.9
9.1

In addition to considering the required environmental impact of the extensive work proposed, it is especially important that you consider the impact on Umstead State Park. Preserving Umstead Park is a high priority for the residents of Raleigh, as has been demonstrated again and again. The Park is valuable for it's economic contributions, as well as it's favorable contributions towards the physical and mental health of those who visit Raleigh or call it home. To that end, a thorough assessment is needed to identify the impact the proposed changes will have regarding RDU related noise, lighting, water movement (ground, surface and storm), plant/aquatic/wildlife habitat, and tree management due to needed radar sightlines.

I hope you will act responsibly. Do a comprehensive EA.

Thank you,

Marcee Silver

Marcee Silver
marcee.silver@gmail.com
1025 Harvey St.

Raleigh, North Carolina 27608

From: Marcee Silver
To: RDUEA
Subject: RDU Environmental Assessment
Date: Monday, August 23, 2021 1:34:26 PM

To all concerned,

Thank you for the opportunity to be part of the RDU EA conversation. I look forward to hearing your response to my concerns, along with your response to the concerns of many others in the community. Having a responsive format may be more difficult due to Covid; however, you, like many many other organizations, are certainly competent to figure out how to make it work. Please do so.

2.1
5.2

It is important that the EA include not just those currently being considered, but all improvements as outlined in the RDU Vision 2040 plan. This includes the extended runway, the entire perimeter road, the 11,000 space parking lot and all related improvements required as a result of these improvements. Including these related improvements which are dependent on each other is appropriate; failure to do so is inappropriate and skews one's ability to see the significant long term consequences of the complete project, which would be irresponsible.

2.3
2.9
2.5

There will be significant ecological destruction involved in obtaining fill dirt. I appreciate that you have indicated that you will not use any public lands to obtain this dirt, and particularly that you will not use any land adjacent to Umstead State Park. I hope that you will make good use of this to-be-cleared land, which will allow you to minimize the disturbance of other natural land areas and also reduce your costs.

5.1
2.9
9.1

In addition to considering the required environmental impact of the extensive work proposed, it is especially important that you consider the impact on Umstead State Park. Preserving Umstead Park is a high priority for the residents of Raleigh, as has been demonstrated again and again. The Park is valuable for it's economic contributions, as well as it's favorable contributions towards the physical and mental health of those who visit Raleigh or call it home. To that end, a thorough assessment is needed to identify the impact the proposed changes will have regarding RDU related noise, lighting, water movement (ground, surface and storm), plant/aquatic/wildlife habitat, and tree management due to needed radar sightlines.

I hope you will act responsibly. Do a comprehensive EA.

Thank you,
Marcee Silver

From: Jack Threadgill
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 2:05:10 PM

RDUEA Chris Babb, RDU EA,

5.1
2.1

I recognize that the airport has legitimate needs for a new runway and other improvements as outlined in its 2040 Vision plan. My main concern is how these plans would affect Umstead State Park. I also hope that any environmental assessment would be comprehensive instead of separating various parts of the 2040 plan.

2.3
2.5
2.1
10.2

I am glad that the borrow dirt sites indicated on this plan are on the west side of the airport instead of the east side next to Umstead. Could there be a formal statement that no borrow dirt could come from land adjacent to the park? I am also concerned about plans to add a large parking area on the east side of the airport. Could that parking go on the west side of the airport, so it would not affect Umstead? I am also concerned about any plans to extend the airport perimeter road into areas bordering Umstead. Another concern is determining how work on Lumley Road and the new runway at the PCB transformer Superfund site would affect surface water and groundwater.

I appreciate the value of both the airport and Umstead State Park. In making its plans for the future, I would hope that the airport would fully consider all of the environmental impacts on the park and the surrounding area. I don't pretend to be an environmental expert, but I hope that those experts will be fully heard.

Thanks,
Jack Threadgill
Cary, NC

Jack Threadgill
jethreadgill7@gmail.com
303 Arlington Ridge
Cary, NC, North Carolina 27513

From: AL Kosiak
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 2:23:25 PM

RDUEA Chris Babb, RDU EA,

The environment assessment is imperative to understanding if the RDUAA intends to be "good stewards" to the lands in question.

We are hopeful that detailed thoughtful analysis and the professional and technical write-up of plans is scrupulously attended too.

10.2 The Ward Transformer superfund site is only one, albeit profoundly important, aspect to the continued remediation of water/silt/wetlands in and surrounding Crabtree Creek.

Continued growth is expected, but quality in growth -especially in this polluted ecosystem- is essential to the quality of growth AFTER the project is completed.

11.1 Please help us, the surrounding neighbors, become educated about your intentions, plans, and execution of this expansion.

And help us be supportive instead of cautiously optimistic — that you will indeed be good stewards of that land— our home.

Sincerely
Andrea Kosiak

AL Kosiak
andrealkosiak@gmail.com
8108 parkside dr
Raleigh, North Carolina 27612

From: Mary Ann Cole
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 2:31:51 PM

RDUEA Chris Babb, RDU EA,

5.1
1.2

As a new resident of Raleigh, I am overwhelmed with the number of beautiful, accessible parks so well maintained in Wake County. Umstead is certainly the gem.
Please consider the environmental impact of this proposed airport expansion as you consider even fill from this or adjacent area. Noise pollution, water runoff, harm to natural habitats are but a few reasons I ask you to vote against this project.
Mary Ann Cole

Mary Ann Cole
colema660@gmail.com
2500 English Rose LN, Apt 210
Raleigh, NC. 27614

From: Hwa Huang
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 3:08:15 PM

RDUEA Chris Babb, RDU EA,

11.1 The RDU Airport Authority has failed to properly create a channel for two-way communication with the public during their Vision 2040 process. Therefore, I truly appreciate this opportunity for public comment, and strongly encourage the need for effective two-way public engagement to continue with the RDUAA.

While I am writing as a concerned citizen who lives near the William B. Umstead State Park, in the past years addressing the need to protect the state park from environmental harm such as Wake Stone Corp's proposed quarry right between the state park, East Coast Greenway, and the PCB contaminated ward transformer superfund site, I have recognized that more care must be taken to ensure the environmental protection of the state park as it includes valuable natural resources and wildlife, such as the Neuse River Waterdogs that are now considered a threatened species by the US Fish and Wildlife Services.

1.1 While I do support runway and terminal expansion efforts, I demand that the expansion effort must be on the western side of the airport and away from William B. Umstead State Park.

1.1
5.1 I would like show my support for the concept of the replacement runway 5L-23R to the west to facilitate gate expansion at Terminal 2, but do ensure that the runway closer to the Umstead State Park does not get lengthened, and that the gates and runway usage on the eastern runway 5R-23L does not increase. This is so that the environmental integrity of the William B. Umstead State Park will be protected from additional noise and air pollution, as well as protecting the park from deforestation and environmental degradation.

2.1 Therefore, I would like to call for a comprehensive environmental assessment on the noise, air quality, water quality, and changes to the local wildlife habitats that would be brought about by the expansion of all of the projects that RDU Airport Authority is proposing. In addition to a full comprehensive environmental assessment, a comprehensive potential options to mitigate and minimize environmental impacts brought about by the expansion must also be provided.

The RDU must include all the following in the environmental assessment (EA) in order to ensure protection of the environmental integrity of William B. Umstead State Park and its surrounding natural areas. See below for what RDU EA should include:

2.1 1. There should be no project segmentation. Currently, there are multiple projects that are being proposed are segmented as opposed to being reviewed as one major project whose functionality are related to the proposed replacement runway. The segmentation would prevent full public engagement and input. The projects stated include but may not be limited to:

2.1

a. Lumley Road relocation and extension to Commerce Blvd along the border of William B. Umstead State Park.
b. Massive expansion of Park Economy 3 to the eastern side of the airport, which is close to the William B. Umstead State Park, which should not take place in order to protect the state park.
c. The handling of ward transformer PCB superfund site, of which Lake Crabtree is one of these superfund sites
d. Gate expansion at Terminal 1
e. Source for dirt borrowing

5.2

2. Environmental assessment must be performed to determine impacts on the William B. Umstead State Park, not only from the runway, but from all related projects including the proposed parking lot that is currently not included in the EA. In other words, this is not limited only to direct environmental impact, but secondary and cumulative impacts to the state park as well.

7.2

3. Other environmental impacts that must be taken into consideration include the Wildlife corridor, as the Odd Fellows Tract that is adjacent to the William B. Umstead State Park currently serves as the only connection to the Eastern Wildway that connects the wildlife migratory paths from Canada to Florida. The environmental assessment must also take into consideration of how the projects will impact the Neuse River Waterdogs, in which the US Fish and Wildlife Service will protect as a threatened species extremely susceptible to the effects of siltation, or the deposit of sediment in freshwater.

10.3

4. The runway project must also be designed with the consideration of preventing continued discharge of deicing into William B. Umstead State Park, Brier Creek, and Crabtree Creek. A practice and strategy for recycling deicing must be put together.

In summary, I urge the RDUAA and Landrum & Brown to include in the RDU environmental assessment the need to ensure protection of the William B. Umstead State Park, as well as the connecting wildlife corridor and threatened wildlife. I also urge the RDU EA to include strategies to reduce impact to the water quality of the state park such as recycling of deicing to prevent discharge into the creeks flowing into the state park. The proposed road along the William B. Umstead State Park should not be approved, and the proposed new parking areas should not be put on the east side of the airport, as it would increase pressure onto William B. Umstead State Park with gate and runway usage.

2.3

Finally, There are proposed “borrow dirt” sites shown in the slide set that are West of the new runway. I agree with the proposed "borrow dirt" sites that are at the west of the new runway. However, the public needs the airport to commit and make an official statement that they will absolutely not borrow dirt from the east side of the airport where Umstead State Park and its surrounding natural lands are located, which includes but not limited to the Odd Fellows Tract, Tract 286, etc.

There are already “borrow dirt” sites from off-site private (not public) lands such as from the

quarry off of Westgate which recently expanded that can be considered instead.

5.1 Please do not allow for the airport expansion to lead to disturbance and environmental degradation of the William B. Umstead State Park.

Thank you,
Sincerely,

Hwa Huang
jiotienlong@gmail.com
7401 Ebenezer Church Rd, 27612
Raleigh, North Carolina 27612

From: William Doucette
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 3:16:43 PM

RDUEA Chris Babb, RDU EA,

Comments

2.1
1.4

The scope of this environmental assessment (EA) must be broad and address the full set of modifications to the airport described in the Vision 2040 Plan that are related to the construction of the new/replacement 5L/23R runway. RDU clearly has segmented the Vision 2040 Plan to avoid a full Environmental Impact Assessment. This EA cannot faithfully be considered to meet NEPA without connecting all the components to the Vision 2040 Plan.

2.3

One obvious environmental issue of concern is the destruction and affects caused by excavation/borrowing of fill material on airport property. While RDU states to the public as a precondition of the EA that no "borrow dirt" will be sourced from Odd Fellows, 286, or any land next to Umstead Park there is absolutely no means of enforcing such a general condition. In fact RDU previously committed to the public that the Odd Fellows tract would remain an undeveloped recreational buffer to the airport as a condition of community acceptance of a new runway in the 1970s, then years later wrote a lease for the tract to be consumed with a quarry that will destroy said buffer. RDU's commitment cannot be relied on and there is every reason to believe that should the Odd Fellows quarry be permitted, RDU will use it as a source of fill to the runway and/or other projects included in the Vision 2040 Plan.

2.6

The Odd Fellows quarry was a key component of the 2017 Vision 2040 Plan; it was approved as part of the same package as the new/replacement 5L/23R runway. Further more the 2019 quarry lease specifically provides that any overburden/fill on Odd Fellows will be available for use on RDU projects. The only project in the Vision 2040 Plan requiring significant fill is the new/replacement 5L/23R runway. Clearly RDU intends to supply fill to the Vision 2040 Plan projects. The EA must specifically address the Odd Fellows tract and other tracts adjacent to William B. Umstead State Park to ensure potential adverse impacts to the park from the extraction of fill are fully characterized and to establish on the record the suitability of these properties as a source of fill under NEPA. By doing so RDU will be affirm to the public its commitment not to excavate/borrow property adjacent to Umstead Park for fill.

A second issue is RDU's failure to follow the principles established in FAA 2016 Community Involvement Manual to conduct the FAA funded master planning process resulting in Vision 2040 Plan. Instead of engaging in dialogue and collaboration with effected communities, RDU conducted a public relations program designed to convince the public to support its planning process and resulting decisions. Various "advisory" bodies were informed of RDU actions usually after the fact and were not engaged in meaningful discussion of the merits of RDU actions prior to a decision. RDU never provided the rationale for the alternatives selected or rejected. New alternatives were generated without explanation or public discussion. The

thousands of public comments to RDU were never properly acknowledged, cataloged, nor provided a response. RDU edited the comments prior to publication without a summary of the major issues identified in comments and no explanation of how the issues were resolved or rationale for ignoring most issues.

11.1 The EA must be conducted to meet the intent of the FAA community involvement policy and specifics of the 2016 manual. Scoping documents should clearly identify the components of the community involvement plan to ensure the public that the FAA will not engage in another RDU public relations program. All scoping comments should be published without editing and cataloged/summarized by issue with an explanation of how the issues will be addressed in the EA or the rationale for ignoring an issue.

11.1 Furthermore, RDU staff assisted by its consultants conducted its public relations program in a hostile manner that alienated the public and created distrust of the planning process and RDU intentions sufficient to result in litigation. RDU attempted to intimidate public involvement by employing excessive security measures with dozens of armed airport security personnel and multiple canine teams at public meetings held on RDU property. Under no circumstances should RDU staff or consultants (the EA contractor is understood to be under FAA control while RDU provides funding) be involved in the preparation of the EA beyond providing supporting information nor should RDU staff or facilities be involved with conduct of community involvement for the EA. Public meetings should be conducted off airport property without airport security personnel. Identical draft EA documents should be released to the public whenever draft EA documents are provided to RDU. The FAA must convince the effected community that the EA is conducted directly under FAA control, not RDU control and EA work products reflect FAA analysis, not RDU.

Respectfully submitted 8-23-2021.

William H Doucette Jr., PhD, LG

William Doucette
william8865@att.net
1703 Nottingham Rd.
Raleigh, North Carolina 27607

Comments

2.1
1.4
The scope of this environmental assessment (EA) must be broad and address the full set of modifications to the airport described in the Vision 2040 Plan that are related to the construction of the new/replacement 5L/23R runway. RDU clearly has segmented the Vision 2040 Plan to avoid a full Environmental Impact Assessment. This EA cannot faithfully be considered to meet NEPA without connecting all the components to the Vision 2040 Plan.

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2.6
The Odd Fellows quarry was a key component of the 2017 Vision 2040 Plan; it was approved as part of the same package as the new/replacement 5L/23R runway. Further more the 2019 quarry lease specifically provides that any overburden/fill on Odd Fellows will be available for use on RDU projects. The only project in the Vision 2040 Plan requiring significant fill is the new/replacement 5L/23R runway. Clearly RDU intends to supply fill to the Vision 2040 Plan projects. The EA must specifically address the Odd Fellows tract and other tracts adjacent to William B. Umstead State Park to ensure potential adverse impacts to the park from the extraction of fill are fully characterized and to establish on the record the suitability of these properties as a source of fill under NEPA. By doing so RDU will be affirm to the public its commitment not to excavate/borrow property adjacent to Umstead Park for fill.

A second issue is RDU's failure to follow the principles established in FAA 2016 Community Involvement Manual to conduct the FAA funded master planning process resulting in Vision 2040 Plan. Instead of engaging in dialogue and collaboration with effected communities, RDU conducted a public relations program designed to convince the public to support its planning process and resulting decisions. Various "advisory" bodies were informed of RDU actions usually after the fact and were not engaged in meaningful discussion of the merits of RDU actions prior to a decision. RDU never provided the rationale for the alternatives selected or rejected. New alternatives were generated without

explanation or public discussion. The thousands of public comments to RDU were never properly acknowledged, cataloged, nor provided a response. RDU edited the comments prior to publication without a summary of the major issues identified in comments and no explanation of how the issues were resolved or rationale for ignoring most issues.

11.1 The EA must be conducted to meet the intent of the FAA community involvement policy and specifics of the 2016 manual. Scoping documents should clearly identify the components of the community involvement plan to ensure the public that the FAA will not engage in another RDU public relations program. All scoping comments should be published without editing and cataloged/summarized by issue with an explanation of how the issues will be addressed in the EA or the rationale for ignoring an issue.

11.1 Furthermore, RDU staff assisted by its consultants conducted its public relations program in a hostile manner that alienated the public and created distrust of the planning process and RDU intentions sufficient to result in litigation. RDU attempted to intimidate public involvement by employing excessive security measures with dozens of armed airport security personnel and multiple canine teams at public meetings held on RDU property. Under no circumstances should RDU staff or consultants (the EA contractor is understood to be under FAA control while RDU provides funding) be involved in the preparation of the EA beyond providing supporting information nor should RDU staff or facilities be involved with conduct of community involvement for the EA. Public meetings should be conducted off airport property without airport security personnel. Identical draft EA documents should be released to the public whenever draft EA documents are provided to RDU. The FAA must convince the effected community that the EA is conducted directly under FAA control, not RDU control and EA work products reflect FAA analysis, not RDU.

Respectfully submitted 8-23-2021.

William H Doucette

William H Doucette Jr., PhD, LG

From: Vicki Stocksdale
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 4:09:33 PM

RDUEA Chris Babb, RDU EA,

5.1
2.9
2.3

Umstead state park is our gem of a natural preserve of wildlife, plants, trees& streams. Don't mess this up for future generations! We don't need more deforestation in these turbulent times of extreme weather changes due to global warming. This will be a potential huge stormwater pollution for lake Crabtree and Umstead Park. Please confirm that no fill dirt will be used adjacent to Umstead State Park for ANY airport construction & parking lots!! This will be a DISASTER for Umstead Park and it's ecosystem. RDUAA needs to be mindful of the impacts of the global warming disaster!

Vicki Stocksdale
vastocks@att.net
1413 Ivy Leaf Ct
Willow Spring, North Carolina 27592

From: Paul Jarmul
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 4:50:25 PM

RDUEA Chris Babb, RDU EA,

Greetings,

As flyers in/out of RDU my wife and I appreciate the airport and have used it well over the past 30 years. For that same period we have also really enjoyed using Umstead Park to walk, hike, run, bike, orienteer, camp, meditate, bird & deer watching.....

SO - Let's not be short-sighted but take a deep breath and consider the LONG term impacts to Umstead Park and the surrounding Environment.

Couple points my good friends from Umstead Coalition get our thumbs up:

2.1 - RDUAA must NOT segment their projects. Comprehensive environmental assessment must be considered.

4.2 - We know for sure that the extended runway will be built. This has clearly been stated by RDUAA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUAA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

2.10 - Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

2.1 - We know for sure that there are plans to put a perimeter road around the "entire" airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the "entire" airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

2.1 - Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

2.9 - Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

7.3 - Fish, wildlife, plants habitat needs to be considered

2.9 - Deforestation for radar visual needs to be considered.

6.3 - Noise (on Umstead) needs to be considered

==========

Thanks for listening, as long residents of Cary we are deeply concerned with any noise and environment impacts to our beloved Umstead Park. WE need to protect it not only for today and for generations to come!

-Paul & Catherine & Family

Paul Jarmul
jarmul@earthlink.net
310 Rustic Ridge Rd
Cary, North Carolina 27511

From:	Jean Spooner
To:	RDUEA
Cc:	Dwayne.Patterson; Wilson, Reid; Strong, Brian; Letchworth, Scott; aaron.braswell@faa.com; p.hannah@rdu.com; Morgan, David; Hankins, Ellis; dickie.thompson@rdu.com; sepi.saidi@rdu.com; Hall, Tammie; Polanco, Yesenia; Kushner, David
Subject:	Public Scoping, Replacement Runway 5L/23R EA
Date:	Monday, August 23, 2021 4:53:10 PM
Attachments:	Umstead Coalition comments re RDU Project Scoping, August 23, 2021.pdf

Thank-you for the opportunity to comment on the Scope to be included in the Environmental Assessment for the Replacement Runway and its associate projects.

On behalf of the Umstead Coalition, please accept the attached as our public comments on the EA Scoping phase.

--
Thanks for supporting William B. Umstead State Park!

Dr. Jean Spooner, Chair
The Umstead Coalition
PO Box 10654
Raleigh, NC 27605
cell 919-602-0049

The Umstead Coalition
P.O. Box 10654
Raleigh, NC 27605-0654
(919) 852-2268

http://umsteadcoalition.org *Facebook.com/umsteadcoalition* *Meetup.com/umsteadcoalition*

MEMORANDUM

August 23, 2021

To: Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242
email to RDUEA@landrumbrown.com

From: Jean Spooner, Chair
The Umstead Coalition

Subject: Public Scoping, Replacement Runway 5L/23R EA

Cc: Patrick Hannah, Chair, The RDUAA and RDUAA Board members
Dwayne Patterson, Director, NC Division of Parks and Recreation
Aaron Braswell, Environmental Protection Specialist, FAA
Reid Wilson, Director, NC Department of Natural and Cultural Resources
Brian Strong, NC Division of Parks and Recreation
Scott Letchworth, Superintendent, William B. Umstead State Park

Thank-you for the opportunity to comment on the Scope to be included in the Environmental Assessment for the Replacement Runway and its associate projects.

1.1 We support runway and terminal expansion efforts on the western side of the airport and away from William B. Umstead State Park. Therefore, we would like to confirm our support for the concept of the replacement runway 5L-23R to the west to facilitate gate expansion at Terminal 2 (T2) to the extent that it PREVENTS the runway closer to the Park from being lengthened and increased gates and runway usage on the eastern runway 5R-23L.

However, we strongly support a full and complete environmental assessment, identification of ALL the environmental impacts on noise, air quality, water quality, water quantity, and wildlife/habitat. A complete listing of potential mitigation options must be prepared and evaluated. We offer some mitigation options below.

In a January 27, 2021 email from Aaron Braswell to NC State and Federal Agencies (cc'ed to Chris Babb with Landrum & Brown), the content stated:

> *"After careful consideration of the desired build alternative from the project proponent, and the potential for impacts associated with the Park, the EIS for the RDU Runway Replacement Project has been converted to an EA. The decision to convert the NEPA effort to an EA was made with the understanding that* ***construction on the southeast side of the airfield*** *(including barrow sites and extension of the southeast Runway)* ***would not occur*** *as part of the sponsor's proposed action."*

2.1
5.2

While we are pleased that no extension of the southeast runway and no borrow pits on lands adjacent to William B. Umstead State will be considered, we find the EA scope focus too narrow and does not meet the intent of this FAA email justification to convert from EIS to EA. Concurrent with the EA for the replacement runway, RDUAA has now moved forward with a major project on the southeast side of the airfield, which appear to be in direct conflict with the assumption and reasoning of converting from an EIS to an EA and allowing the scope to be artificially limited. Funding to move forward for this massive new parking lot was approved at a special July 23, 2021 RDUAA Board meeting on I think we would all consider a massive 11,000 parking space deforestation project on the SOUTHEAST side of the airfield to be a significant "construction" project. Terminal 1 Gate Expansion (not even in Vision 2040 has been put forth by RDUAA staff for consideration) and was even included in the previous year's Capital Budget listings (but currently removed). Construction of the highly controversial "Commerce Boulevard, a perimeter road along the environmentally sensitive boundary of William B. Umstead State park remains on the "Vision 2040" plan.

To recap, RDUAA asked for an EA conditional upon the implied commitment for no construction projects on the Southeast side of the airfield. Then, RDUAA Board proceeded to approve funding to build an 11,000 parking space facility on the SOUTHEAST side, with a nebulous promise for public input. RDUAA staff has presented several times their desire to expand T2 gates (the Terminal on the SOUTHEAST side of the airfield) to more than the four additional gates in Vision 2040. The highly controversial Commerce Boulevard (on the SOUTHEAST side of the airfield) had been in previous Capital projects and remains on Vision 2040 (but gratefully, is not in the current Capital budget).

2.1
5.2

These other projects must be scrapped, located away from the Southeast side of the airfield, or included in a full Environmental Assessment. Segmentation of project should ONLY be allowed if the promise and intent to avoid construction to the southeast close to William B. Umstead State is followed. Otherwise, if the recent past is an example, the public engagement process for these projects on the SOUTHEAST side of the airfield could be minimal at best – a great disservice to William B. Umstead State Park and our protected public lands.

11.1

Our experience with the recent Vision 2020 process was disappointing in that we believe that the RDUAA failed to follow the intent of the FAA 2016 **Community Involvement Manual**. Two-way communications and effective public engagement was not followed. Yes, the public submitted numerous public comments. However, they were mostly ignored and marginally acknowledged. Moreover, the public was "informed" of the "Final Decisions" without an effective ability or time for the committees or public to respond. Recent slides by RDUAA used "Public Education" instead of "Public Engagement" which illustrates this continued lack understanding of how effective two-way dialog works. The public does not like only to "be told." The public wants to have their concerns heard and addressed. That is how we have accomplished a better RDU Airport in the past, this is how we can make a better RDUAA Airport, a better community partner, and enable more support for our airport. We do want to acknowledge and appreciate some individual RDUAA Board members reaching out and responding to citizen input, but that is entirely different from what should occur from the entire RDUAA staff and Board. The full Community Involvement procedure as indented in the FAA Guidance must be followed. The Regional Transportation Task Force, set up the RDUSS, has twice recommended "with community input..."

The following should be including in the Scope of the EA:

1. All direct, secondary and cumulative impacts to William B. Umstead State Park and the East Coast Greenway in the Old Reedy Creek Road Recreational Corridor, including not only the runway, but other projects. Include how the replacement runway minimize increased usage of the eastern runway and increased gates at T2.

7.2
7.3

2. Wildlife corridor and wildlife impacts, including the threatened Neuse River Waterdog Salamander

3. Runway deicing recycling (to prevent continued discharge into William B. Umstead State Park, Brier Creek, and Crabtree Creek.

4. No project segmenting. Segmenting projects away from the EA could prevent full public engagement and the ability for public input to be solicited and addressed on these other projects, resulting in great harm to William B. Umstead State Park. These projects include the following projects that RDUAA has publically stated their desire to move forward and/or have included in their recent Capital Budget:
   a. Lumley Road relocation and extension to "Commerce Boulevard along the border of William B. Umstead State Park.

2.1

   b. Massive expansion of Park Economy 3 on the eastern (Umstead State Park side) of the airport to include consolidated rental car facility car storage & maintenance, employee parking, combined surface public parking
   c. Borrow dirt source locations (with explicit prohibitions defining
   d. Ward Transformer site usage and handling of its PCB contamination
   e. Gate expansion at Terminal 1 (T1)

5. Mitigation options to address impacts for consideration include:
   a. William B. Umstead State Park protections, including protective buffers
   b. Wildlife corridor and habitat
   c. Water quality/quantity impact reductions
   d. Deicing recycling
   e. Elimination of the proposed road along the border of William B. Umstead State

2.12

   f. Drop plans to lengthen shorter eastern runway
   g. No added gates to T2 beyond the 4 identified in Vision 2040
   h. Moving the proposed new parking areas to the areas proposed for borrow dirt sourcing
   i. Sourcing fill dirt from off-site (e.g., Martin Marietta quarry off Westgate Road and/or Hanson Quarry off Duraleigh Road, but with more than enough overburden available NOW).
   j. Commitment to formally scrap plans for the Commerce Boulevard along the environmentally sensitive boundary of William B. Umstead State Park.

A few expanded comments on the above listings follow:

1. William B. Umstead State Park and the East Coast Greenway

William B. Umstead State Park and its connected Old Reedy Creek Road recreational corridor is one of the most visited recreational areas in North Carolina. All projects at the RDU Airport directly affect William B. Umstead State Park. The RDU Airport and William B. Umstead State Park share 6.2 miles of common border. All of the RDU Airport property drains to William B. Umstead State Park. Drainage from the airport is to the Brier Creek system which in turn drains to Crabtree Creek and Crabtree Lake and then directly into William B. Umstead State Park OR directly into the Park on the eastern side of the airport.

William B. Umstead State Park was established in 1934; before 1934, substantial areas of the Park near what is now the airport were owned and actively used by the Scouts. The airport was established in 1939, but runways and airport use did not occur until WWII.

14.1

William B. Umstead State Park is protect by various laws that must be addressed within the EA, including:

- *Section 4(f) of the U.S. Department of Transportation Act of 1965* which protects publically owned and accessible parks, recreation areas, and wildlife, and waterfowl refuges and historic sites
- A 1995 listing in the **National Register of Historic Places**. Unique (at least at the time) to this listing, not only are the structures but also the land, trails, **waterways**, and **forests** listed as part of the protections under the National Register of Historic Places. **YES! The FORESTS are explicitly including in this protective statue.**
- A NC General Assembly dedicated component of the (NC) **State Nature and Historic Preserve**, per the **NC State Nature and Historic Preserve Dedication Act**, NC Article 25B, 143-260.10.
- A Dedicated Nature Preserve, approved by the NC Council of State, NC Chapter 143B, Article 2, Park 42: Nature Preserves Act.
- Federally funded with **Land and Water Conservation (LWCF)** funds. LWCF funds are administered through the National Park Service, US Department of the Interior. The main emphases of the fund are recreation and the protection of national natural treasures in the forms of parks and protected forest and wildlife areas. LWCF investments secure public access, improve recreational opportunities, and preserve ecosystem benefits for local communities. https://www.nps.gov/subjects/lwcf/index.htm
- Reverted Clause in the 1943 Deed transfer the National Park Service to the State of North Carolina. Note: the National Park Service, Department of the Interior established the Park in 1934; prior to which a good portion of the lands near the Old Reedy Creek Road Recreational Area were owned and utilized by the Boy Scout Councils. **The Reverter Clause protects the Park from "taking" of the Park usage and resources.**
- Section 4(f) of the US Transportation Act which protects publically owned and accessible parks, recreation areas, and wildlife, and waterfowl refuges and historic sites
- William B. Umstead State Park is dedicated in Law by the NC General Assembly as a unit of the NC State Park Systems.

The East Coast Greenway was just authorized by the NC Legislators and signed by the Honorable Governor Cooper as a unit of the NC State Park system. The vast, vast majority of the usage on Old Reedy Creek Road is recreational, including its function as the East Coast Greenway, US1 Bike Route and local and regional greenway connection between Lake Crabtree County Park at Lake Crabtree, the Black Creek Greenway Trail, American Tobacco Trail, and, of course, William B. Umstead State Park and its other connected greenways.

2. Threatened species, Wildlife, and Wildlife corridors

Crabtree Creek also is a significant natural heritage area in Wake County and provides essential habitat for the Atlantic pigtoe (*Fusconaia masoni*), creeper (*Strophitus undulatus*), and notched rainbow (*Villosa constricta*), all freshwater mussels which are considered rare aquatic species. The Atlantic pigtoe currently is being considered to be listed as a threatened species under the federal Endangered Species Act.

Furthermore, the Neuse River Waterdog (*Necturus lewisi*) has been listed as "Threatened" by the US Fish & Wildlife, on or just before June 10, 2021. The Neuse River Waterdog salamander (*Necturus lewisi*) has been documented within William B .Umstead State Park in Crabtree Creek (2004, as well as earlier). The Neuse River Waterdog salamander was found as recently (week of March 7, 2021) in Crabtree Creek. The firm RK&K under contract with NCDOT found the Neuse River waterdog salamander near Capital Boulevard, downstream of William B. Umstead State Park. It is reasonable to assume that the Neuse River waterdog salamander still lives in Crabtree Creek within William B. Umstead State Park. Because of its limited range (only found in the Neuse and Tar River Basins, NC) and sensitivity to pollution and habitat alteration, the Neuse River waterdog is listed as a species of special concern by the state of NC (listed in 1990). Its current Federal status per US Fish and Wildlife website is "Threatened." (https://www.fws.gov/southeast/wildlife/amphibians/neuse-river-waterdog/). The Fish and Wildlife Service has proposed the Neuse River waterdog salamander be listed as "threatened species" as of June 10, 2021.

7.2
7.3

The Crabtree Creek Corridor through William B. Umstead State Park is the last remaining wildlife passage corridors connecting Jordon Lake to the east. This area supports Bald Eagles, Great Blue heron nesting areas, bobcat, eastern king snakes, box turtles and more.

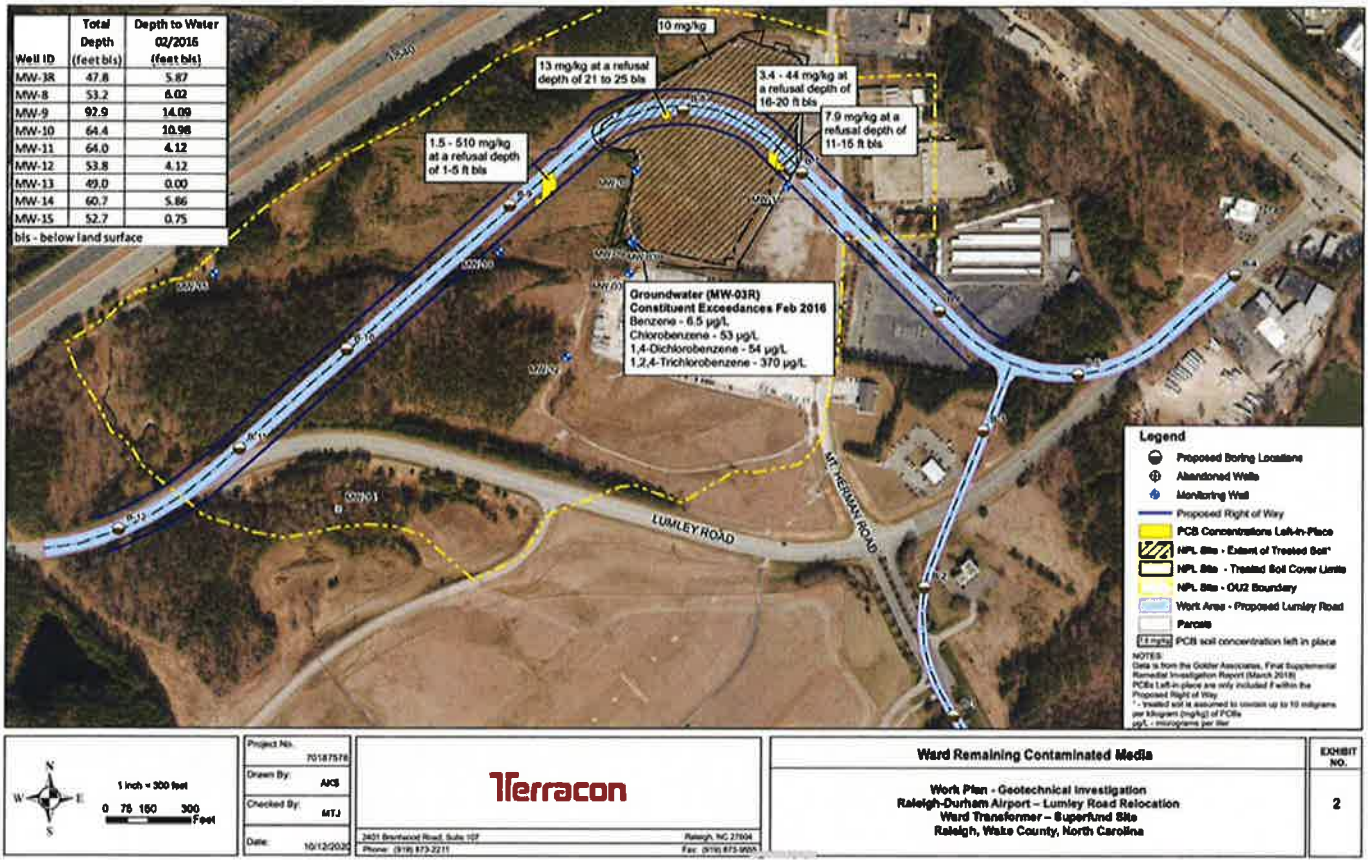
4d. Ward Transformer site usage and handling of its PCB contamination

The image below was prepared for RDU regarding the relocation of Lumley Road. The full report shows there is still a lot of contamination at the site and in the groundwater. It is an EPA Superfund site. Yes, EPA did decontaminated much of the top soil by incineration, but the groundwater and downstream sediments remain contaminated. All fishing downstream on Crabtree Creek on the way to the Neuse River has been posted for PCB contamination form this site.

10.2

The environmental consequences of the proposed RDU projects for this EPA Superfund site must be fully evaluated and mitigated. It must remain an EPA Superfund site – it remains a public hazard.

The presence of this EPA Superfund site also justifies a full NEPA assessment.


Well ID | Total Depth (feet bls) | Depth to Water 02/2016 (feet bls)
MW-3R | 47.8 | 5.87
MW-8 | 53.2 | 6.02
MW-9 | 92.9 | 14.09
MW-10 | 64.4 | 10.98
MW-11 | 64.0 | 4.12
MW-12 | 53.8 | 4.12
MW-13 | 49.0 | 0.00
MW-14 | 60.7 | 5.86
MW-15 | 52.7 | 0.75
bls - below land surface
10 mg/kg
13 mg/kg at a refusal depth of 21 to 25 bls
3.4 - 44 mg/kg at a refusal depth of 16-20 ft bls
7.9 mg/kg at a refusal depth of 11-15 ft bls
1.5 - 510 mg/kg at a refusal depth of 1-5 ft bls
Groundwater (MW-03R) Constituent Exceedances Feb 2016
Benzene - 6.5 µg/L
Chlorobenzene - 53 µg/L
1,4-Dichlorobenzene - 54 µg/L
1,2,4-Trichlorobenzene - 370 µg/L
LUMLEY ROAD
MT. HERMAN ROAD
Legend
Proposed Boring Locations
Abandoned Wells
Monitoring Well
Proposed Right of Way
PCB Concentrations Left-in-Place
NPL Site - Extent of Treated Soil*
NPL Site - Treated Soil Cover Limits
NPL Site - OU2 Boundary
Work Area - Proposed Lumley Road
Parcels
11 mg/kg PCB soil concentration left in place
NOTES:
Data is from the Golder Associates, Final Supplemental Remedial Investigation Report (March 2018)
PCBs Left-in-place are only included if within the Proposed Right of Way
* - treated soil is assumed to contain up to 10 milligrams per kilogram (mg/kg) of PCBs
µg/L - micrograms per liter
N
W
E
S
1 inch = 300 feet
0 75 150 300 Feet
Project No. 70187578
Drawn By: AKS
Checked By: MTJ
Date: 10/12/2020
Terracon
2401 Brentwood Road, Suite 107 Raleigh, NC 27604
Phone: (919) 873-2211 Fax: (919) 873-9555
Ward Remaining Contaminated Media
Work Plan - Geotechnical Investigation
Raleigh-Durham Airport – Lumley Road Relocation
Ward Transformer – Superfund Site
Raleigh, Wake County, North Carolina
EXHIBIT NO.
2

From: Caroline Lalla
To: RDUEA
Subject: Re: Public comments about the RDU Environmental Assessment
Date: Monday, August 23, 2021 4:53:20 PM

RDUEA Chris Babb, RDU EA,

Hi - I am writing about the Environmental Assessment for the new RDU Runway.

I do not support:

2.3 - Borrowing dirt from the east side of the airport where land adjacent to Umstead State Park would be impacted (including the Odd Fellows Tract and Lot 286)

5.2 - Building a 11,000 space parking lot on the east side of the airport adjacent to Umstead State Park

2.1 - Segmenting the airport projects to minimize the true scope and overall impact they will have combined

10.2 - Moving Lumley Road and/or any of the new runway on top of the Ward Transformer PCB Superfund site

2.1 I am very concerned about the storm water and pollution issues these projects will cause for for Lake Crabtree and Umstead State Park and I believe a comprehensive Environmental Assessment needs to be conducted. Most importantly, the projects should not be segmented.

Thank you for your time,
Caroline Lalla

Caroline Lalla
carolinehlalla@gmail.com
104 Westbank Ct
Cary, North Carolina 27513

From: Eli Celli
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 4:53:58 PM

RDUEA Chris Babb, RDU EA,

To Whom It May Concern,

Public Comments Due by 5pm on Monday, August 23

New 11,000 space parking lot planned near Umstead State Park

The RDU Airport Authority (RDUAA) is in the "scoping" phase of the Environmental Assessment (EA) for the new main runway at RDU.
New 11,000 space parking lot planned near Umstead State Park

1.1 I support airport expansion on the WEST side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However the proposed new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park should be included in the EA which it is not. There is a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

5.2

I think there needs to be a more comprehensive EA that includes the following:

2.1 Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
Does not segment and ignore the other associated projects
Facilitates appropriate mitigation of environmental impacts

Thank you for your time,
Eli Celli

Eli Celli
elicelli@att.net
407 Legends Way
Chapel Hill, North Carolina 27516

From: Lyle Adley-Warrick
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 4:56:55 PM

RDUEA Chris Babb, RDU EA,

5.2

Concerning the proposed 11,000 space parking lot for RDU: my concern is its potential impact on water quality in the Crabtree Creek watershed. That much impervious surface must necessarily increase runoff, probably to the detriment of the creek and Lake Crabtree.

Lyle Adley-Warrick
adleywarrick.l@gmail.com
128 Ellington Oaks Court
Raleigh, North Carolina 27603

From: Judith Strickland
To: RDUEA
Subject: Re: RDU EA
Date: Monday, August 23, 2021 4:59:16 PM

RDUEA Chris Babb, RDU EA,

Making an informed decision involves knowing and thoughtfully considering all aspects of a proposal, and in some cases acknowledging the lack of details or data confusion are present for a reason. A comprehensive environmental impact assessment is necessary, and needs to include all proposed RDU expansion plans/considerations. While adding a substantial amount of parking is viewed as vital, the placement of these parking spaces is what requires vital consideration. Deforestation and taking of fill dirt from lands adjacent to Umstead State Park will negatively effect nature, and the community who NEED clean air and green space for optimal mental and physical health betterment. Parking spaces can be developed elsewhere, certainly not up against Umstead. Adding blacktop and near constant vehicle exhaust adjacent to the park will negatively effect groundwater, surface water, wetlands and air quality. So will also adding a new runway and a perimeter road to land adjacent to the park.

2.1
5.2
2.9
2.5
5.1

All environmental impacts for ALL proposed projects needs to be properly investigated by scientific community members, and allow for the public to view the data and weigh in on any potential detrimental damage to public land. Deforestation and changing land topography adjacent to the park will negatively effect water quality, air quality and also quality of experience for park users. People need and deserve clean air, clean water and safe trails not negatively effected by car exhaust and development.

2.1
11.1

Please ensure a comprehensive environmental impact study is done on ALL proposed RDU projects. So much is riding on this decision, please do your part to ensure clean green space remains for the public and wildlife, THANK YOU for making sure public land is kept accessible and clean, and that profits for a few do not override what is good for the community.

Judith Strickland

Judith Strickland
nightskygazer2@aol.com
202 Chiselhurst Way
Cary, North Carolina 27513

From: Vinson, Scott
To: Chris Babb
Subject: RE: [External] RDU EA Agency Scoping Presentation
Date: Monday, August 23, 2021 9:25:38 AM
Attachments: image001.png

Chris,

1.6

As the presentation only discussed impacts to streams, wetlands and buffers in a general term and the field site assessments by your consultants were still under way at the time of the meeting, the Raleigh Regional Office's DWR has no other comments at this time other than to please to avoid and minimize any impacts to surface waters, streams, wetlands and riparian buffers to the maximum extent possible when finalizing the development plans. Thanks & take care,
Scott

Scott Vinson
Regional Supervisor
Raleigh Regional Office
Water Quality Regional Operations Section
NCDEQ – Division of Water Resources

3800 Barrett Drive
Raleigh, NC 27609

(919) 791-4200 office
(919) 791-4252 direct line

Email: Scott.Vinson@ncdenr.gov

From: Chris Babb <Chris.Babb@landrumbrown.com>
Sent: Monday, August 23, 2021 8:11 AM
To: Kajumba.Ntale@epa.gov; Thornton.Hilary@epa.gov; jean.b.gibby@usace.army.mil; George.L.Phillips@usace.army.mil; Ellis, John <john_ellis@fws.gov>; Gledhill-earley, Renee <renee.gledhill-earley@ncdcr.gov>; Vinson, Scott <scott.vinson@ncdenr.gov>; Lee, David <david.lee@ncdenr.gov>; Wainwright, David <david.wainwright@ncdenr.gov>; Hardison, Lyn <lyn.hardison@ncdenr.gov>; Fullwood, John <john.fullwood@ncparks.gov>; Strong, Brian <brian.strong@ncparks.gov>; Blanchard, Jon D <jon.blanchard@ncparks.gov>; Garrison, Gabriela <gabriela.garrison@ncwildlife.org>; State Clearinghouse <State.Clearinghouse@doa.nc.gov>; Meyer, Todd <tmeyer@ncdot.gov>; Dieter.Lucien@epa.gov; Denton, Bill <bill.denton@ncdenr.gov>; Somerville.Amanetta@epa.gov
Cc: Aaron Braswell <aaron.braswell@faa.gov>; Sandifer, Bill <bill.sandifer@rdu.com>; Perry, Kenneth <kenneth.perry@rdu.com>; Jackie Sweatt-Essick <jackie.Sweatt-Essick@FAA.gov>; Rob Adams <Rob.Adams@landrumbrown.com>; Stair, Rachel <rachel.stair@rdu.com>; Griffith, Mary <Mary.Griffith@rdu.com>; Danison, Gina <Gina.Danison@rdu.com>; RDUEA

<rduea@landrumbrown.com>; 5l23REnvoAssessment <5L23REnvoAssessment@rdu.com>; Cayton, Ellis <Ellis.Cayton@rdu.com>
Subject: [External] RDU EA Agency Scoping Presentation

Hello,

Thank you again for your participation for the agency scoping meeting on August 4, 2021 for the Raleigh-Durham International Airport Environmental Assessment. This is just a reminder that FAA and the Raleigh-Durham Airport Authority is requesting your comments back on the scoping material by September 3.

Thanks,

Chris Babb
Senior Managing Consultant

Landrum & Brown
Global Aviation Planning & Development

T +1 513 530 1275 M +1 513 560 1242

landrumbrown.com

NC DEPARTMENT OF
NATURAL AND CULTURAL RESOURCES

Roy Cooper, **Governor**
D. Reid Wilson, **Secretary**

August 23, 2021

Chris Babb
Senior Managing Consultant
Landrum & Brown
4445 Lake Forest Dr, Suite 700
Cincinnati, OH 45242

RE: RDU EA Agency Scoping Response - Runway 5L/23R Replacement

Mr. Babb,

1.7

This letter is in response to the August 4, 2021 agency scoping meeting regarding the proposed replacement of Runway 5L/23R at RDU International Airport. The NC Division of Parks & Recreation approves of the changes to the Environmental Assessment that remove any borrow sites and construction activities from the vicinity of William B. Umstead State Park. Therefore, our original objections and concerns regarding the proposed runway replacement project have been resolved.

Please feel free to contact me if you have any questions or concerns.

Sincerely,

Christine Farrell
Environmental Review Coordinator
North Carolina Division of Parks and Recreation
(919) 707-8188
christine.farrell@ncparks.gov

North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office
Ramona M. Bartos, Administrator

Governor Roy Cooper

Secretary D. Reid Wilson

August 26, 2021

Chris Babb
Landrum & Brown
4445 Lake Forest Drive Suite 700
Cincinnati, OH 45242

chris.babb@landrumbrown.com

RE: Reconstruct Runway 5L/23R, Raleigh-Durham International Airport (RDU), Wake County, ER 20-2333

Dear Ms. Babb:

1.8 We are pleased to comment on the EA Scoping materials provided by the FAA and RDU Airport Authority and agree that the use of an Environmental Assessment is the correct level of compliance with the National Environmental Police Act and Section 106.

1.7 In terms of above ground historic resources, we are encouraged that the revised alternatives are likely to not affect W. B. Umstead Park, which in large part contains the Crabtree Creek Recreational Demonstration Area (WA0721) National Register property.

13.3 As for archaeological resources, we note that our earlier recommendation for surveys of the potential borrow areas remain in place.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office
Ramona M. Bartos, Administrator

Governor Roy Cooper Secretary D. Reid Wilson

Sincerely,

Renee Gledhill-Earley

for Ramona Bartos, Deputy
State Historic Preservation Officer

cc: Aaron Braswell, FAA aaron.braswell@faa.gov

From: White, Douglas
To: RDUEA
Cc: Kajumba, Ntale; Somerville, Amanetta
Subject: RDU Runway Replacement EPA Scoping Comments
Date: Thursday, September 2, 2021 12:08:03 PM

Re: EPA Comments on the Notice of Intent to Prepare an Environmental Assessment for the Replacement of Runway 5L/23R at Raleigh-Durham International Airport, North Carolina

Dear Mr. Babb:

The U. S. Environmental Protection Agency (EPA) received the referenced document and has reviewed the subject proposal in accordance with Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act (NEPA). The EPA understands that Raleigh-Durham Airport Authority (RDU Authority) is conducting an Environmental Assessment (EA) for the proposed replacement and related improvements of Runway 5L/23R.

Under the Proposed Action Alternative, RDU Authority would relocate Runway 5L/23R 537 ft to the west of its current location and maintain the runway's existing dimensions of 10,000 ft x 150 ft. The existing runway would be converted to a taxiway, and navigational aids and lighting would be moved to the new runway. Lumley and Perimeter Roads would be moved to accommodate the new runway. Additional requirements would include construction of ancillary stormwater drainage structures and graded surfaces, and the transport of up to 5 million cubic yards of fill soil. The purpose of this EA is for RDU Authority to evaluate the impacts of this Proposed Action.

Upon review of the scoping documents, the EPA notes that the improvements considered are consistent with the current land use of this facility. It appears that this project will not have a significant impact on human health and the environment. The EPA has the following comments:

4.1 Alternatives Considered and Cumulative Impacts: Alternatives to the Proposed Action Alternative should be developed and analysis of these alternatives included in the Draft and Final EA and Finding of No Significant Impact (FONSI). The EPA understands that the primary purpose of relocating Runway 5L/23R is to allow uninterrupted use of the existing runway during construction. The EPA recommends that alternatives analyze plans that might also allow for continuous or near-continuous airport operations while minimizing transportation requirements of fill materials, including expansion of Runway 5R/23L and rapid construction techniques. Analysis should consider reasonably foreseeable future actions at RDU, including expansions.

4.3

4.2 Air Quality: The Proposed Action is located in Wake County, North Carolina which is currently in Maintenance Status with the National Ambient Air Quality Standards for 1-Hour Ozone. The EPA recommends analyzing the Proposed Action using tools such as the Air Conformity Applicability Model to verify that construction and operation in support of the Proposed Action will not produce emissions above de minimis levels. The EPA recommends controlling fugitive dust emissions and implementing measures to reduce diesel emissions, such as switching to cleaner fuels, retrofitting current equipment with emission reduction technologies, repowering older engines with cleaner engines, replacing older vehicles, inspecting and maintaining fuel tanks in accordance with

8.2 regulations, and reducing idling through operator training and contracting policies.

10.8 Hazardous Materials and Containment: The Ward Transformer Superfund site is partially located on RDU Authority property that will potentially be used to source fill material in support of the Proposed Action. Coordination with the EPA's Superfund division should be made to ensure that contaminated soils are not transported to uncontaminated areas and that future remediation efforts are not negatively affected by the Proposed Action. Construction and operation in support of the

10.9 Proposed Action should ensure that Resource Conservation and Recovery Act solid wastes are disposed of in accordance with federal regulations. The EPA recommends the use of secondary containment for storage and handling of Petroleum, Oils, and Lubricants (POL) to protect surface waters of Wake County and as required by the Clean Water Act. Where secondary containment is not directly practicable, spill ponds and oil water separators should be constructed downstream of POL related activities.

Wetlands and Streams: Areas to be permanently altered by the Proposed Action are situated in an industrially developed area with interspersed creeks, wetlands, and the Briar Creek Reservoir. Temporary disturbances will be made to the forested soil borrow areas to the west of the runway.

9.4 The EPA recommends that design proposals and construction avoid impacting Waters of the United States (WOTUS) to the maximum extent practicable by locating permanent infrastructure and temporary construction measures away from WOTUS and respective buffers. WOTUS should be delineated and coordination with the US Army Corps of Engineers should be made where proposed activities might enter or affect WOTUS. Mitigation may be required where impacts to WOTUS cannot

9.5 be avoided. Flood zone and flood inundation maps should be used to help ensure proposed activities do not take place in floodplains except where alternatives are not practicable.

Water Quality: The Proposed Action would disturb a considerable amount of soil. A construction

9.6 stormwater permit will be required before construction can begin. Best management practices (BMP) should be implemented to mitigate impacts before and during construction. Scoping plans indicate that up to 120-Acres of impervious surfaces may be constructed. Construction of rainwater runoff control structures designed to leave existing stormwater runoff profiles of the area unchanged may be required to mitigate the impacts of land development and establishment of impervious surfaces, in accordance with Section 438 of the Energy Independence and Security Act of 2007.

7.5 Biological Resources: The EPA principally defers to the US Fish and Wildlife Service (FWS) regarding compliance with the Endangered Species Act and recommends early coordination with the FWS. The EPA recommends that any additional conservation measures identified by the FWS during consultation be included in the Draft and Final EA and FONSI. The EPA understands that Runway Safe Area (RSA) requirements associated with the Proposed Action and relocation of roads may

7.6 necessitate the permanent removal of forest located west of the runway. Additional forest removal may be required to remove fill materials from the borrow area. Forest planting and stream protection and renewal should take place in areas of temporary disturbance. The EPA defers to the US Federal Aviation Administration regarding RSA requirements and recommends the maximum conservation of natural resources, where allowed by law and safety requirements.

16.1 Environmental Justice: The EPA understands that the Proposed Action will not increase existing air or land traffic at RDU. Consistent with Executive Order 12898, Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations (https://www.epa.gov/laws-regulations/summary-executive-order-12898-federal-actionsaddress-environmental-justice), please ensure protected populations are not disproportionately or adversely impacted by the project. We also promote compliance with Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, if applicable. Please include the EJSCREEN tool (https://www.epa.gov/ejscreen) as part of the NEPA analysis process. EJSCREEN combines environmental and demographic data to help determine EJ concerns that are integral to the NEPA process. Based on the EPA's preliminary review of scoping documents and EJSCREEN, there appear to be substantiative minority populations near the Proposed Action.

6.1 Noise Impacts: The NEPA document should identify possible changes to aviation traffic patterns due to the Proposed Action and evaluate noise impacts associated with the relocation of the runway.

17.1 Energy Efficiency and Recycling: Efforts should be made to divert any recyclable materials such as concrete, steel, and asphalt away from landfills and repurpose materials instead. The EPA recommends the use of sustainable building practices that maximize energy and water conservation, and the use of renewable energy including solar power for supplemental electricity and lighting for the taxiway, parking lots, or buildings that may be constructed. Please consult appropriate federal agencies (https://www.energy.gov/eere/femp/sustainable-federal-buildings) for energy conservation requirements.

Thank you for the opportunity to provide comments on RDU Authority's proposed runway relocation. For effective coordination, please provide this office with an electronic version of the draft EA for further review and keep the local community informed and involved throughout the project process. If you have any questions, feel free to contact me at the information provided in my email.

V/R
Douglas White
U.S. Environmental Protection Agency
Region 4 Strategic Programs Office, NEPA Section
61 Forsyth Street, SW
Atlanta, GA 30303-8960
Office: 404-562-8586
white.douglas@epa.gov

From: Phillips, George L CIV USARMY CESAW (USA)
To: RDUEA
Cc: Gibby, Jean B CIV USARMY CESAW (USA)
Subject: Runway 5L/23R Replacement Project Environmental Assessment
Date: Friday, September 3, 2021 3:54:54 PM

The following comments are provided in response to the Runway 5L/23R Replacement project environmental assessment agency virtual scoping presentation held on August 4, 2021.

As presented on August 4, 2021, the alternatives to be considered include:

- No action (no changes form the existing conditions – must be evaluated as a requirement of NEPA);
- Various other development alternatives on airport property to replace the primary runway.

4.4

1. In addition to considering various development alternatives on airport property the Corps believes that offsite alternatives should also be considered;

4.5

2. As presented on August 4, 2021, the proposed project does not include construction activities near the William B. Umstead State Park. As a point of clarification, the Corps also believes evaluation of alternatives that would include activities near the William B. Umstead State Park should be performed. For example, the consideration of extending Runway 5R/23L and the extension of Runway 14/32 are potential alternatives that could be evaluated.

Thank you for the opportunity to comment on the Runway 5L/23R Replacement project.

If you have any questions or concerns please reach out to Lyle Phillips at George.L.Phillips@usace.army.mil

Lyle Phillips
Regulatory Specialist
US Army Corps of Engineers
CE-SAW-RG-R
3331 Heritage Trade Drive, Suite 105
Wake Forest, North Carolina 27587
Phone: (919) 554-4884, Ext. 25.
Fax: (919) 562-0421
Email: George.L.Phillips@usace.army.mil

We would appreciate your feedback on how we are performing our duties. Our automated Customer Service Survey is located at https://regulatory.ops.usace.army.mil/customer-service-survey/ . Thank you for taking the time to visit this site and complete the survey.

STATE OF NORTH CAROLINA
DEPARTMENT OF ADMINISTRATION

Roy Cooper
GOVERNOR

Pamela B. Cashwell
Secretary

September 8, 2021

Chris Babb
Raleigh-Durham Airport Authority
c/o Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242-

Re: SCH File # 22-E-0000-0022 Proposed project is for the replacement of Runway 5L/23R. Project will relocate Runway 5L/23R and convert the existing Runway to Taxiway. Project will also relocate Lumley Road and Airport Perimeter Road.

Dear Chris Babb:

1.9 The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are comments made by the agencies in the review of this document.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

CRYSTAL BEST
State Environmental Review Clearinghouse

Attachments

Mailing Address:
NC DEPARTMENT OF ADMINISTRATION
1301 MAIL SERVICE CENTER
RALEIGH, NC 27699-1301

Telephone: (919)807-2425
Fax: (919)733-9571
COURIER: #51-01-00
Email: state.clearinghouse@doa.nc.gov
Website: www.ncadmin.nc.gov

Location:
116 WEST JONES STREET
RALEIGH, NORTH CAROLINA

Control No.: 22-E-0000-0022
County.: WAKE

Date Received: 8/6/2021
Agency Response: 9/2/2021
Review Closed: 9/2/2021

LYN HARDISON
CLEARINGHOUSE COORDINATOR
DEPT OF ENVIRONMENTAL QUALITY

Project Information

Type: National Environmental Policy Act ping

Applicant: Raleigh-Durham Airport Authority

Project Desc.: Proposed project is for the replacement of Runway 5L/23R. Project will relocate Runway 5L/23R and convert the existing Runway to Taxiway. Project will also relocate Lumley Road and Airport Perimeter Road.

As a result of this review the following is submitted:

☐ No Comment ☐ Comments Below ☑ Documents Attached

Reviewed By: LYN HARDISON Date: 9/8/2021

AC06

ROY COOPER
Governor

ELIZABETH S. BISER
Secretary

NORTH CAROLINA
Environmental Quality

To: Crystal Best
State Clearinghouse
NC Department of Administration

From: Lyn Hardison
Division of Environmental Assistance and Customer Service
Washington Regional Office

RE: 22-0022
Scoping - Proposed project is for the replacement of Runway 5L/23R. Project will relocate Runway 5L/23R and convert the existing Runway to Taxiway. Project will also relocate Lumley Road and Airport Perimeter Road.
Wake County

Date: September 1, 2021

The Department of Environment Quality has reviewed the proposal for the referenced project. Based on the information provided, four (4) contamination sites were identified within one mile of the project site. In addition, several of our agencies have identified permits that may be required and offered some valuable guidance. The comments are attached for the applicant's review.

The Department will continue to be available to assist the applicant with any question or concerns.

Thank you for the opportunity to respond.

Attachments

North Carolina Department of Environmental Quality
217 West Jones Street | 1601 Mail Service Center | Raleigh, North Carolina 27699-1601
919.707.8600

AC06

ROY COOPER
Governor
ELIZABETH S. BISER
Secretary
S. DANIEL SMITH
Director

NORTH CAROLINA
Environmental Quality

August 24, 2021

MEMORANDUM

To: Lyn Hardison
Department of Environmental Quality

From: David Wainwright
SEPA Coordinator, Division of Water Resources

Subject: SCH # 22-0022
Scoping
RDU Replacement of Runway 5L/23R
Wake County

The Division of Water Resources' (DWR) Central Office staff have reviewed the scoping letter for Raleigh-Durham International Airport (RDU). The proposed project includes the replacement of runway 5L/23R and the relocation of Lumley Road and Airport Perimeter Road. Staff provides the following comments:

9.7

Water Supply Planning Branch (John Barr – John.Barr@ncdenr.gov or 919-707-9021):

- It is stated in the scoping information that the hydrocompression process will require up to 150,000,000 gallons of water. If non-municipal withdrawals exceed 100,000 gallons or more in any one day, the withdrawal will need to be registered with the WWATR program.

The Division of Water Resources, Central Office, thanks you for the opportunity to comment. Should you have questions regarding the above comment, please contact John Barr at John.Barr@ncdenr.gov or 919-707-9021. I can be reached at either David.Wainwright@ncdenr.gov or 919-707-9045.

ec: John Barr, Water Supply Planning Branch

AC06

ROY COOPER
Governor
ELIZABETH S. BISER
Secretary
S. DANIEL SMITH
Director

NORTH CAROLINA
Environmental Quality

August 9, 2021

MEMORANDUM

To: Lyn Hardison, SEPA Coordinator, NC DEQ

From: Rob Ridings, NC Division of Water Resources, Transportation Permitting Branch

Subject: Scoping comments on proposed improvements to Raleigh/Durham International Airport Runways & associated road relocations in Wake County. State Clearinghouse Project No. 22-0022.

Reference your correspondence received August 6, 2021 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for multiple impacts to streams, buffers, and/or jurisdictional wetlands in the project area. Streams and tributaries in the project vicinity include:

Stream Name	River Basin	Stream Classifications	Stream Index Number	303(d) Listing?
Brier Creek	Neuse	C; NSW	27-33-4	Yes
Little Brier Creek	Neuse	C; NSW	27-33-4-1	Yes
Lake Crabtree	Neuse	B; NSW	27-33-(3.5)	Yes
Haleys Branch	Neuse	C; NSW	27-33-7	No
Sycamore Creek & Big Lake	Neuse	B; NSW	27-33-9	No

Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. The Division of Water Resources requests that the applicant consider the following environmental issues for the proposed project:

Project Specific Comments:

1. The road design plans shall provide treatment of the stormwater runoff through BMPs as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Program Manual,* and the *Stormwater Best Management Practices Toolbox Manual*. The BMPs should, to the MEP, be selected and designed to reduce impacts of the target pollutants of concern (POCs) for the receiving waters.

9.9

2. All area surface waters are class NSW waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to these surface waters. Post-construction stormwater BMPs should, to the MEP, be selected and designed to reduce nutrients.

3. Brier Creek, Little Brier Creek, Lake Crabtree, and all their tributaries are class 303(d) impaired waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that the most protective sediment and erosion control BMPs be implemented in accordance with *Design Standards in Sensitive Watersheds* (15A NCAC 04B .0124) or comparable BMPs to reduce the risk of further impairment to these surface waters. Post-construction stormwater BMPs should be selected and designed to the MEP, to reduce target POCs in the 303(d) list for the receiving waters.

9.9

4. This project is within the Neuse River Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0714. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to "uses" identified within and constructed in accordance with 15A NCAC 2B.0295. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, coordinated with the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification.

General Comments for Transportation Projects:

1. The environmental documents should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.

2. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through BMPs as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Tool* box manual, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.

3. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the applicant is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 0.1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. North Carolina Division of Mitigation Services may be available for assistance with wetland mitigation.

9.9

4. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 300 linear feet to any perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available for assistance with stream mitigation.

5. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.

6. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The applicant shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.

15.2

7. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Resource Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.

8. The applicant is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.

9. Where streams must be crossed, the NCDWR prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the applicant should not install the bridge bents in the creek, to the maximum extent practicable.

10. Whenever possible, the NCDWR prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.

11. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual for approved measures.

12. Sediment and erosion control measures should not be placed in wetlands or streams.

9.9

13. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.

14. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters. Please refer to the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual for approved measures.

15. Based on the information presented in the document, the magnitude of impacts to wetlands and streams will likely require 404 permit application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the applicant and written concurrence from the NCDWR. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.

16. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills. Concrete shall be handled in accordance with the NPDES Construction General Permit NCG010000.

17. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.

18. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.

19. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.

9.9

20. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 4085/Nationwide Permit No. 6 for Survey Activities.

21. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.

22. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of the NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.

23. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.

24. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.

25. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.

26. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

Thank you for requesting our input at this time. The applicant is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact Rob Ridings at rob.ridings@ncdenr.gov

North Carolina Department of Environmental Quality | Division of Water Resources
512 North Salisbury Street | 1617 Mail Service Center | Raleigh, North Carolina 27699-1617
919.707.9000

AC06

ROY COOPER
Governor
ELIZABETH S. BISER
Secretary
MICHAEL SCOTT
Director

NORTH CAROLINA
Environmental Quality

Date: August 31, 2021

To: Michael Scott, Director
Division of Waste Management

Through: Janet Macdonald
Inactive Hazardous Sites Branch – Special Projects Unit

From: Bonnie S. Ware
Inactive Hazardous Sites Branch

Subject: NEPA Project # 22-0022, Raleigh-Durham Airport Authority/FAA, Wake County, North Carolina

The Superfund Section has reviewed the proximity of sites under its jurisdiction to the Raleigh-Durham Airport Authority/FAA project. Proposed project is for the construction to upfit the building for food manufacturing, purchasing and installing food manufacturing equipment, and hiring and training operations staff.

10.10 Four (4) Superfund Section sites were identified within one mile of the project as shown on the attached report. The Superfund Section recommends that site files be reviewed to ensure that appropriate precautions are incorporated into any construction activities that encounter potentially contaminated soil or groundwater. Superfund Section files can be viewed at: http://deq.nc.gov/waste-management-laserfiche.

Please contact Janet Macdonald at 919.707.8349 if you have any questions concerning the Superfund Section review portion of this SEPA/NEPA inquiry.

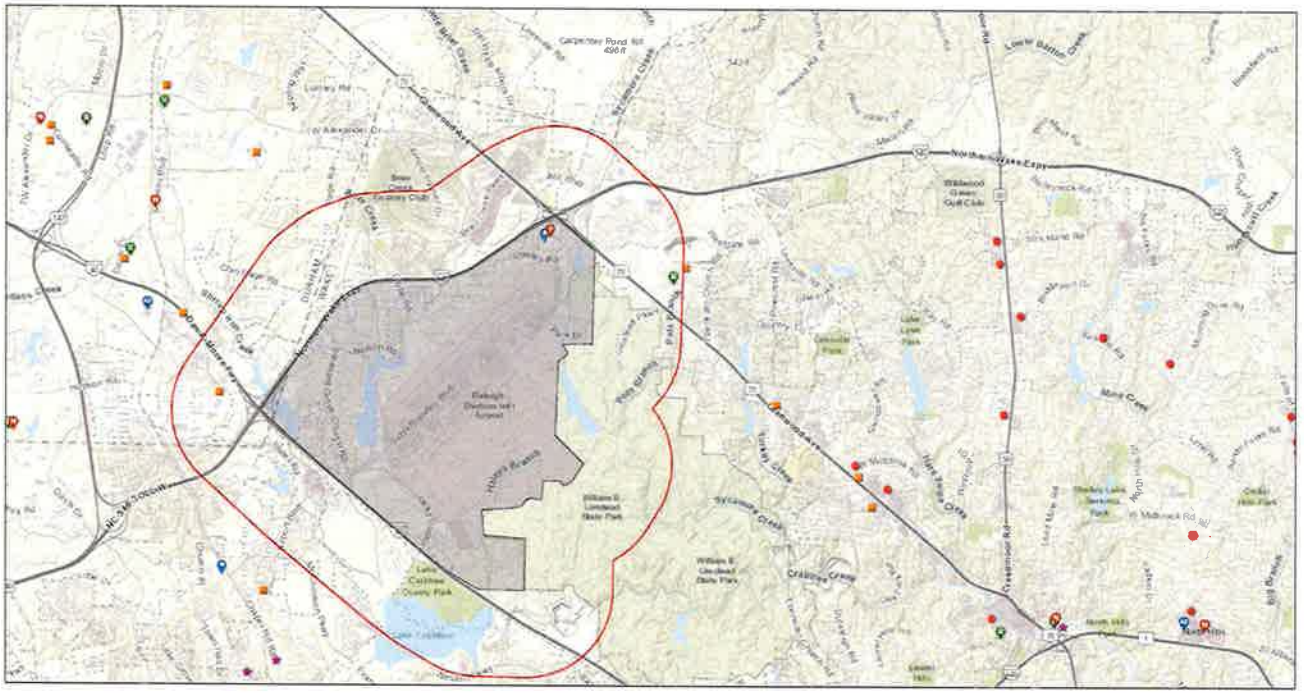
North Carolina Department of Environmental Quality | Division of Waste Management
217 West Jones Street | 1646 Mail Service Center | Raleigh, North Carolina 27699-1646
919.707.8200

SUPERFUND SECTION SITES ONLY : SEPA/NEPA

Area of Interest (AOI) Information

Area : 16,302.91 acres

Aug 31 2021 12:17:14 Eastern Daylight Time



AC06

Superfund Section Sites Only : 22-0022 Wake County

Summary

Name	Count	Area(acres)	Length(mi)
Certified DSCA Sites	0	N/A	N/A
Federal Remediation Branch Sites	1	N/A	N/A
Inactive Hazardous Sites	1	N/A	N/A
Pre-Regulatory Landfill Sites	0	N/A	N/A
Brownfields Program Sites	2	N/A	N/A

Federal Remediation Branch Sites

#	SITE_ID	SITE_NAME	Count
1	NCD003202603	WARD TRANSFORMER COMPANY	1

Inactive Hazardous Sites

#	EPAID	SITENAME	Count
1	NONCD0002219	NORTHERN TELECOM-CEM.TANK SOLV	1

Brownfields Program Sites

#	BF_ID	BF_Name	Count
1	1103607092	Triangle Drive	1
2	2202018092	Ward Transformer Co (RN)	1

AC06

Department of Environmental Quality
Project Review Form

Project Number: 22-0022 **County: Wake** **Date Received: 8-6-2021**

Due Date: 8-31-2021

Project Description: *Scoping - Proposed project is for the replacement of Runway 5L/23R. Project will relocate Runway 5L/23R and convert the existing Runway to Taxiway. Project will also relocate Lumley Road and Airport Perimeter Road.*

This Project is being reviewed as indicated below:

Regional Office	Regional Office Area	In-House Review	
___ Asheville	✓ Air	___ Air Quality	___ Coastal Management
___ Fayetteville	✓ DWR	___ Parks & Recreation	___ Marine Fisheries
___ Mooresville	✓ DWR - Public Water	✓ Waste Mgmt	___ Military Affairs
✓ Raleigh	✓ DEMLR (LQ & SW)	___ Water Resources Mgmt (Public Water, Planning & Water Quality Program)	___ DMF-Shellfish Sanitation
___ Washington	✓ DWM	✓ DWR-Transportation Unit Rob Ridings	✓ Wildlife Gabriela
___ Wilmington			___ Wildlife/DOT
___ Winston-Salem			

Manager Sign-Off/Region:	Date:	In-House Reviewer/Agency:
		Gabriela Garrison/NCWRC

Response (check all applicable)

___ No objection to project as proposed.

___ No Comment

___ Insufficient information to complete review

X Other (specify or attach comments) - NCWRC has been communicating directly with the consultants for comments.

If you have any questions, please contact:

Lyn Hardison at lyn.hardison@ncdenr.gov or (252) 948-3842
943 Washington Square Mall Washington NC 27889
Courier No. 16-04-01

State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

AC06

Reviewing Regional Office: Raleigh
Project Number: 22-0022 Due Date: 8/31/2021
County: Raleigh

2.13 After review of this project it has been determined that the DEQ permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
☐	Permit to construct & operate wastewater treatment facilities, non-standard sewer system extensions & sewer systems that do not discharge into state surface waters.	Application 90 days before begins construction or award of construction contracts. On-site inspection may be required. Post-application technical conference usual.	30 days (90 days)
☐	Permit to construct & operate, sewer extensions involving gravity sewers, pump stations and force mains discharging into a sewer collection system	Fast-Track Permitting program consists of the submittal of an application and an engineer's certification that the project meets all applicable State rules and Division Minimum Design Criteria.	30 days (N/A)
☐	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begins activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
☐	Water Use Permit	Pre-application technical conference usually necessary.	30 days (N/A)
☐	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a groundwater monitoring well located on property not owned by the applicant, and for a large capacity (>100,000 gallons per day) water supply well.	7 days (15 days)
☐	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
☐	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
☒	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
☒	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950	Please Note - The Health Hazards Control Unit (HHCU) of the N.C. Department of Health and Human Services, must be notified of plans to demolish a building, including residences for commercial or industrial expansion, even if no asbestos is present in the building.	60 days (90 days)
☒	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres are to be disturbed. Plan must be filed with and approved by applicable Regional Office (Land Quality Section) at least 30 days before beginning activity. A NPDES Construction Stormwater permit (NCG010000) is also usually issued should design features meet minimum requirements. A fee of $65 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
☐	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		(30 days)
☐	Sedimentation and erosion control must be addressed in accordance with _____ Local Government's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		Based on Local Program
☐	Compliance with 15A NCAC 2H .0126 - NPDES Stormwater Program which regulates three types of activities: Industrial, Municipal Separate Storm Sewer System & Construction activities that disturb ≥1 acre.		30-60 days (90 days)
☐	Compliance with 15A NCAC 2H 1000 -State Stormwater Permitting Programs regulate site development and post-construction stormwater runoff control. Areas subject to these permit programs include all 20 coastal counties, and various other counties and watersheds throughout the state.		45 days (90 days)

2.13

State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

AC06

Reviewing Regional Office: Raleigh
Project Number: 22-0022 Due Date: 8/31/2021
County: Raleigh

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
☐	Mining Permit	On-site inspection usual. Surety bond filed with DEQ Bond amount varies with type mine and number of acres of affected land. Affected area greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
☐	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, and certify construction is according to DEQ approved plans. May also require a permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of $200.00 must accompany the application. An additional processing fee based on a percentage or the total project cost will be required upon completion.	30 days (60 days)
☐	Oil Refining Facilities	N/A	90-120 days (N/A)
☐	Permit to drill exploratory oil or gas well	File surety bond of $5,000 with DEQ running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DEQ rules and regulations.	10 days N/A
☐	Geophysical Exploration Permit	Application filed with DEQ at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days N/A
☐	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property	15-20 days N/A
☒	401 Water Quality Certification	Compliance with the T15A 02H .0500 Certifications are required whenever construction or operation of facilities will result in a discharge into navigable water as described in 33 CFR part 323.	60 days (130 days)
☒	Compliance with Catawba, Goose Creek, Jordan Lake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required. Buffer requirements: http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program		
☐	Nutrient Offset: Loading requirements for nitrogen and phosphorus in the Neuse and Tar-Pamlico River basins, and in the Jordan and Falls Lake watersheds, as part of the nutrient-management strategies in these areas. DWR nutrient offset information: http://deq.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information		
☐	CAMA Permit for MAJOR development	$250.00 - $475.00 fee must accompany application	75 days (150 days)
☐	CAMA Permit for MINOR development	$100.00 fee must accompany application	22 days (25 days)
☐	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
☒	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
☐	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq., Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
☐	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
☒	Plans and specifications for the construction, expansion, or alteration of the Town of Cary water system must be approved through the Town of Cary delegated plan approval authority. Please contact them at 919-460-4933 for further information.		

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State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

AC06

Reviewing Regional Office: Raleigh
Project Number: 22-0022 Due Date: 8/31/2021
County: Raleigh

Other Comments (attach additional pages as necessary, being certain to comment authority)

Division	Initials	No comment	Comments	Date Review
DAQ	MRFL	☐	See checked boxes above.	8/19/2021
DWR-WQROS (Aquifer & Surface)	JSB &	☐	See checked boxes above. &	8/10/2021
DWR-PWS	SG	☐	See checked box above.	8/16/2021
DEMLR (LQ & SW)	CDA	☐		8/21/2021
DWM – UST	MRP	☐	See checked box above. Notify the UST Section if petroleum-contaminated soil is discovered.	8/24/2021
Other Comments		☐		/ /

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

☐ **Asheville Regional Office**
2090 U.S. 70 Highway
Swannanoa, NC 28778-8211
Phone: 828-296-4500
Fax: 828-299-7043

☐ **Fayetteville Regional Office**
225 Green Street, Suite 714,
Fayetteville, NC 28301-5043
Phone: 910-433-3300
Fax: 910-486-0707

☐ **Mooresville Regional Office**
610 East Center Avenue, Suite 301,
Mooresville, NC 28115
Phone: 704-663-1699
Fax: 704-663-6040

☒ **Raleigh Regional Office**
3800 Barrett Drive,
Raleigh, NC 27609
Phone: 919-791-4200
Fax: 919-571-4718

☐ **Washington Regional Office**
943 Washington Square Mall,
Washington, NC 27889
Phone: 252-946-6481
Fax: 252-975-3716

☐ **Wilmington Regional Office**
127 Cardinal Drive Ext.,
Wilmington, NC 28405
Phone: 910-796-7215
Fax: 910-350-2004

☐ **Winston-Salem Regional Office**
450 Hanes Mill Road, Suite 300,
Winston-Salem, NC 27105
Phone: 336-776-9800
Fax: 336-776-9797

Department of Environmental Quality
Project Review Form

Project Number: 22-0022 **County: Wake** **Date Received: 8-6-2021**

Due Date: 8-31-2021

Project Description: *Scoping - Proposed project is for the replacement of Runway 5L/23R. Project will relocate Runway 5L/23R and convert the existing Runway to Taxiway. Project will also relocate Lumley Road and Airport Perimeter Road.*

This Project is being reviewed as indicated below:

Regional Office	Regional Office Area	In-House Review	
___ Asheville	✓ Air	___ Air Quality	___ Coastal Management
___ Fayetteville	✓ DWR	___ Parks & Recreation	___ Marine Fisheries
___ Mooresville	✓ DWR - Public Water	✓ Waste Mgmt	___ Military Affairs
✓ Raleigh	✓ DEMLR (LQ & SW)	___ Water Resources Mgmt (Public Water, Planning & Water Quality Program)	___ DMF-Shellfish Sanitation
___ Washington	✓ DWM	✓ DWR-Transportation Unit Rob Ridings	✓ Wildlife Gabriela
___ Wilmington			___ Wildlife/DOT
___ Winston-Salem			

Manager Sign-Off/Region:	Date: 8/31/21	In-House Reviewer/Agency: Melodi Deaver, Hazardous Waste Section

Response (check all applicable)

___ No objection to project as proposed. X ___ No Comment

___ Insufficient information to complete review ___ Other (specify or attach comments)

If you have any questions, please contact:

Lyn Hardison at lyn.hardison@ncdenr.gov or (252) 948-3842
943 Washington Square Mall Washington NC 27889
Courier No. 16-04-01

Control No.: 22-E-0000-0022
County.: WAKE

Date Received: 8/6/2021
Agency Response: 9/2/2021
Review Closed: 9/2/2021

JEANNE STONE
CLEARINGHOUSE COORDINATOR
DEPT OF TRANSPORTATION

Project Information

Type: National Environmental Policy Act ping

Applicant: Raleigh-Durham Airport Authority

Project Desc.: Proposed project is for the replacement of Runway 5L/23R. Project will relocate Runway 5L/23R and convert the existing Runway to Taxiway. Project will also relocate Lumley Road and Airport Perimeter Road.

As a result of this review the following is submitted:

☑ No Comment ☐ Comments Below ☐ Documents Attached

Reviewed By: JEANNE STONE Date: 8/10/2021

Control No.: 22-E-0000-0022
County.: WAKE

Date Received: 8/6/2021
Agency Response: 9/2/2021
Review Closed: 9/2/2021

JINTAO WEN
CLEARINGHOUSE COORDINATOR
DPS - DIV OF EMERGENCY MANAGEMENT

Project Information

Type: National Environmental Policy Act ping

Applicant: Raleigh-Durham Airport Authority

Project Desc.: Proposed project is for the replacement of Runway 5L/23R. Project will relocate Runway 5L/23R and convert the existing Runway to Taxiway. Project will also relocate Lumley Road and Airport Perimeter Road.

As a result of this review the following is submitted:

☐ No Comment ☑ Comments Below ☐ Documents Attached

9.8

From the information provided it appears the proposed project will encroach into Special Flood Hazard Area (SFHA), therefore a Floodplain Development Permit issued by Wake County will be required. Please coordinate with the county's Floodplain Administrator for permitting. Any work within the Floodway or Non-Encroachment Area of the nearby streams will require a hydraulic analysis to determine the impacts on flood levels from the proposed development. Any increase in flood levels during the base flood discharge will require a Conditional Letter of Map Revision (CLOMR) prior to construction. No existing structures shall be impacted by the increase in flood levels. If there are no increases in flood levels, a "No-Rise" study and certification will be required prior to construction.

Reviewed By: JINTAO WEN

Date: 8/30/2021

Control No.: 22-E-0000-0022
County.: WAKE

Date Received: 8/6/2021
Agency Response: 9/2/2021
Review Closed: 9/2/2021

JOSEPH HUDYNCIA
CLEARINGHOUSE COORDINATOR
DEPT OF AGRICULTURE

Project Information

Type: National Environmental Policy Act ping

Applicant: Raleigh-Durham Airport Authority

Project Desc.: Proposed project is for the replacement of Runway 5L/23R. Project will relocate Runway 5L/23R and convert the existing Runway to Taxiway. Project will also relocate Lumley Road and Airport Perimeter Road.

As a result of this review the following is submitted:

☑ No Comment ☐ Comments Below ☐ Documents Attached

Reviewed By: JOSEPH HUDYNCIA Date: 8/6/2021

TABLE A-2, INDEX OF SCOPING COMMENTS

COMMENTER ID	LAST NAME	FIRST NAME	PUBLIC / AGENCY	COMMENT NUMBER
AC01	Vinson	Scott	NCDEQ Division of Water Resources	1.6
AC02	Farrel	Christine	NC Division of Parks and Recreation	1.7
AC03	Gledhill-Earley	Renee	State Historic Preservation Office	1.7, 1.8, 13.3
AC04	White	Douglas	USEPA	4.1, 4.3, 6.1, 7.5, 7.6, 8.2, 9.4, 9.5, 9.6, 10.8, 10.9, 16.1, 17.1
AC05	Phillips	Lyle	USACE	4.4, 4.5
AC06	Crystal	Best	Agency - State Environmental Review Clearinghouse	1.9, 2.13, 9.7, 9.8, 9.9, 10.10, 15.2
PC01	Olson	Pamela	Public	2.3, 2.4, 4.1, 5.2, 6.3, 7.1, 11.1
PC02	Rhodes	Brad	Public	1.2, 6.1
PC03	Segal	Gil	Public	6.2
PC04	Johnson	Gil	Public	2.1
PC05	McMullin	Cole	Public	2.1, 2.3, 2.5, 2.9, 2.10, 4.2, 6.3, 7.3, 9.1, 10.2, 10.3, 11.1
PC06	Lew	Natalie	Public	2.3, 2.8
PC07	Ferrel	Mike	Public	11.1
PC08	Hoina	Chris	Public	7.1, 7.2, 7.3
PC09	Johnson	Gil	Public	10.1
PC10	Briggs	Holly	Public	5.1
PC11	Celli	Eli	Public	1.1, 2.1
PC12	Holt	Elizabeth	Public	2.1, 2.3, 2.5, 2.9, 2.10, 6.3, 7.3, 11.1

COMMENTER ID	LAST NAME	FIRST NAME	PUBLIC / AGENCY	COMMENT NUMBER
PC13	Lane	Richard	Public	1.3, 4.2
PC14	Ossi	Jacqueline	Public	2.1
PC15	Gould	Fred	Public	5.1, 11.1
PC16	Rausch	Nancy	Public	1.1, 2.1
PC17	Gritz	Larry	Public	2.2, 2.9, 6.3
PC18	Ferdon	Jane and Ben	Public	5.2
PC19	Hand	Stephen	Public	1.3, 5.2
PC20	Peters	John	Public	2.1, 2.3, 2.9, 2.10, 4.2, 5.2, 6.3, 7.3, 9.1, 10.2, 10.3, 11.1
PC21	Sirc	Chuck	Public	2.1
PC22	Page	Sarah	Public	5.2
PC23	Scroggs	Jeffrey	Public	1.3, 2.1
PC24	Fowler	Deborah	Public	5.2
PC25	Schlosser	Paul	Public	2.1
PC26	Adams	Elizabeth	Public	2.3, 7.4, 9.2, 9.3, 10.4, 10.5, 11.2, 12.1, 13.1, 14.1
PC27	Dascoli	Wendy	Public	1.1, 2.1, 5.2
PC28	Mallam	Karen	Public	1.2, 2.1, 5.2
PC29	Jones	Lawrence	Public	2.3, 2.5
PC30	Kizer	Jayne	Public	2.1
PC31	Kizer	Jayne	Public	2.1
PC32	Liverman	Cory	Public	5.2
PC33	Anderson	Glenn	Public	5.1
PC34	Howlett	ML	Public	1.1, 2.1, 5.2
PC35	Jones	Barbara	Public	2.1, 2.6, 2.9, 8.1
PC36	Rimer	Alan	Public	1.3
PC37	Sykes	Raven	Public	4.1, 6.3

COMMENTER ID	LAST NAME	FIRST NAME	PUBLIC / AGENCY	COMMENT NUMBER
PC38	Dreyfors	Marc	Public	8.1
PC39	Moseley	Mary	Public	2.1
PC40	Solomonides	Michael	Public	2.7
PC41	Jordan	Kimberly	Public	1.1, 2.1, 5.2
PC42	Tawes	Kent	Public	1.3
PC43	Niffenegger	John	Public	1.1, 2.1, 5.2
PC44	Sullivan	Matt	Public	1.2, 3.1
PC45	Anderson	Chris	Public	1.3
PC46	Anson	Chris	Public	5.2
PC47	Beltramini	Fabio	Public	2.1, 5.2, 8.1
PC48	Marley	Bill	Public	1.3
PC49	Scott	Mary	Public	5.2
PC50	Brooks	William	Public	5.1
PC51	Carson	Matthew	Public	5.2
PC52	Weaver	Kathleen	Public	2.1, 5.2
PC53	Lintelman	Doug	Public	1.2, 3.2, 6.3
PC54	Thalheimer	Dana	Public	2.1
PC55	Parlberg	Lindsey	Public	5.1, 11.1
PC56	Simpkins	Laura	Public	2.3, 4.2, 5.1, 7.3, 11.1
PC57	Thigpen	Ron	Public	2.1, 5.1, 10.5
PC58	Hill	Andrea	Public	1.1
PC59	Batt	Katherine	Public	2.1, 7.3, 11.1
PC60	Green	Myles	Public	2.1
PC61	Piercy	Alan	Public	1.1, 2.1
PC62	Collins	Ken and Mary	Public	2.1, 2.3, 2.5, 2.9, 2.10, 4.2, 6.3, 7.3, 9.1, 10.2, 10.3, 11.1

COMMENTER ID	LAST NAME	FIRST NAME	PUBLIC / AGENCY	COMMENT NUMBER
PC63	Hoffman	D	Public	5.1
PC64	Beals	Betsy	Public	1.4, 1.5, 2.1, 2.6, 2.9, 5.1, 10.6, 11.1, 13.2
PC65	Stone	Kristin	Public	1.2, 5.1, 7.3
PC66	Govan	Tina	Public	5.2, 11.1
PC67	Sousa	Michele	Public	2.3
PC68	Goekae	Crystal	Public	2.3, 5.1
PC69	Stroud	Kevin	Public	2.3, 5.1
PC70	Holahan	Susan	Public	4.1
PC71	Dedmon	Kamen	Public	2.1, 2.3, 2.5, 2.9, 2.10, 4.2, 6.3, 7.3, 10.2, 10.3, 11.1
PC72	McNamara	Mary	Public	2.1, 2.4, 2.9, 5.1, 8.1, 9.1
PC73	Jurney	Jack	Public	5.1
PC74	Croft	Ezra	Public	1.2, 5.1
PC75	Slight	Libby	Public	1.1, 2.1, 5.2
PC76	Slight	Elizabeth	Public	1.1, 2.1, 2.3, 2.5, 2.9, 2.10, 4.2, 5.1, 5.2, 6.3, 7.3, 9.1, 10.2, 10.3, 11.1
PC77	Smith	Kendal	Public	5.1
PC78	McNeilly	Lia	Public	2.1, 2.3, 2.5, 2.9, 2.10, 4.2, 6.3, 7.3, 9.1, 10.2, 10.3, 11.1
PC79	Leanhardt	Brenton	Public	2.1, 2.3, 5.2
PC80	Zalesak	Rudy	Public	2.5, 5.1, 5.2
PC81	Schuttler	Stephanie	Public	1.2
PC82	Heller	Larry	Public	1.1, 2.1, 5.2
PC83	Anderson	Glenn	Public	5.1
PC84	Singer	Michael	Public	1.1, 2.1, 5.1, 5.2, 11.1
PC85	Leone	Stephen	Public	5.1
PC86	Briggs	John	Public	2.1, 5.1, 5.2

COMMENTER ID	LAST NAME	FIRST NAME	PUBLIC / AGENCY	COMMENT NUMBER
PC87	Kinsella	John	Public	1.1
PC88	Srinivasan	Ashwin	Public	2.1
PC89	Safriet	Genie	Public	2.1, 5.1
PC90	Meulink	Marco	Public	2.1, 2.3, 2.5, 2.9, 2.10, 4.2, 5.2, 6.3, 7.3, 9.1, 10.2, 10.3, 11.1
PC91	Quarterman	Carolyn	Public	1.1, 2.1, 5.1, 5.2
PC92	Sandy	Olivia	Public	2.1, 2.3, 2.5, 2.9, 2.10, 4.2, 6.3, 7.3, 9.1, 10.2, 10.3, 11.1
PC93	Schim	Carol	Public	1.2, 11.1
PC94	Peters	Jordan	Public	1.2, 5.1
PC95	Bush	Kathryn	Public	2.1, 5.1, 11.1
PC96	Oon	Eeyi	Public	2.1, 2.3, 2.5, 2.9, 2.10, 4.2, 6.3, 7.3, 9.1, 10.2, 10.3, 11.1
PC97	Nutt	James	Public	2.1, 5.2
PC98	Everly	Tom	Public	1.1, 2.1
PC99	Mendell	Stef	Public	1.1, 2.1
PC100	Robinette	LaDonna	Public	1.2
PC101	Stephenson	Russ	Public	1.1, 2.1
PC102	Burke	Julie	Public	2.1, 2.3, 5.1, 10.3, 11.1
PC103	Johnson	William	Public	1.1, 2.1, 5.2
PC104	Schniper	Jeremy	Public	1.3, 2.5, 5.1, 11.1
PC105	Liske	Lisa	Public	2.1, 2.5, 5.1
PC106	Lew	Natalie	Public	1.1, 2.1, 2.9, 4.2, 5.1, 11.1
PC107	Bailey	Donna	Public	5.1
PC108	Cygan	Irene	Public	1.1, 2.1, 5.2
PC109	Shirley	Daniel	Public	1.2, 5.1
PC110	Beltramini	Fabio	Public	8.1, 15.1

COMMENTER ID	LAST NAME	FIRST NAME	PUBLIC / AGENCY	COMMENT NUMBER
PC111	Conley	Susan	Public	2.3, 2.5, 4.2, 11.1
PC112	Beroth	Deborah	Public	2.3, 2.9, 4.2, 6.3, 7.3, 9.1, 10.3
PC113	Kerrigan	Lisa	Public	1.2, 5.1
PC114	Farrel	Sharon	Public	1.1, 5.1
PC115	Dascoli	Wendy	Public	1.1, 2.1, 5.2
PC116	Bulpitt	Kristen	Public	2.1, 2.3, 5.1, 7.2, 9.1
PC117	Carpenter	William	Public	2.1, 2.9
PC118	Williams	Patrick	Public	5.1
PC119	White	Ellen	Public	2.5, 5.1, 5.2
PC120	Hamlyn	Greg	Public	5.1
PC121	Sick	Michael	Public	2.1, 2.3, 2.5, 2.9, 4.2, 5.1, 5.2, 7.3, 9.1, 10.7, 11.1
PC122	Winters	Anna	Public	5.1
PC123	Whitfield	Jill	Public	2.3, 2.11
PC124	Silver	Marcee	Public	2.1, 2.3, 2.5, 2.9, 5.1, 5.2, 9.1
PC125	Silver	Marcee	Public	2.1, 2.3, 2.5, 2.9, 5.1, 5.2, 9.1
PC126	Threadgill	Jack	Public	2.1, 2.3, 2.5, 5.1, 10.2
PC127	Kosiak	Al	Public	10.2, 11.1
PC128	Cole	Mary Ann	Public	1.2, 5.1
PC129	Huang	Hwa	Public	1.1, 2.1, 2.3, 5.1, 5.2, 7.2, 10.3, 11.1
PC130	Doucette	William	Public	1.4, 2.1, 2.3, 2.6, 11.1
PC131	Doucette	William	Public	1.4, 2.1, 2.3, 2.6, 11.1
PC132	Stocksdale	Vicki	Public	2.3, 2.9, 5.1
PC133	Jarmul	Paul	Public	2.1, 2.9, 2.10, 4.2, 6.3, 7.3
PC134	Spooner	Jean	Public	1.1, 2.1, 2.12, 5.2, 7.2, 7.3, 10.2, 11.1, 14.1
PC135	Lalla	Caroline	Public	2.1, 2.3, 5.2, 10.2

COMMENTER ID	LAST NAME	FIRST NAME	PUBLIC / AGENCY	COMMENT NUMBER
PC136	Celli	Eli	Public	1.1, 2.1, 5.2
PC137	Adley-Warrick	Lyle	Public	5.2
PC138	Strickland	Judith	Public	2.1, 2.5, 2.9, 5.1, 5.2, 11.1

TABLE A-3, RESPONSE TO SCOPING COMMENTS

COMMENT #	SUMMARY OF COMMENT	RESPONSE
1	**GENERAL COMMENTS**	
1.1	Support airport expansion on the west side of RDU to minimize impacts closer to Umstead State Park	Comment noted
1.2	Generally opposed to the Proposed Action	Comment noted
1.3	Generally in favor of the Proposed Action	Comment noted
1.4	A full Environmental Impact Study and new study plan should be conducted and not let RDUAA hire their own engineer.	The FAA is the lead federal agency responsible for determining the appropriate type of environmental review under the National Environmental Policy Act (NEPA). The FAA determined that an EA for the relocation of Runway 5L/23R should be conducted first in order to determine whether an Environmental Impact Statement (EIS) is necessary. The FAA conditioned proceeding with an EA on the basis that: 1) the Proposed Action does not include construction activities near the William B. Umstead State Park; 2) the FAA has the discretion to determine the appropriate level of public outreach; and 3) the FAA remains actively involved throughout the development of the EA consistent with the Council on Environmental Quality's (CEQ's) Regulations for Implementing NEPA, including appropriate purpose and need, alternatives analysis, and scope of environmental analysis, prior to release of the draft EA.
1.5	We have never heard the results of the EA done on Economy 3 parking lot.	The FAA determined that there was no Federal action involved for the Park Economy 3 expansion because the FAA lacks the legal authority to approve or disapprove changes to the Airport Layout Plan (ALP) for this project, lacks the authority to regulate the use of the land associated with the proposed Park Economy 3 expansion, and the agency does not have an action subject to the NEPA. If there is no Federal action, then NEPA does not apply and no federal environmental review is required.
1.6	No comments at this time	Comment noted
1.7	Approves of the changes to the EA to remove any borrow sites and construction activities from the vicinity of Umstead State Park	Comment noted

COMMENT #	SUMMARY OF COMMENT	RESPONSE
1.8	We agree that the use of an Environmental Assessment is the correct level of compliance with NEPA Section 106.	Comment noted
1.9	According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act.	Comment noted
2	**PROPOSED ACTION**	
2.1	A full and comprehensive EA should be conducted on the complete list of projects from the Airport Layout Plan (ALP) and the RDU Vision 2040 Plan. RDUAA is segmenting projects to avoid proper environmental scrutiny and appropriate mitigation of environmental impacts.	The Airport Authority identified a long-term plan as part of the Master Plan Vision 2040 to understand conceptually how the Airport may develop into the future. Not all of the elements shown in the Master Plan Vision 2040 and on the FAA conditionally approved ALP are ready to be implemented. Some of these elements require additional planning by the Airport Authority and review by FAA before they are considered reasonably foreseeable. For NEPA studies, only projects that are reasonably foreseeable undergo project level evaluation and environmental approval. In addition, not all projects depicted in the ALP will require environmental review under NEPA, pursuant to Section 163 of the FAA Reauthorization Act of 2018. The required level of environmental evaluation however is determined solely by the FAA.
2.2	Where will the relocated runway be built?	The Proposed Action includes relocating Runway 5L/23R approximately 537 feet west of existing Runway 5L/23R and, after construction is complete, converting the existing Runway 5L/23R to a taxiway. The EA provides a full description and exhibit of the Proposed Action including the location of the proposed replacement Runway 5L/23R. See Chapter 1, Purpose and Need of the EA.
2.3	The Proposed Action should not use fill from any lands adjacent to Umstead State Park, including Odd Fellows, 286, and or lands along Haley Branch.	The Proposed Action does not include using fill from any lands directly adjacent to Umstead State Park. The EA provides a description and exhibit of the Proposed Action including the location of the proposed borrow areas for fill material. See Chapter 1, Purpose and Need of the EA.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
2.4	The Proposed Action should identify the location of the fill materials and how they would be transported to the Airport.	The EA provides a description and exhibit of the Proposed Action including the location of the proposed borrow sites for fill material. See Chapter 1, Purpose and Need of the EA.
2.5	Why can't you put the rental car parking and additional parking at the Proposed Action borrow sites instead of near Umstead State Park.	The Airport Authority conducted an extensive alternatives evaluation in the recent Master Plan Vision 2040 for various parking facilities. The Master Plan Vision 2040 Preferred Alternative, approved by the Airport Authority Board in October of 2016, identified the best location of the future parking areas to accommodate future aviation demand throughout the planning period (through 2040), that would be responsive to the needs of the communities served by the Airport, maximize revenue-generating opportunities while effectively managing land uses and development, and optimize Airport infrastructure and resources in an operationally, financially, and environmentally sustainable manner. The Proposed Action does not include rental car parking or additional parking facilities at the location of the potential borrow sites.
2.6	The EA should include the Rock Quarry which is on leased airport land.	The Rock Quarry is not a part of and is independent of the Proposed Action.
2.7	How can we use the Taxiway Object Free Area (TOFA) for pollinator gardens or onsite stormwater management? Could a mountain biking trail be built around the perimeter of the airport?	The Taxiway Object Free Area is maintained to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in this area for air navigation or aircraft ground maneuvering purposes. There would be a lot of disturbance in this area due to aircraft operations. Due to FAA safety regulations outlined in Advisory Circular 150/5300-13B, pollinator gardens and/or onsite stormwater management are not permitted in the Taxiway Object Free Areas. The land uses shown on the FAA conditionally approved ALP designates most of the on-airport land area for aviation use that would preclude having a mountain bike trail around the perimeter of the airport.
2.8	Please include in the EA that no materials for the Proposed Action would come from Wake Stone Corp.	The EA provides a description and exhibit of the Proposed Action including the location of the proposed borrow areas for fill material. See Chapter 1, Purpose and Need of the EA.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
2.9	Concerned about deforestation / deforestation at the borrow sites and for radar visual needs	Comment noted. The Proposed Action includes removing trees and vegetation at the specified borrow sites in order to obtain fill material for use on the project. An Erosion and Sedimentation Control (ESC) Plan would be developed prior to initiating construction which would include some planting of grass to prevent erosion. Per FAA regulations, the EA includes an analysis of potential impacts of each alternative on biotic communities (both flora and fauna), endangered and threatened species, species of concern, and their habitats. See Chapter 4, Environmental Consequences of the EA.
2.10	The extended runway is so long that it will encroach into the DOT right of way and a tunnel will need to be built. These issues should be considered in the EA.	As part of the alternative's evaluation, a potential tunnel for Lumley Road was considered. See Chapter 2, Alternatives of the EA. However, there is no tunnel associated with the Proposed Action.
2.11	The EA should include all projects on the Umstead side of the park at one time, including the Odd Fellows tract and tracts bordering Umstead park and also Crabtree Community Park. Projects should not be segmented into smaller pieces because impacts to these resources will not be understood completely without a full plan of development considered.	The Airport Authority identified a long-term plan as part of the Master Plan Vision 2040 to understand conceptually how the Airport may develop into the future. Not all of the elements shown in the Master Plan Vision 2040 and on the FAA conditionally approved ALP are ready to be implemented. Some of these elements require additional planning by the Airport Authority and review by FAA before they are considered reasonably foreseeable. For NEPA studies, only projects that are reasonably foreseeable undergo project level evaluation and environmental approval. In addition, not all projects depicted in the ALP will require environmental review under NEPA, pursuant to Section 163 of the FAA Reauthorization Act of 2018. The required level of environmental evaluation however is determined solely by the FAA.
2.12	Mitigation options to address impacts should include Umstead State Park protections including protective buffers, wildlife corridor and habitat, water quality and quantity reductions, deicing recycling, elimination of the proposed road along the border of Umstead State Park, drop plans to lengthen 5R/23L, no added gates to T2, move parking areas to the areas proposed for borrow sites, source fill dirt from	The EA evaluates potential environmental impacts to resources in the Detailed Study Area and the General Study Area, including public lands such as parks, historic/cultural sites, recreation areas, and wildlife refuges and sanctuaries for the Proposed Action only. If any mitigation measures are required for potential impacts, they are disclosed under the appropriate environmental resource category in Chapter 4, Environmental Consequences of the EA.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
	off-site, scrap plans for Commerce Blvd along boundary of Umstead State Park.	
2.13	After review of this project it has been determined by DEQ that the DEQ permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law: • Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900 • Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. • The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres are to be disturbed. Plan must be filed with and approved by applicable Regional Office (Land Quality Section) at least 30 days before beginning activity. A NPDES Construction Stormwater permit (NCG010000) is also usually issued should design features meet minimum requirements. • 401 Water Quality Certification • Compliance with Catawba, Goose Creek, Jordan Lake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required. Buffer requirements: http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program • Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation. Plans and specifications for the construction, expansion, or alteration of the Town of Cary water system must be	The Airport Authority will be responsible for obtaining any required permits prior to construction of the Proposed Action.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
	approved through the Town of Cary delegated plan approval authority.	
3	**PURPOSE AND NEED**	
3.1	An estimated timeline and cost of repairing the existing runway vs. new construction should be provided.	In 2019 and 2020, the Airport Authority replaced approximately 220 slabs in Runway 5L/23R due to full-depth cracking and performed numerous patch-type repairs for less severe cracks. Runway 5L/23R had 168 daily closures during that time with the Airport Authority incurring over 12 million dollars for engineering and construction costs. The disruptive and costly measures to maintain the existing runway are only anticipated to increase in the future as the chemical reaction condition that causes the concrete to expand and creates structural failure increases. See Chapter 1 of the EA.
3.2	What is the real reason for the project? Is it to bring businesses to Raleigh?	The purpose of the project is provide a structurally sound primary runway at RDU that maintains its current runway capabilities. The EA provides the purpose and need of the Proposed Action in Chapter 1.
4	**ALTERNATIVES**	
4.1	The EA should include an alternatives analysis	The EA does contain an alternatives analysis. While various alternatives are reviewed, only those alternatives that meet the purpose and need for the project are carried forward into the environmental consequences portion of the EA for detailed environmental analysis. See Chapter 2, Alternatives.
4.2	The EA should assess the runway at the ultimate length. To only extend the short version of the runway is project segmentation which provides false and misleading results.	The Airport Authority identified a long-term plan as part of the Master Plan Vision 2040 to understand conceptually how the Airport may develop into the future. Not all of the elements shown in the Master Plan Vision 2040 and on the FAA conditionally approved ALP are ready to be implemented. Some of these elements require additional planning by the Airport Authority and review by FAA before they are considered reasonably foreseeable. For NEPA studies, only projects that are reasonably foreseeable undergo project level evaluation and environmental approval. In addition, not all projects depicted in the ALP will require environmental review under NEPA, pursuant to Section 163 of the FAA Reauthorization Act of 2018. The required level of

COMMENT #	SUMMARY OF COMMENT	RESPONSE
		environmental evaluation however is determined solely by the FAA.
4.3	The USEPA recommends that alternatives analyze plans that might also allow for continuous or near-continuous airport operations while minimizing transportation requirements of fill materials, including expansion of Runway 5R/23L and rapid construction techniques.	Comment noted.
4.4	In addition to considering various development alternatives on airport property the Corps believes that offsite alternatives should also be considered.	Comment noted. See Chapter 2, Alternatives.
4.5	The Corps believes evaluation of alternatives that would include activities near the William B. Umstead State Park should be performed. For example, the consideration of extending Runway 5R/23L and the extension of Runway 14/32 are potential alternatives that could be evaluated.	Comment noted. See Chapter 2, Alternatives.
5	**UMSTEAD STATE PARK**	
5.1	Concerned about potential impacts and the future of Umstead State Park	The EA evaluates potential environmental impacts to resources in the General Study Area, including public lands such as Umstead State Park. See Chapter 4, Environmental Consequences.
5.2	A full EA with public engagement should be done on the massive 11,000 space parking lot RDUAA wants to build near Umstead State Park, which may be a potential huge stormwater pollution issue for Lake Crabtree and Umstead State Park.	The FAA determined that there was no Federal action involved for the Park Economy 3 expansion because the FAA lacks the legal authority to approve or disapprove changes to the Airport Layout Plan (ALP) for this project, lacks the authority to regulate the use of the land associated with the proposed Park Economy 3 expansion, and the agency does not have an action subject to the NEPA. If there is no Federal action, then NEPA does not apply and no federal environmental review is required.
6	**NOISE**	

COMMENT #	SUMMARY OF COMMENT	RESPONSE
6.1	Concerned about the increase in noise due to removal of trees	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. The EA includes an analysis of potential noise impacts due to the Proposed Action. The FAA noise model, AEDT, allows users to import terrain files and use terrain data in noise computations. For this noise analyses and to estimate potential noise impacts with the removal of trees at the potential borrow sites, terrain files were applied without line-of-sight blockage.
6.2	Concerned about the increase in noise to residences in Briar Creek	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. The EA includes an analysis of potential noise impacts due to the Proposed Action. The potential change of noise impacts from aircraft were examined through computer modeling and preparation of future noise contours, and by considering approved FAA guidelines for land use compatibility determinations. The EA includes a quantification of impacts on housing units, population, and other noise sensitive land uses, such as school, churches, nursing homes, and U.S. Department of Transportation Section 4(f) properties. These impacts were evaluated in accordance with 14 Code of Federal Regulations (C.F.R.) Part 150 Land Use Compatibility Guidelines. See Chapter 4, Environmental Consequences.
6.3	General concern about increase in noise	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. The EA includes an analysis of potential noise impacts due to the Proposed Action. The potential change of noise impacts from aircraft were examined through computer modeling and preparation of future noise contours, and by considering approved FAA guidelines for land use compatibility determinations. The EA includes a quantification of impacts on housing units, population, and other noise sensitive land uses, such as school, churches, nursing homes, and U.S. Department of Transportation Section 4(f) properties. These impacts were evaluated in accordance with 14 Code of Federal Regulations (C.F.R.) Part 150 Land Use Compatibility Guidelines. See Chapter 4, Environmental Consequences.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
7	**BIOLOGICAL RESOURCES**	
7.1	Has the North Carolina Natural Heritage Program been included in these discussions?	This Draft EA is being provided to the North Carolina Natural Heritage Program for their review and comment.
7.2	There are 13 endangered and or threatened wildlife and or animal species found within the Wake County area. The EA must include consideration how the project will impact these species including the Neuse River Waterdogs.	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. The EA includes an analysis to identify any potential environmental impacts due to the Proposed Action on Federal and state threatened and endangered species, or habitat or species of special concern, in the Detailed Study Area. See Chapter 4, Environmental Consequences.
7.3	Has environmental and biological assessments (fish, wildlife, and plants) been considered or planned?	Yes, the EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. The EA includes an analysis to identify any potential environmental impacts due to the Proposed Action on Federal and state threatened and endangered species, or habitat or species of special concern, in the Detailed Study Area. See Chapter 4, Environmental Consequences.
7.4	Lake Crabtree County Park has nesting eagles, herons, and other endangered species that may occur on airport property and must be identified. The EA should identify impacts to wildlife corridors, nesting birds, and turtles.	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. The EA includes an analysis to identify any potential environmental impacts due to the Proposed Action on Federal and state threatened and endangered species, or habitat or species of special concern, in the Detailed Study Area. See Chapter 4, Environmental Consequences. Furthermore, Lake Crabtree County Park is not located within either the General Study Area or Detailed Study Area.
7.5	The USEPA principally defers to the US Fish and Wildlife Service (FWS) regarding compliance with the Endangered Species Act and recommends early coordination with the FWS. The USEPA recommends that any additional conservation measures identified by the FWS during consultation be included in the Draft and Final EA and FONSI.	The Airport Authority and the FAA are coordinating with the USFWS on the potential environmental impacts and compliance with the Endangered Species Act.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
7.6	The USEPA understands that Runway Safe Area (RSA) requirements associated with the Proposed Action and relocation of roads may necessitate the permanent removal of forest located west of the runway. Additional forest removal may be required to remove fill materials from the borrow area. Forest planting and stream protection and renewal should take place in areas of temporary disturbance. The USEPA defers to the US Federal Aviation Administration regarding RSA requirements and recommends the maximum conservation of natural resources, where allowed by law and safety requirements.	Comment noted. An Erosion and Sedimentation Control (ESC) Plan for the borrow sites would be developed prior to initiating construction which would include some plantings of grass to prevent erosion. The Airport Authority and the FAA are committed to sustainability practices and will include conservation of natural resources, where allowed by law and safety requirements to the maximum extent practicable.
8	**AIR QUALITY/CLIMATE**	
8.1	General concern about potential air quality and climate impacts from the Proposed Action and the Airport	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. The EA includes an assessment of potential impacts to air quality and climate. The Proposed Action's potential impact on air quality is assessed in the EA by evaluating whether it would cause a new violation of the National Ambient Air Quality Standards (NAAQS) or contribute to an existing violation of the NAAQS, in a manner that would increase the frequency or severity of the violation. For climate, a comparison is made in the EA of greenhouse gas (GHG) inventories between the No Action Alternative and the Proposed Action and any identified alternatives. This comparison is provided for information only as the FAA has not identified specific factors to consider in making a significance determination for GHG emissions. See Chapter 4, Environmental Consequences.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
8.2	The USEPA recommends analyzing the Proposed Action using tools such as the Air Conformity Applicability Model to verify that construction and operation in support of the Proposed Action will not produce emissions above *de minimis* levels. The USEPA recommends controlling fugitive dust emissions and implementing measures to reduce diesel emissions, such as switching to cleaner fuels, retrofitting current equipment with emission reduction technologies, repowering older engines with cleaner engines, replacing older vehicles, inspecting and maintaining fuel tanks in accordance with regulations, and reducing idling through operator training and contracting policies.	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B to evaluate potential air quality impacts from the Proposed Action. The air quality analysis in the EA was prepared using the FAA's required Aviation Environmental Design Tool (AEDT) and USEPA-approved methodologies to determine the rate of air emissions (tons per year) of the USEPA's criteria pollutants of concern from construction and operation of the Proposed Action. The Proposed Action does not exceed the applicable thresholds of significance for any pollutants; therefore, no mitigation measures are required. However, best management practices (BMPs) included in FAA Advisory Circular (AC) 150/5370-10H *Standard Specifications for Construction of Airports* would be utilized to reduce fugitive dust emissions from the Proposed Action.
9	**WATER RESOURCES**	
9.1	The EA should include what will happen to water, stormwater, groundwater, wetlands, and surface waters.	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. The EA includes an analysis to evaluate the potential impacts to water resources including potential impacts to jurisdictional waters (wetlands, streams, and Neuse buffers), open water, floodplains, groundwater, hydrology, and drainage from the Proposed Action.
9.2	The use of this quantity of water from the public water supply must be factored into our municipal water treatment and supply plans. Using treated fresh water for hydrocompression must be avoided at all costs and use of reclaimed water from the wastewater treatment plant must be investigated. The environmental impact of expanding the wastewater pipelines to the airport from the North Cary Water Reclamation Facility on Old Reedy Creek road must also be investigated.	The Proposed Action includes the potential use of up to 150,000,000 gallons of water from Briar Creek Reservoir for hydrocompression of fill material. The EA includes an analysis to evaluate the potential impacts to water resources from the Proposed Action. See Chapter 4, Environmental Consequences.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
9.3	The EA must identify and require improvements to the management of stormwater including Best Management Practices (BMPs), protection of riparian buffers, protection of wetlands on airport property, and the use of low impact development, rain gardens, swales, and natural vegetative measures to reduce the intensity of stormwater peak flows and pollution transport downstream into Lake Crabtree and Umstead State Park.	The discussion of the protection of riparian buffers and protection of wetlands on airport property as well as Best Management Practices (BMPs) to minimize any potential impacts are identified in Chapter 4, Environmental Consequences.
9.4	The USEPA recommends that design proposals and construction avoid impacting Waters of the United States (WOTUS) to the maximum extent practicable by locating permanent infrastructure and temporary construction measures away from WOTUS and respective buffers. WOTUS should be delineated and coordination with the US Army Corps of Engineers should be made where proposed activities might enter or affect WOTUS. Mitigation may be required where impacts to WOTUS cannot be avoided.	Field surveys were conducted as part of this EA to identify potential WOTUS in the Detailed Study Area. The EA includes an analysis to evaluate the potential impacts to water resources including potential impacts to jurisdictional and non-jurisdictional waters (wetlands, streams, and Neuse buffers), open water, floodplains, groundwater, hydrology, and drainage from the Proposed Action. The Airport Authority and the FAA are coordinating with the USACE to confirm the WOTUS and on the potential environmental impacts.
9.5	Flood zone and flood inundation maps should be used to help ensure proposed activities do not take place in floodplains except where alternatives are not practicable.	The EA includes an evaluation of potential impacts due to the Proposed Action on floodplains and floodways in accordance with FAA Order 1050.1F and 5050.4B. The Flood Insurance Rate Maps (FIRM) prepared by the Federal Emergency Management Agency (FEMA) were used to establish the boundary of the 100-year floodplain.
9.6	BMPs should be implemented to mitigate impacts before and during construction. Construction of rainwater runoff control structures designed to leave existing stormwater runoff profiles of the area unchanged may be required to mitigate the impacts of land development and establishment of impervious surfaces, in accordance with Section 438 of the Energy Independence and Security Act of 2007.	Project design specifications will incorporate recommendations established in FAA Advisory Circular 150/5370-10H, *Standard Specifications for Construction of Airports* to help minimize construction impacts to the maximum extent practical using BMPs.
9.7	It is stated in the scoping information that the hydrocompression process will require up to 150,000,000 gallons of water. If non-municipal withdrawals exceed 100,000 gallons or more in any one day, the withdrawal will need to be registered with the WWATR program.	Comment noted. The Airport Authority will be responsible to register with the WWATR program If non-municipal withdrawals exceed 100,000 gallons or more in any one day.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
9.8	From the information provided it appears the proposed project will encroach into Special Flood Hazard Area (SFHA), therefore a Floodplain Development Permit issued by Wake County will be required. Please coordinate with the county's Floodplain Administrator for permitting. Any work within the Floodway or Non-Encroachment Area of the nearby streams will require a hydraulic analysis to determine the impacts on flood levels from the proposed development. Any increase in flood levels during the base flood discharge will require a Conditional Letter of Map Revision (CLOMR) prior to construction. No existing structures shall be impacted by the increase in flood levels. If there are no increases in flood levels, a "No-Rise" study and certification will be required prior to construction.	The Airport Authority will be responsible for obtaining any required permits prior to construction of the Proposed Action.
9.9	Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area and to identify the potential impacts. Appropriate sediment and erosion control should be used to reduce the risk of runoff; appropriate mitigation will be required for impacts; avoidance and minimization of impacts to wetlands and streams will need to be demonstrated; a 401 Water Quality certification application will need to specifically address methods for stormwater management; and riparian vegetation shall be preserved to the maximum extent possible.	Field surveys were conducted as part of this EA to identify potential WOTUS in the Detailed Study Area. The EA includes an analysis to evaluate the potential impacts to water resources including potential impacts to jurisdictional waters (wetlands, streams, and Neuse buffers), open water, floodplains, groundwater, hydrology, and drainage from the Proposed Action. The Airport Authority and the FAA are coordinating with the USACE to confirm the WOTUS and on the potential environmental impacts. If any potential impacts are identified that exceed FAA's thresholds of significance, mitigation options and best management practices will be developed and disclosed in the EA.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
10	**HAZARDOUS MATERIALS**	
10.1	Please provide documentation from USEPA that they have removed the Ward Transformer USEPA Superfund site from the Superfund Program and if not documentation that USEPA approves the planned activities, and an EA is sufficient.	The Proposed Action includes the relocation of a portion of Lumley Road out of the relocated Runway 5L/23R's safety areas. The potential relocation would occur in the area of the former Ward Transformer site which is a USEPA Superfund National Priorities List (NPL) site. The EA includes an analysis to evaluate the potential environmental impact from hazardous materials due to the Proposed Action. The EA focuses on whether the Proposed Action would physically disturb sites where evidence of soil or groundwater contamination had been identified. The Airport Authority and the FAA are coordinating with the USEPA on the potential environmental impacts.
10.2	How will moving Lumley Road on top of the Ward Transformer superfund site affect surface or groundwater? How would this potential impact be mitigated?	The Proposed Action includes the relocation of a portion of Lumley Road out of the relocated Runway 5L/23R's safety areas. The potential relocation would occur in the area of the former Ward Transformer site which is a USEPA Superfund National Priorities List (NPL) site. The EA includes an analysis to evaluate the potential environmental impact from hazardous materials due to the Proposed Action. See Chapter 4, Environmental Consequences.
10.3	How will deicing chemicals be handled? A practice and strategy for recycling deicing must be put together in the EA.	The Proposed Action does not include any changes to how deicing chemicals are handled at RDU. The practice and strategy for recycling deicing chemicals is beyond the scope of the EA
10.4	Areas on airport property that are contaminated with PCBs must be identified as those areas may not be able to be used for borrow areas or water supply. PCBs must not be disturbed or it will increase pollution in Lake Crabtree and Umstead State Park.	There is no threshold for hazardous waste established by FAA. If there are any potentially significant impacts to hazardous materials from the Proposed Action mitigation would be required. There is no indication of contaminated soil in the area for the replacement of Runway 5L/23R, the conversion of the existing Runway 5L/23R to a taxiway, or the borrow site areas. If any contaminated soils are identified in these areas, these materials would be characterized, segregated from uncontaminated soils, and disposed of by a certified hauler at an appropriate permitted disposal facility.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
		The relocation of Lumley Road would result in the roadway crossing the contaminated Ward Transformer Superfund Site, which has undergone remediation and is undergoing a Remedial Investigation/Feasibility Study overseen by the EPA. Contaminated soil and fill material encountered during demolition and construction activities would be properly disposed of and/or remediated pursuant to applicable regulations. To further minimize the potential spread of environmental contamination and worker exposure during construction within the NPL Site, a Materials Management Plan (MMP) would be required. The MMP would include procedures for construction worker health and safety, cuts and excavation, erosion and sediment control, soil management, fill and reconstruction, site security, traffic control, contact water, dust mitigation, and equipment decontamination.
10.5	All airport property that may be disturbed as part of the runway relocation, roadway relocation, and other activities must be tested for PFAS and other airport pollution prior to being identified as borrow, runway or roadway expansion locations. These activities may increase pollution in Lake Crabtree, the Odd Fellows track, and Umstead State Park.	The Proposed Action does not involve the installation of a fire-suppression system that uses PFAS. There are no known state or local regulations that would require PFAS testing on any/all soil disturbance at the Airport. The EA includes an analysis to evaluate the potential environmental impact from hazardous materials due to the Proposed Action. If there are any potentially significant impacts to hazardous materials from the Proposed Action mitigation is provided in the EA. The Airport Authority and the FAA are continuing coordinating with the USEPA on the potential environmental impacts.
10.6	There was no public hearing or notification to adjacent landowners when RDUAA bought the Ward Transformer site.	All actions by the Airport Authority Board to acquire the former Ward Transformer Site were taken at properly noticed Board meetings open to the public.
10.7	The impact from chemicals used in the development of the new areas or in daily operations of the airport, parking lots and other facilities be included in the EA.	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. The EA evaluates the change in use of chemicals at the Airport resulting from the Proposed Action.
10.8	The Ward Transformer Superfund site is partially located on RDU Authority property that will potentially be used to source fill material in support of the Proposed Action. Coordination with the USEPA's Superfund division should be made to ensure that contaminated soils are not	The Proposed Action does not include using the Ward Transformer Superfund site for any fill material in support of the Proposed Action.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
	transported to uncontaminated areas and that future remediation efforts are not negatively affected by the Proposed Action.	The Airport Authority and the FAA are coordinating with the USEPA on the potential environmental impacts of the Proposed Action and USEPA's previous remedial actions on the NPL site as part of the EA process.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
10.9	Construction and operation in support of the Proposed Action should ensure that Resource Conservation and Recovery Act solid wastes are disposed of in accordance with federal regulations. The USEPA recommends the use of secondary containment for storage and handling of Petroleum, Oils, and Lubricants (POL) to protect surface waters of Wake County and as required by the Clean Water Act. Where secondary containment is not directly practicable, spill ponds and oil water separators should be constructed downstream of POL related activities.	Project design specifications will incorporate recommendations established in FAA Advisory Circular 150/5370-10H, *Standard Specifications for Construction of Airports* to help minimize construction impacts to the maximum extent practical using BMPs.
10.10	The NC DEQ Superfund Section recommends that site files be reviewed to ensure that appropriate precautions are incorporated into any construction activities that encounter potentially contaminated soil or groundwater. Superfund Section files can be viewed at: http://deq.nc.gov/waste-management-laserfiche.	The Superfund Section files were reviewed as part of the EA.
11	**PUBLIC OUTREACH**	
11.1	The EA should fully engage the public.	The FAA is responsible for determining the appropriate level of public engagement for this EA. The coordination and public involvement comply with public involvement requirements and policies including NEPA, as amended, CEQ Regulations for Implementing the Procedural Provisions of NEPA (40 C.F.R. §§ 1503.1(a) and 1506.6), FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*. In addition to the scoping activities conducted by the Airport Authority and the FAA, the public will have additional opportunities to offer their views, concerns, and ideas regarding the content of the EA and, ultimately, the adequacy of the EA environmental analyses. A Public Outreach program has been developed that includes targeted outreach to Environmental Justice communities. A notice of availability for the Draft EA has been published and this draft EA is available for public review and comment. There is a public meeting on this EA that is being offered to the public during the public commenting period.

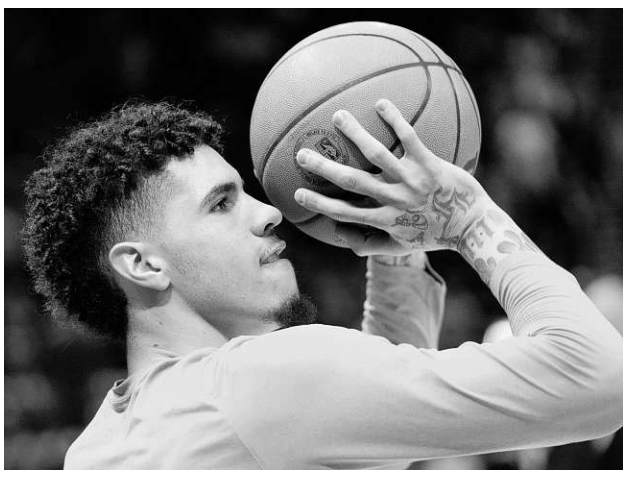
COMMENT #	SUMMARY OF COMMENT	RESPONSE
11.2	Please improve the scoping presentation video, maps, and documentation to help the public understand the full scope of the proposed action.	The public EA website is continuously updated to provide information to the public on the Proposed Action and the EA process.
12	**STUDY AREAS**	
12.1	The map of the airport property is incomplete and cuts off the property managed by the airport that is beyond the lower left corner of the map.	For the purposes of this EA, two study areas have been defined to evaluate potential environmental impacts due to the Proposed Action, the General Study Area and the Detailed Study Area. The General Study Area is defined as the area where both direct and indirect impacts, such as noise, vibration, or visual impacts, may result from the development of the Proposed Action. The General Study area includes the area requested by the commenter. The Direct Study Area is defined as the areas where there is the potential for ground disturbance. See Chapter 3, Affected Environment. The complete airport map is not necessary since all impacted areas are included in the DSA and GSA.
13	**HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES**	
13.1	Foxcroft Lake, the Odd Fellows track, Lake Crabtree, Umstead State Park are significant recreationally and cultural resources that must be included in the EA to fully identify impacts.	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. The EA evaluates potential environmental impacts to historical, architectural, archeological, and cultural resources. See Chapter 3, Affected Environment for the study areas and Chapter 4, Environmental Consequences for the environmental evaluation.
13.2	If RDUAA and the FAA does not include the history of Old Reedy Creek Road, then the anthropology of this area is a violation and elimination of history of many poor exploited sharecroppers and the African American community.	The Old Reedy Creek Road area is not within the DSA or GSA and not anticipated to be where any direct or indirect impacts may result from the development of the Proposed Action. The EA does evaluate potential environmental impacts to historical, architectural, archeological, and cultural resources and other potential impacts to environmental justice communities such as the African American community. See Chapter 3, Affected Environment for the study areas, identification of the environmental justice communities, and Chapter 4, Environmental Consequences for the environmental evaluation.
13.3	Surveys should be conducted of the potential borrow areas for potential archaeological resources	Field surveys of the potential borrow areas were conducted as part of this EA. See Chapter 3, Affected Environment.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
14	**U.S. DEPARTMENT OF TRANSPORTATION 4(f)**	
14.1	The EA must include and identify impacts to properties such as Umstead State Park that are protected under DOT Section 4(f) laws and other state and federal laws.	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. The EA evaluates potential environmental impacts to U.S. Department of Transportation (DOT) Section 4(f) resources, which includes public lands such as parks, historic/cultural sites, recreation areas, and wildlife refuges and sanctuaries within the GSA and DSA. See Chapter 3, Affected Environment for the study areas and Chapter 4, Environmental Consequences for the environmental evaluation.
15	**CUMULATIVE**	
15.1	To the extent that the runway replacement /expansion results in clearing land, and that future projects that are currently planned or contemplated are economically dependent on this land having been cleared then the cumulative impact of those projects must be evaluated (see Fritiofson v. Alexander, 1985)	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. Cumulative impacts include past, present, and reasonably foreseeable future actions. Reasonably foreseeable future actions are actions that may affect projected impacts of this EA and are not remote or speculative. The EA evaluates potential cumulative impacts of reasonably foreseeable future actions that are not too far out into the future to realistically predict potential impacts. See Chapter 4, Environmental Consequences. Reasonably foreseeable future actions are defined as those planned to be completed between 2023 and 2028 and that have been developed with enough specificity to provide meaningful data for analysis.
15.2	An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Resource Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.	This EA follows the methodology and significance criteria included in FAA Order 1050.1F and 5050.4B. Cumulative impacts include past, present, and reasonably foreseeable future actions. Reasonably foreseeable future actions are actions that may affect projected impacts of this EA and are not remote or speculative. The EA evaluates potential cumulative impacts of reasonably foreseeable future actions that are not too far out into the future to realistically predict potential impacts. See Chapter 4, Environmental Consequences.

COMMENT #	SUMMARY OF COMMENT	RESPONSE
16	**ENVIRONMENTAL JUSTICE**	
16.1	Please ensure protected populations are not disproportionately or adversely impacted by the project. We also promote compliance with Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency*, if applicable. Please include the EJSCREEN tool (https://www.epa.gov/ejscreen) as part of the NEPA analysis process.	The identification of environmental justice communities was determined using FAA guidance and suggested methodology through an assessment of U.S. Census data and the latest version of the AEDT. See Chapter 3, Affected Environment. The analysis identified environmental justice populations (both low-income and minority) located southwest of the Airport within the GSA. EJSCREEN was not used as part of the NEPA analysis process.
17	**ENERGY EFFICENCY AND RECYLCING**	
17.1	Efforts should be made to divert any recyclable materials such as concrete, steel, and asphalt away from landfills and repurpose materials instead. The USEPA recommends the use of sustainable building practices that maximize energy and water conservation, and the use of renewable energy including solar power for supplemental electricity and lighting for the taxiway, parking lots, or buildings that may be constructed.	The Airport Authority is committed to sustainability practices and would seek to recycle as much material as practicable. Material that is not suitable for recycling would be disposed of using existing disposal measures, including sending solid and semi-solid waste to a permitted landfill or stockpiled on Airport property.

Hornets' Ball 'closer' to return from injuries

BY RODERICK BOONE
roboone@charlotteobserver.com



RICK BOWMER AP

Charlotte guard LaMelo Ball warms up before the start of a game against Utah on Monday in Salt Lake City.

More than a few eyebrows were raised in the hours leading up to the Charlotte Hornets' third stop on their winding road trip, curious upon the injury designation attached to the team's star.

When LaMelo Ball was listed as questionable due to his ankle and wrist soreness, it represented a step up after he sat out Saturday night's win in Atlanta, signaling potential progression with his ailments.

Considering last Wednesday's deflating scene in Houston of Ball unable to put any weight on his left foot, just knowing the Hornets' energetic point guard may give it a go against Utah on Monday night surely lifted a few spirits. Especially when paired with the thoughts Ball shared with The Charlotte Observer before the team left Georgia and hopped on a four-plus hour flight to head west.

But roughly an hour prior to tipoff against the Jazz, word trickled out the Hornets wouldn't have Ball's services and he was instead bound for the inactive list again. So he sat on the bench in street clothes during the Hornets' 120-102 loss to Utah at Vivint Arena, powerless to do anything to help a futile effort.

"I think (he's) closer," Hornets coach Steve Clifford said. "He was able to do a good majority of shootaround (Monday) morning. I think he feels a lot better, both his ankle and his wrist. I don't know when, but I don't think he's too far away."

If the Hornets were smart, they would hide Ball's uniform somewhere in the truckload of equipment that accompanies them on lengthy road excursions. Do whatever they can to keep him from playing should he even consider suiting up.

And no, it has nothing to do with the "T" word. That's "tank" for those scoring at home or wondering why tweets about the Hornets' struggles are often have replies of pictures and videos featuring the well-known military vehicle.

The Hornets' season is already barbecued, with the only true drama remaining surrounding whether GM Mitch Kupchak will be active in moving players before the Feb. 9 trade deadline and the team's precise odds to snare the first pick in the NBA's draft lottery in May. Having Ball play at anything less than 100% makes zero sense for everyone and ensuring he's a spectator until he's fully healed should be the Hornets' main priority.

The team must do whatever it can to preserve Ball and shield the franchise player from anything that could jeopardize his long-term health. The Hornets can't afford to gamble with the future and leave it all completely in the 21-year-old's unique hands because his competitive nature will surely kick in.

"Yeah, that's the tough balance that you've got to play as an athlete because you want to be out on the court and the team needs you," said Gordon Hayward, no stranger to injuries himself. "But you don't want to re-injure anything. He's got a long career ahead of him and certainly his career is first and foremost. I know that he's doing everything he can to get himself right. But it certainly is a tough balancing act."

Ball's popularity is off the charts, as evidenced by his jersey checking in at No. 12 among the NBA's best sellers this season. Teal uniform tops featuring the No. 1 with Ball's name emblazoned on the back dot the stands on every stop the Hornets make, with Salt Lake City no exception.

Even in visiting arenas far from the friendly confines of Charlotte, Ball constantly hears high-pitched shrieks from kids begging for the slightest bit of acknowledgment. He's like a rock star with a basketball, a special talent the Hornets have to keep mining properly to strike gold.

Ball's impact on the floor is undeniable.

Offensively, he's their engine and the 6.8 more points per 100 possessions the Hornets net with Ball running the show are tops on the team. They just weren't the same against the Jazz without him.

He's the lone player in the league this season averaging at least 23 points, eight assists and connecting on four 3-pointers per game. In fact, the only other person to post those numbers in a full season is Portland's Damian Lillard, who accomplished it in 2019-20.

Don't think the Hornets missed his range from deep against Utah? They drained only 2 of 16 attempts beyond the 3-point line, with Terry Rozier knocking down both. Since returning on Dec. 14 from his second stint on the injury list, Ball has canned 78 shots from 3-point range, which ranks as the best mark in the league.

In all actuality, though, here's the number that should matter most: zero. As in the amount of pain Ball experiences in either the left ankle he's sprained three times in four months or his surgically repaired right wrist prior to his reinsertion into the Hornets' lineup.

Risking any lingering effects until then makes no sense whatsoever because having Ball completely healthy is of the utmost importance for the Hornets. It's indisputable.

"Absolutely," Clifford said. "Now that we have Gordon back, it would be great to get him back, Cody (Martin) back so that we would be looking more at the type of lineup that we hoped to have when we started training camp. So, again I think Melo's close, but I think Cody's close at getting there also."

Roderick Boone: @RodBoone

ON THE AIR

Events may be affected by late programming changes. Listings include those events broadcast via network channels and over the air.

» WEDNESDAY

BASKETBALL

College Basketball
Xavier at Connecticut.
6:30 p.m. FS1

College Basketball
Wake Forest at Pittsburgh.
7:00 p.m. ACC

College Basketball
Wisconsin at Maryland.
7:00 p.m. BIGTEN

College Basketball
Dayton at Rhode Island.
7:00 p.m. CBSN

College Basketball
South Carolina at Florida.
7:00 p.m. ESPN2

College Basketball
West Virginia at Texas Tech.
7:00 p.m. ESPNU

College Basketball
Georgia at Tennessee.
7:00 p.m. SEC

NBA Basketball
Brooklyn Nets at Philadelphia 76ers. **7:30 p.m. ESPN**

NBA Basketball
Atlanta Hawks at Oklahoma City Thunder. **8:00 p.m. BSSE**

College Basketball
Butler at Providence.
8:30 p.m. FS1

College Basketball
Louisville at Boston College.
9:00 p.m. ACC

College Basketball
Indiana at Minnesota.
9:00 p.m. BIGTEN

College Basketball
St. John's at Creighton.
9:00 p.m. CBSN

College Basketball
Texas A&M at Auburn.
9:00 p.m. ESPN2

College Basketball
Teams TBA. **9:00 p.m. ESPNU**

College Basketball
Mississippi State at Alabama.
9:00 p.m. SEC

NBA Basketball
Memphis Grizzlies at Golden State Warriors. **10:00 p.m. ESPN**

College Basketball
Chicago State at Stanford.
10:00 p.m. PAC12

College Basketball
Utah State at San Diego State.
11:00 p.m. CBSN

GOLF

PGA Tour Golf
Farmers Insurance Open, First Round. **3:00 p.m. GOLF**

DP World Tour Golf
Dubai Desert Classic, First Round. **2:30 a.m. GOLF**

HOCKEY

NHL Hockey
New York Rangers at Toronto Maple Leafs. **7:00 p.m. TNT**

NHL Hockey
Carolina Hurricanes at Dallas Stars. **8:30 p.m. BSSO**

NHL Hockey
Columbus Blue Jackets at Edmonton Oilers. **9:30 p.m. TNT**

Hockey
CHL/NHL Top Prospects Game.
10:00 p.m. NHL

TENNIS

2023 Australian Open Tennis
Women's Semifinals.
3:30 a.m. ESPN

SCORES & STATS

FIND IT ALL ONLINE

Get the latest standings, stats and scores for local and national pro and college teams at newsobserver.com /eedition/xtrastats.

NHL

Monday's games

Rangers 6, Panthers 2: Mika Zibanejad scored twice and Igor Shesterkin stopped 33 shots New York. Adam Fox had a goal and two assists, and Jimmy Vesey, Alexis Lafreniere and Filip Chytil also scored for the Rangers. Artemi Panarin had three assists. Carter Verhaeghe and Aleksander Barkov scored for the Panthers.

Maple Leafs 5, Islanders 2: William Nylander had two goals and two assists for Toronto. John Tavares had a goal and an assist, Calle Jarnkrok and Auston Matthews also scored and Justin Holl had two assists for Toronto. Ilya Samsonov had 31 saves. Anders Lee scored twice for New York. Ilya Sorokin had 33 saves.

Sabres 3, Stars 2: Rookie Owen Power scored his first goal of the season 56 seconds into overtime and 41-year-old Craig Anderson stopped 29 of 31 shots in his 700th career NHL appearance to lead Buffalo. Rasmus Dahlin and Victor Olofsson also scored for the Sabres. Tage Thompson had two assists. Jamie Benn and Jason Robertson scored for the Stars. Jake Oettinger made 22 saves.

— ASSOCIATED PRESS

FROM PAGE 1B

AZARENKA

lost," Azarenka said. "I was at the point where I couldn't find anything that I feel good about myself. Not like even one sentence."

The No. 24-seeded Azarenka's semifinal opponent will be No. 22 Elena Rybakina, the reigning Wimbledon champion, who defeated 2017 French Open winner Jelena Ostapenko 6-2, 6-4.

Rybakina — who was born in Moscow but has represented Kazakhstan since 2018 because it offered to fund her tennis career — hit 11 aces to take her tournament-leading total to 35.

In men's action, Karen Khachanov reached his first semifinal at Melbourne Park — and made his second consecutive trip to the final four at a Grand Slam tournament, following his run at the U.S. Open last September — when 22-year-old American Sebastian Korda stopped playing in the third set because of an injured right wrist while trailing 7-6 (5), 6-3, 3-0.

Khachanov will face No. 3 Stefanos Tsitsipas, a 6-3, 7-6 (2), 6-4 winner over Jiri Lehecka, for a berth in the men's final. Tsitsipas, a finalist at the 2021 French Open, got to the semifinals in Melbourne for the fourth time by saving all eight break points he faced.

A three-time runner-up at the U.S. Open, most recently in 2020, Azarenka has always played most effectively on hard courts, and that showed again on this evening. She repeatedly got the better of lengthy exchanges of forehands and backhands; Pegula made eight of the match's first 10 unforced errors.

After some misses, Pegula would sigh, roll her eyes, slump her shoulders. She often looked into the stands at her coach, Davis Witt, to say something, including one exclamation about the ball speed: "It's so ... slow!"

"Just made it tough for me to feel like I could really pressure her," Pegula said. "Felt like she was pressuring me constantly."

Pegula, a 28-year-old from New York, was playing in the quarterfinals in Melbourne for the third year in a row but fell to 0-5 for her career at that stage in Grand Slam tournaments, with each loss in straight sets. Her parents own the NFL's Buffalo Bills, and Pegula wore a patch on her skirt during matches with the No. 3, the jersey number of player Damar Hamlin, who collapsed on the field during a game on Jan. 2.

Her exit Tuesday leaves No. 5 Aryna Sabalenka as the lone top-20 woman still in the bracket. On Wednesday, Sabalenka will play unseeded Donna Vekic in the quarterfinals, while No. 30 Karolina Pliskova faces unseeded Magda Linette.

Now 33 and a mother — she walked into the stadium wearing a jersey from Paris Saint-Germain, the favorite soccer team of her son, Leo — Azarenka, who is from Belarus, delivered big shot after big shot, raced to a 3-0 lead in 12 minutes, and never really let Pegula, a good friend, into the match.

"Leo doesn't really care so much that I'm playing here. ... Obviously, he is watching some matches, but he definitely wants his mom to be home," Azarenka said. "So a few more days here, and I'll be back."

Might make the trip with a trophy in tow if she keeps playing like this.

AARON FAVILA AP

Jessica Pegula, right, embraces Victoria Azarenka following their quarterfinal match at the Australian Open in Melbourne, Australia, on Tuesday.

McClatchy

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Attention: Simone Robinson

Public Participation Partners
4008 Windflower Lane
Ste 102
Raleigh, NC 27612

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT (EA) AND NOTICE OF PUBLIC WORKSHOP / HEARING FOR THE PROPOSED RUNWAY 5L/23R REPLACEMENT PROJECT AT THE RALEIGH-DURHAM INTERNATIONAL AIRPORT

Interested parties are hereby notified that the Federal Aviation Administration (FAA), the U.S. Army Corps of Engineers (USACE), and the Raleigh-Durham Airport Authority are issuing this notice to announce the availability of the Draft EA for the Proposed Runway 5L/23R Replacement Project at Raleigh-Durham International Airport. The Draft EA was prepared in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA regulations (40 C.F.R. parts 1500–1508), and the USACE's NEPA regulations (33 C.F.R. part 230).

The draft document presents the purpose and need for the Proposed Action, analysis of reasonable alternatives, including the No Action Alternative, discussion of environmental impacts, and supporting appendices.

The Draft EA is available for public review online at:
https://www.airportprojects.net/rdu-ea/

The draft document is also available at the following locations during normal business hours.
RDU Center, 1000 Trade Drive, Raleigh, NC 27623
Leesville Community Library, 5105 Country Trail, Raleigh, NC 27613
Duraleigh Road Community Library, 5800 Duraleigh Rd, Raleigh, NC 27612
Morrisville Community Library, 310 Town Hall Dr, Morrisville, NC 27560
West Regional Library, 4000 Louis Stephens Dr, Cary, NC 27519
Durham County- South Regional Library, 4505 S Alston Ave, Durham, NC 27713

The public comment period starts on January 25, 2023 and ends on March 13, 2023. As part of the public participation process, the FAA and the Airport Authority will hold a public workshop / hearing from 5:00 p.m. to 7:00 p.m. on February 28, 2023 at RDU Center located at 1000 Trade Drive, Raleigh, NC 27623. If special accommodations, such as audio, visual, transportation, or language assistance are required please leave a message at 984-275-3167. Oral and written comments may be presented at the public workshop / hearing. Written comments may also be submitted to the following address:
Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242
Or by email to RDUEA@landrumbrown.com

Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy for the Proposed Action or merits of its alternatives and the mitigation being considered. Before including your name, address and telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.
IPL0106040
Jan 25 2023

STATE OF NORTH CAROLINA
COUNTY OF WAKE, COUNTY OF DURHAM

Before the undersigned, a Notary Public of Dallas County, Texas, duly commissioned and authorized to administer oaths, affirmations, etc., personally appeared Tara Pennington, who being duly sworn or affirmed, according to law, doth depose and say that he or she is Accounts Receivable Specialist of the News & Observer Publishing Company, a corporation organized and doing business under the Laws of the State of North Carolina, and publishing a newspaper known as The News & Observer, Wake and State aforesaid, the said newspaper in which such notice, paper, document, or legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all of the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1-597 of the General Statutes of North Carolina, and that as such he or she makes this affidavit; and is familiar with the books, files and business of said corporation and by reference to the files of said publication the attached advertisement for Public Participation Partners was inserted in the aforesaid newspaper on dates as follows:

1 insertion(s) published on:
01/25/23

Tara Pennington

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Stephanie Hatcher

Notary Public in and for the state of Texas, residing in Dallas County

STEPHANIE HATCHER
My Notary ID # 133534406
Expires January 14, 2026

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AVISO DE DISPONIBILIDAD DEL BORRADOR DE LA EVALUACIÓN AMBIENTAL (EA) Y AVISO DE TALLER PÚBLICO / AUDIENCIA PARA EL PROYECTO PROPUESTO DEL REEMPLAZO DE LA PISTA 5L / 23R EN EL AEROPUERTO INTERNACIONAL DE RALEIGH-DURHAM

Este aviso es para anunciar la disponibilidad del Borrador de la Evaluación Ambiental para el Proyecto de Reemplazo de la Pista 5L/23R propuesto en el Aeropuerto Internacional de Raleigh-Durham. El borrador del documento presenta el propósito y la necesidad de la acción propuesta, el análisis de alternativas razonables, incluida la alternativa de no acción, la discusión de los impactos ambientales y los apéndices de apoyo. El período de comentarios públicos comienza el 25 de enero de 2023 y finaliza el 13 de marzo de 2023. La lista de los lugares específicos donde se puede revisar una copia impresa y una versión electrónica del documento está disponible en línea en:

https://www.airportprojects.net/rdu-ea/

El taller público y la audiencia se llevarán a cabo de 5:00 p.m. a 7:00 p.m. el 28 de febrero de 2023 en RDU Center ubicado en 1000 Trade Drive, Raleigh, NC 27623. Durante la audiencia, se podrán entregar comentarios orales y escritos. Los comentarios escritos también se pueden enviar en cualquier momento durante el período de comentarios a la siguiente dirección: Chris Babb Re: RDU EA, Landrum & Brown, 4445 Lake Forest Drive, Suite 700, Cincinnati, OH 45242 o por correo electrónico a:

RDUEA@landrumbrown.com

Asistencia: Si se requieren adaptaciones especiales, como asistencia de audio, visual, o lingüística, deje un mensaje al **984-275-3167**.

From:	RDUEA
To:	Kajumba.Ntale@epa.gov; Thornton.Hilary@epa.gov; Dieter.Lucien@epa.gov; Somerville, Amanetta; White, Douglas
Cc:	RDUEA; Chris Babb; Perry, Kenneth; Michael.Lamprecht@faa.gov; jackie.Sweatt-Essick@FAA.gov; 5l23REnvoAssessment; Phillips, George L CIV USARMY CESAW (USA)
Subject:	Notice of Availability of Draft EA and Pubic Workshop / Hearing Proposed Runway 5L/23R Replacement Project at RDU-USEPA
Date:	Tuesday, January 24, 2023 10:59:00 AM

The Federal Aviation Administration (FAA), the U.S. Army Corps of Engineers (USACE), and the Raleigh-Durham Airport Authority are issuing this notice to announce the availability of the Draft EA for the Proposed Runway 5L/23R Replacement Project at Raleigh-Durham International Airport. The Draft EA was prepared in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA regulations (40 C.F.R. parts 1500–1508), and the USACE's NEPA regulations (33 C.F.R. part 230).

The draft document presents the purpose and need for the Proposed Action, analysis of reasonable alternatives, including the No Action Alternative, discussion of environmental impacts, and supporting appendices.

The Draft EA is available starting January 25, 2023 for public review online at:

https://www.airportprojects.net/rdu-ea/reports-documents/

The public comment period starts on January 25, 2023 and ends on March 13, 2023. As part of the public participation process, the FAA and the Airport Authority will hold a public workshop / hearing from 5:00 p.m. to 7:00 p.m. on February 28, 2023 at RDU Center located at 1000 Trade Drive, Raleigh, NC 27623.

Written comments may be submitted to the following address:

Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242

Or by email to RDUEA@landrumbrown.com

Thank you,

Chris Babb
Senior Managing Consultant

Landrum & Brown
Global Aviation Planning & Development

T +1 513 530 1275 M +1 513 560 1242

landrumbrown.com

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Subject:	Notice of Availability of Draft EA and Pubic Workshop / Hearing Proposed Runway 5L/23R Replacement Project at RDU-Website Subscribers
Date:	Wednesday, January 25, 2023 9:10:00 AM

Interested parties are hereby notified that the Federal Aviation Administration (FAA), the U.S. Army Corps of Engineers (USACE), and the Raleigh-Durham Airport Authority are issuing this notice to announce the availability of the Draft EA for the Proposed Runway 5L/23R Replacement Project at Raleigh-Durham International Airport. The Draft EA was prepared in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA regulations (40 C.F.R. parts 1500–1508), and the USACE's NEPA regulations (33 C.F.R. part 230).

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https://www.airportprojects.net/rdu-ea/

The draft document is also available as a printed copy at the following locations during normal business hours.

- RDU Center, 1000 Trade Drive, Raleigh, NC 27623
- Leesville Community Library, 5105 Country Trail, Raleigh, NC 27613
- Duraleigh Road Community Library, 5800 Duraleigh Rd, Raleigh, NC 27612
- Morrisville Community Library, 310 Town Hall Dr, Morrisville, NC 27560
- West Regional Library, 4000 Louis Stephens Dr, Cary, NC 27519
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Chris Babb Re: RDU EA

From:	RDUEA
To:	RDUEA
Cc:	Perry, Kenneth; 5l23REnvoAssessment
Bcc:	jean.b.gibby@usace.army.mil; George.L.Phillips@usace.army.mil; john_ellis@fws.gov; renee.gledhill-earley@ncdcr.gov; Scott.Vinson@ncdenr.gov; david.lee@ncdenr.gov; David.Wainwright@ncdenr.gov; lyn.hardison@ncdenr.gov; john.fullwood@ncparks.gov; brian.strong@ncparks.gov; jon.blanchard@ncparks.gov; gabriela.garrison@ncwildlife.org; tmeyer@ncdot.gov; bill.denton@ncdenr.gov; MaryBeth.Fitts@ncdcr.gov; misty.buchanan@ncdcr.gov
Subject:	Notice of Availability of Draft EA Proposed Runway 5L/23R Replacement Project at RDU-Agencies
Date:	Tuesday, January 24, 2023 3:49:00 PM

Interested parties are hereby notified that the Federal Aviation Administration (FAA), the U.S. Army Corps of Engineers (USACE), and the Raleigh-Durham Airport Authority are issuing this notice to announce the availability of the Draft EA for the Proposed Runway 5L/23R Replacement Project at Raleigh-Durham International Airport. The Draft EA was prepared in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA regulations (40 C.F.R. parts 1500–1508), and the USACE's NEPA regulations (33 C.F.R. part 230).

The draft document presents the purpose and need for the Proposed Action, analysis of reasonable alternatives, including the No Action Alternative, discussion of environmental impacts, and supporting appendices.

The Draft EA is available starting January 25, 2023 for public review online at:
https://www.airportprojects.net/rdu-ea/

The draft document is also available as a printed copy at the following locations during normal business hours.

- RDU Center, 1000 Trade Drive, Raleigh, NC 27623
- Leesville Community Library, 5105 Country Trail, Raleigh, NC 27613
- Duraleigh Road Community Library, 5800 Duraleigh Rd, Raleigh, NC 27612
- Morrisville Community Library, 310 Town Hall Dr, Morrisville, NC 27560
- West Regional Library, 4000 Louis Stephens Dr, Cary, NC 27519
- County- South Regional Library, 4505 S Alston Ave, Durham, NC 27713

The public comment period starts on January 25, 2023 and ends on March 13, 2023. As part of the public participation process, the FAA and the Airport Authority will hold a public workshop / hearing from 5:00 p.m. to 7:00 p.m. on February 28, 2023 at RDU Center located at 1000 Trade Drive, Raleigh, NC 27623. If special accommodations, such as audio, visual, transportation, or language assistance are required please leave a message at 984-275-3167. Oral and written comments may be presented at the public workshop / hearing. Written comments may also be submitted to the following address:

Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242

Or by email to RDUEA@landrumbrown.com

Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy for the Proposed Action or merits of its alternatives and the mitigation being considered. Before including your name, address and telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold

from public review your personal identifying information, we cannot guarantee that we will be able to do so.

From:	RDUEA
To:	RDUEA
Bcc:	liveunited@unitedwaytriangle.org; contact@VietRaleigh.org; admin@nctacas.org; info@nc-cba.org; Perry, Kenneth; 5I23REnvoAssessment
Subject:	Notice of Availability of Draft EA and Pubic Workshop / Hearing Proposed Runway 5L/23R Replacement Project at RDU-EJ Group 2
Date:	Tuesday, January 24, 2023 10:57:00 AM

Interested parties are hereby notified that the Federal Aviation Administration (FAA), the U.S. Army Corps of Engineers (USACE), and the Raleigh-Durham Airport Authority are issuing this notice to announce the availability of the Draft EA for the Proposed Runway 5L/23R Replacement Project at Raleigh-Durham International Airport. The Draft EA was prepared in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA regulations (40 C.F.R. parts 1500–1508), and the USACE's NEPA regulations (33 C.F.R. part 230).

The draft document presents the purpose and need for the Proposed Action, analysis of reasonable alternatives, including the No Action Alternative, discussion of environmental impacts, and supporting appendices.

The Draft EA is available starting January 25, 2023 for public review online at:
https://www.airportprojects.net/rdu-ea/

The draft document is also available as a printed copy at the following locations during normal business hours.

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- Leesville Community Library, 5105 Country Trail, Raleigh, NC 27613
- Duraleigh Road Community Library, 5800 Duraleigh Rd, Raleigh, NC 27612
- Morrisville Community Library, 310 Town Hall Dr, Morrisville, NC 27560
- West Regional Library, 4000 Louis Stephens Dr, Cary, NC 27519
- County- South Regional Library, 4505 S Alston Ave, Durham, NC 27713

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Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242

Or by email to RDUEA@landrumbrown.com

Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy for the Proposed Action or merits of its alternatives and the mitigation being considered. Before including your name, address and telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242

Or by email to RDUEA@landrumbrown.com

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From:	RDUEA
To:	state.clearinghouse@doa.nc.gov
Cc:	RDUEA; Chris Babb; Perry, Kenneth; 5I23REnvoAssessment
Subject:	Notice of Availability of Draft EA Proposed Runway 5L/23R Replacement Project at RDU-Clearinghouse
Date:	Tuesday, January 24, 2023 10:57:00 AM

Hello,

The Federal Aviation Administration (FAA), the U.S. Army Corps of Engineers (USACE), and the Raleigh-Durham Airport Authority are issuing this notice to announce the availability of the Draft EA for the Proposed Runway 5L/23R Replacement Project at Raleigh-Durham International Airport. The Draft EA was prepared in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA regulations (40 C.F.R. parts 1500–1508), and the USACE's NEPA regulations (33 C.F.R. part 230).

The draft document presents the purpose and need for the Proposed Action, analysis of reasonable alternatives, including the No Action Alternative, discussion of environmental impacts, and supporting appendices.

The Draft EA is available starting January 25, 2023 for public review online at:

https://www.airportprojects.net/rdu-ea/reports-documents/

Comments may be submitted to the following address:

Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242

Or by email to RDUEA@landrumbrown.com

Thanks,

Chris Babb
Senior Managing Consultant

Landrum & Brown
Global Aviation Planning & Development

T +1 513 530 1275 M +1 513 560 1242

landrumbrown.com

From:	RDUEA
To:	RDUEA
Bcc:	"jean.b.gibby@usace.army.mil"; "George.L.Phillips@usace.army.mil"; "john_ellis@fws.gov"; "renee.gledhill-earley@ncdcr.gov"; "Scott.Vinson@ncdenr.gov"; "david.lee@ncdenr.gov"; "David.Wainwright@ncdenr.gov"; "lyn.hardison@ncdenr.gov"; "john.fullwood@ncparks.gov"; "brian.strong@ncparks.gov"; "jon.blanchard@ncparks.gov"; "gabriela.garrison@ncwildlife.org"; "tmeyer@ncdot.gov"; "bill.denton@ncdenr.gov"; "MaryBeth.Fitts@ncdcr.gov"; "misty.buchanan@ncdcr.gov"; Perry, Kenneth; 5l23REnvoAssessment
Subject:	Notice of Availability of Draft EA and Pubic Workshop / Hearing Proposed Runway 5L/23R Replacement Project at RDU Agencies
Date:	Tuesday, February 14, 2023 2:38:00 PM

This is a reminder that the Draft EA for the Proposed Runway 5L/23R Replacement Project at Raleigh-Durham International Airport is available for public review online at: https://www.airportprojects.net/rdu-ea/

The draft document is also available as a printed copy at the following locations during normal business hours.

- RDU Center, 1000 Trade Drive, Raleigh, NC 27623
- Leesville Community Library, 5105 Country Trail, Raleigh, NC 27613
- Duraleigh Road Community Library, 5800 Duraleigh Rd, Raleigh, NC 27612
- Morrisville Community Library, 310 Town Hall Dr, Morrisville, NC 27560
- West Regional Library, 4000 Louis Stephens Dr, Cary, NC 27519
- County- South Regional Library, 4505 S Alston Ave, Durham, NC 27713

The public comment period starts on January 25, 2023 and ends on March 13, 2023. As part of the public participation process, the FAA and the Airport Authority will **hold a public workshop / hearing from 5:00 p.m. to 7:00 p.m. on February 28, 2023** at RDU Center located at 1000 Trade Drive, Raleigh, NC 27623. If special accommodations, such as audio, visual, transportation, or language assistance are required please leave a message at 984-275-3167. Oral and written comments may be presented at the public workshop / hearing. Written comments may also be submitted to the following address:

Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242

Or by email to RDUEA@landrumbrown.com

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From:	RDUEA
To:	RDUEA
Bcc:	"mkuttrus@gmail.com"; "bill.sandifer@rdu.com"; "Crystal.Feldman@rdu.com"; "kenneth.perry@rdu.com"; "henrysboy1@aol.com"; "erin.locklear@rdu.com"; "umsteadcoalition@gmail.com"; "jeanspooner@gmail.com"; "cechk01@gmail.com"; "Paulshreve@outlook.com"; "cleme002@gmail.com"; "rslyk@yahoo.com"; "jcmilazzo5@gmail.com"; "Frankpc123@gmail.com"; "gsegal@nc.rr.com"; "Miettelevine@gmail.com"; "igalop@yahoo.com"; "grhodes609@me.com"; "aricb@carolina.rr.com"; "nantoine@gmail.com"; "betsybeals@bellsouth.net"; "tharrishpm@gmail.com"; "nettybuzzy@nc.rr.com"; "dgilbert@espassociates.com"; "fgoodwin5004@gmail.com"; "esther.biking@gmail.com"; "jb@brownerlaw.com"; "Rjwalls@we-engineering.com"; "nlew@mindspring.com"; "Gregoryrholder@yahoo.com"; "maplemaryann@gmail.com"; "jpdecker@nc.rr.com"; "Sigurung@yahoo.com"; "win_wes@icloud.com"; "kat2809@gmail.com"; "Phong69@yahoo.com"; "rtphokie@gmail.com"; "Brian.moskowitz@gmail.com"; "johnpeters275@gmail.com"; "fcrannell@nc.rr.com"; "johnz@outdoorz.net"; "Mkennon@pobox.com"; "maplemaryann@gmail.com"; "Jeremy_bock@hotmail.com"; "cequinn@ricondo.com"; "bill.marley@dot.gov"; "thompson.caleb919@gmail.com"; "delia.chi@rdu.com"; "tjalma@nc.rr.com"; "latane.ware@branchcivil.com"; "krdorsey@yahoo.com"; "rstenta@bellsouth.net"; "tina.chism@kiewit.com"; "elimkozin@gmail.com"; "howfra1@frontier.com"; "M.brooks64@yahoo.com"; "Charles.Case@earthandwatergroup.com"; "jmoos@morgan-corp.com"; "wlawton@morgan-corp.com"; "jlawler@flatironcorp.com"; "michael.huening@gmail.com"; "Sevans@indexc.com"; "jacqueline.coley@duke-energy.com"; "brook419@gmail.com"; "louise.pounder@charter.com"; "marikokopping@gmail.com"; "saundekw@gmail.com"; "annie.tudora@atlanticbt.com"; "rkemp@conticivil.com"; "Michael.Landguth@rdu.com"; "stephanie.pluta@freese.com"; "adventurengain@aol.com"; "merchantjim@gmail.com"; "Mkuttrus@gmail.com"; "mattkamper94@gmail.com"; "rstradling@newsobserver.com"; "henrysboy1@aol.com"; Perry, Kenneth; 5l23REnvoAssessment
Subject:	Notice of Availability of Draft EA and Pubic Workshop / Hearing Proposed Runway 5L/23R Replacement Project at RDU Website Subscribers
Date:	Tuesday, February 14, 2023 2:11:00 PM

This is a reminder that the Draft EA for the Proposed Runway 5L/23R Replacement Project at Raleigh-Durham International Airport is available for public review online at: https://www.airportprojects.net/rdu-ea/

The draft document is also available as a printed copy at the following locations during normal business hours.

- RDU Center, 1000 Trade Drive, Raleigh, NC 27623
- Leesville Community Library, 5105 Country Trail, Raleigh, NC 27613
- Duraleigh Road Community Library, 5800 Duraleigh Rd, Raleigh, NC 27612
- Morrisville Community Library, 310 Town Hall Dr, Morrisville, NC 27560
- West Regional Library, 4000 Louis Stephens Dr, Cary, NC 27519
- County- South Regional Library, 4505 S Alston Ave, Durham, NC 27713

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Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242

Or by email to RDUEA@landrumbrown.com

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telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

From:	RDUEA
To:	RDUEA
Bcc:	Kajumba.Ntale@epa.gov; Thornton.Hilary@epa.gov; Dieter.Lucien@epa.gov; Somerville, Amanetta; White, Douglas; Perry, Kenneth; 5l23REnvoAssessment
Subject:	Notice of Availability of Draft EA and Pubic Workshop / Hearing Proposed Runway 5L/23R Replacement Project at RDU-USEPA
Date:	Tuesday, February 14, 2023 2:42:00 PM

This is a reminder that the Draft EA for the Proposed Runway 5L/23R Replacement Project at Raleigh-Durham International Airport is available for public review online at: https://www.airportprojects.net/rdu-ea/

The draft document is also available as a printed copy at the following locations during normal business hours.

- RDU Center, 1000 Trade Drive, Raleigh, NC 27623
- Leesville Community Library, 5105 Country Trail, Raleigh, NC 27613
- Duraleigh Road Community Library, 5800 Duraleigh Rd, Raleigh, NC 27612
- Morrisville Community Library, 310 Town Hall Dr, Morrisville, NC 27560
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Chris Babb Re: RDU EA
Landrum & Brown
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Cincinnati, OH 45242

Or by email to RDUEA@landrumbrown.com

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4445 Lake Forest Drive
Suite 700.
Cincinnati, OH 45242
USA
T +1 513 530 5333
F +1 513 530 1278
landrum-brown.com

January 23, 2023

RE: Public Review of the Draft Environmental Assessment (EA) for the Proposed Runway 5L/23R Replacement Project at the Raleigh-Durham International Airport

Dear Librarian,

Please find enclosed the Draft Environmental Assessment for the Proposed Runway 5L/23R Replacement Project at the Raleigh-Durham International Airport. This document has been sent on behalf of the Raleigh-Durham Airport Authority.

A Notification of Availability of the Draft EA and Notice of a Public Workshop / Hearing is being published in the News & Observer and online at https://www.airportprojects.net/rdu-ea/ on January 25, 2023, naming your location as a repository for public viewing. The public comment period for the Draft EA starts on January 25, 2023 and ends on March 13, 2023. Instructions on how to comment may be found in the Draft EA.

Please make this document available during regular business hours in your library through March 13, 2023, so that interested parties may view it. Please do not allow this document to be checked out or removed from your library.

If you have any questions concerning this matter, please contact me by phone at (513) 560-1242 or email at chris.babb@landrumbrown.com.

Sincerely,

Chris Babb

Landrum & Brown, Incorporated

Morrisville Community Library
Held in Ready Reference: Helen Yamamoto

West Regional Library: Lori Phillip 1/24/23

Durham County South Library
J. Chi'Dawn 1/24/23

Leesville Community Library [signature] 1/25/23

Duraleigh Road Community Library
[signature]

RALEIGH-DURHAM INTERNATIONAL AIRPORT
ENVIRONMENTAL ASSESSMENT
PROPOSED RUNWAY 5L/23R REPLACEMENT PROJECT

ATTENDEES - PLEASE PRINT

NAME	MAILING ADDRESS	Speaking?
~~Hobart Bush~~ *-came back	~~42 White Bloom Ln Cary 27511~~	
Jean Spooner	2401 TRINITY FARMS, RALEIGH 27607	✓1
CLARENCE Scollon	3140 PLEASANT GROVE CHURCH R. MORRISVILLE, NC 27560	
FRANK Goodwin	5604 NELSON RD Morrisville, N.C. 27560	
CURTIS REPPERT	860 AVIATION PARKWAY, SUITE 100. MORRISVILLE, NC 27560	
Phillip Adams	110 Marcom Dr. Morrisville N.C. 27560	
Lisa Uske	105 Kenwood Lane, Cary, NC 27513	✓2
Jonathan Evans	105 Kenwood Lane, Cary NC 27513	✓3
BETSY BEALS	2335 OLD REEDY CREEK ROAD CARY N.C	✓4
Renee Medkiff-Earley	1801E Jones Street Raleigh ~~27~~ - SHPO	
✓Natalie Lew	PO Box 8035 Raleigh NC 27623	✓12
Christina Goins	1015 Blueball Lane, Wake Forest, NC 27587	
BATTLE WHITLEY	5808 FARINGDON PL, RALEIGH NC 27609	
Jessica Graber	223 W. Sycamore Ave. Wake Forest, NC 27587 (McKim&Creed)	✓8 ✓6
Greg Johnson	9810 Wadell Way Henderson NC. 27536	

RALEIGH-DURHAM INTERNATIONAL AIRPORT
ENVIRONMENTAL ASSESSMENT
PROPOSED RUNWAY 5L/23R REPLACEMENT PROJECT

~~PUBLIC HEARING SPEAKERS~~ Attendees - PLEASE PRINT

✓ = speaker

NAME	MAILING ADDRESS
① Jean Spooner	2401 TRINITY FARMS RD, RALEIGH 27607
✓ Matt Chambers	421 N. Harrington St., Ste. 200, Raleigh, NC 27603
JOSEPH ERHART	8421 LEXIC COURT, RALEIGH, N.C. 27615
Jay Irby	5613 Raddington St. Raleigh, NC 27613
✓ Joe Milazzo II	RM 800 S SALISBURY ST, RALEIGH NC 27601
✓ Richard Hancock	5319 Beaumont Dr, Durham, NC 27707

RALEIGH-DURHAM INTERNATIONAL AIRPORT
ENVIRONMENTAL ASSESSMENT
PROPOSED RUNWAY 5L/23R REPLACEMENT PROJECT
PUBLIC HEARING ~~SPEAKERS~~ Attendees - PLEASE PRINT

Have ✓ marks

NAME	MAILING ADDRESS
✓ Michael Groonspon (7)	124 Allison Way Cary NC 27511 (7)
Dan Robinson	4008 Yadkin Dr Raleigh NC 27609
John McGeehan	501 FAYETTEVILLE ST, Raleigh NC 27601
Bryan Fox	300 W Morgan St #1400, Durham, NC 27701
Jacob Rigg (1)	3424 Huckaback Circle Raleigh 27612
Joshua Harris	4209 Lassiter mill RD Unit 308 Raleigh NC 27606

RALEIGH-DURHAM INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT PROPOSED RUNWAY 5L/23R REPLACEMENT PROJECT

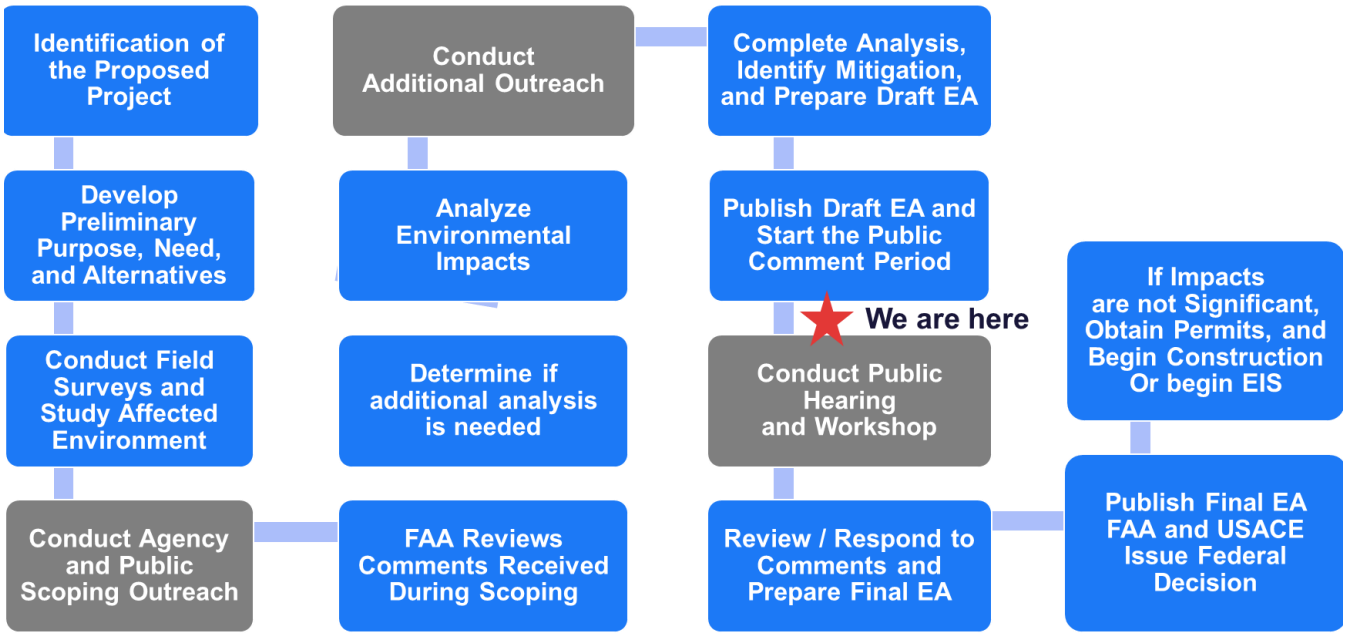
February 28, 2023

MEETING PURPOSE

The purpose of the Public Workshop is to disclose the findings of the Draft Environmental Assessment (EA). The purpose of the Public Hearing is to provide the public an opportunity to verbally comment on the Draft EA.

ENVIRONMENTAL ASSESSMENT PROCESS

The National Environmental Policy Act (NEPA) requires federal agencies to assess environmental effects of their proposed actions prior to making decisions. It also requires public disclosure. An EA is a concise document used to describe a project's potential environmental impacts. The Federal Aviation Administration (FAA) EA is the lead federal agency and therefore is responsible for the EA.



ENVIRONMENTAL RESOURCES ASSESSED

- Air Quality
- Biological Resources (Fish, Wildlife, and Plants)
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects (including light emissions)
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

Raleigh-Durham Airport Authority

PROJECT PURPOSE AND NEED

This project is needed to address a rapidly deteriorating, Runway 5L/23R. The Proposed Action will provide a structurally sound primary runway at RDU that maintains its current runway capabilities.

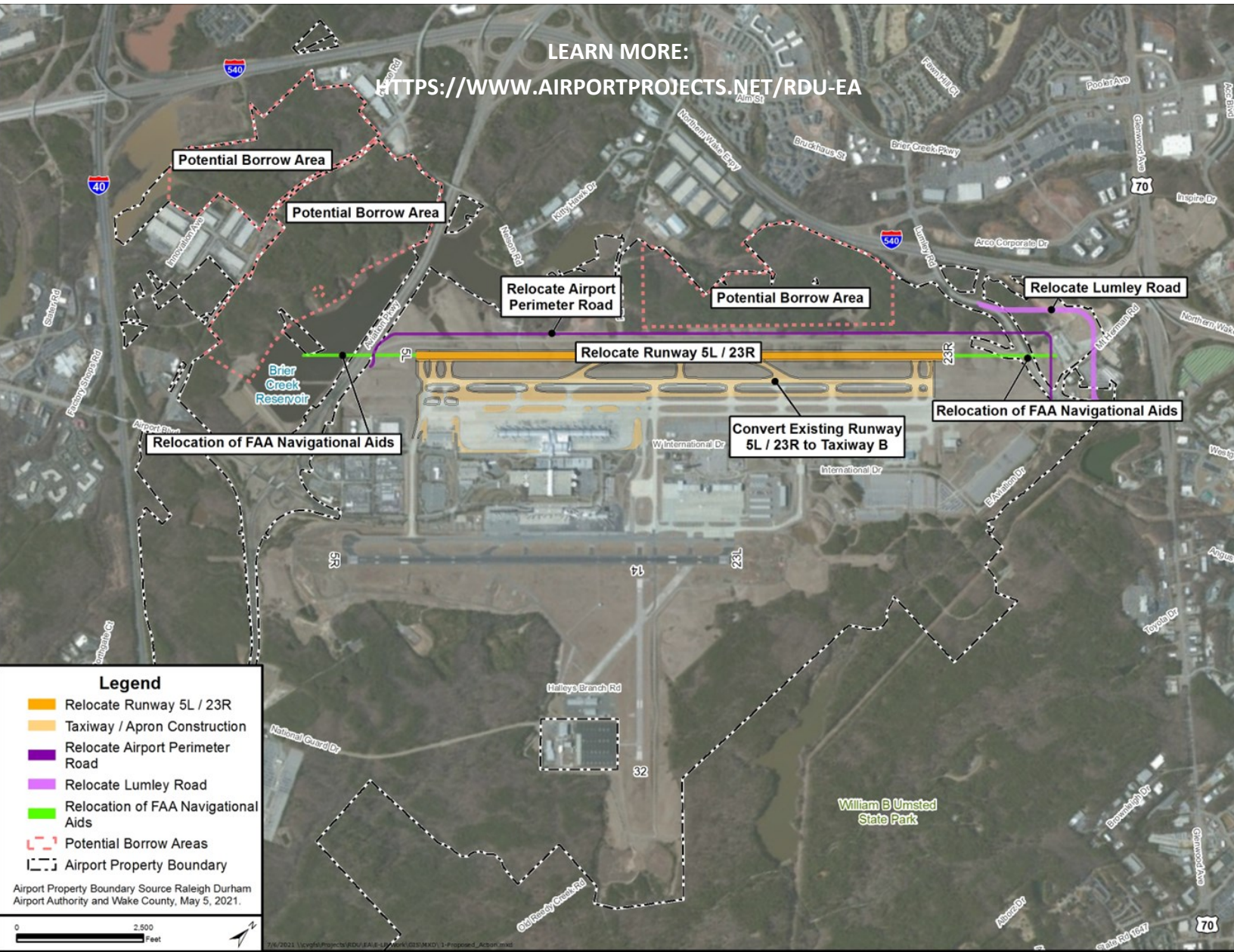
PROJECT ELEMENTS

- Relocate Runway 5L/23R
- Convert Existing Runway to taxiway
- Relocate FAA Navigational Aids
- Relocate Lumley Road and Airport Perimeter Road
- Place fill material from borrow sites on Airport property
- Construction of safety areas associated with runway and taxiway development
- Relocate and/or install lighting systems associated with runway and taxiway development
- Construction of associated and connecting taxiways to the relocated Runway 5L/23R
- Construction of associated drainage improvements to provide for the additional impervious pavement areas
- Conversion of the existing Runway 5L/23R to a full-length parallel and connecting taxiway
- Relocate a portion of Lumley Road
- Construction of a new airport perimeter road around the relocated Runway 5L/23R
- Relocate FAA navigational aids
- Tree/vegetation/obstacle removal

Comments may be submitted using one of the following methods:

Mail
Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242

Email
RDUEA@landrumbrown.com



Welcome to the Public Workshop and Hearing for the Draft Environmental Assessment (EA)

Proposed Runway 5L/23R Replacement Project Raleigh-Durham International Airport

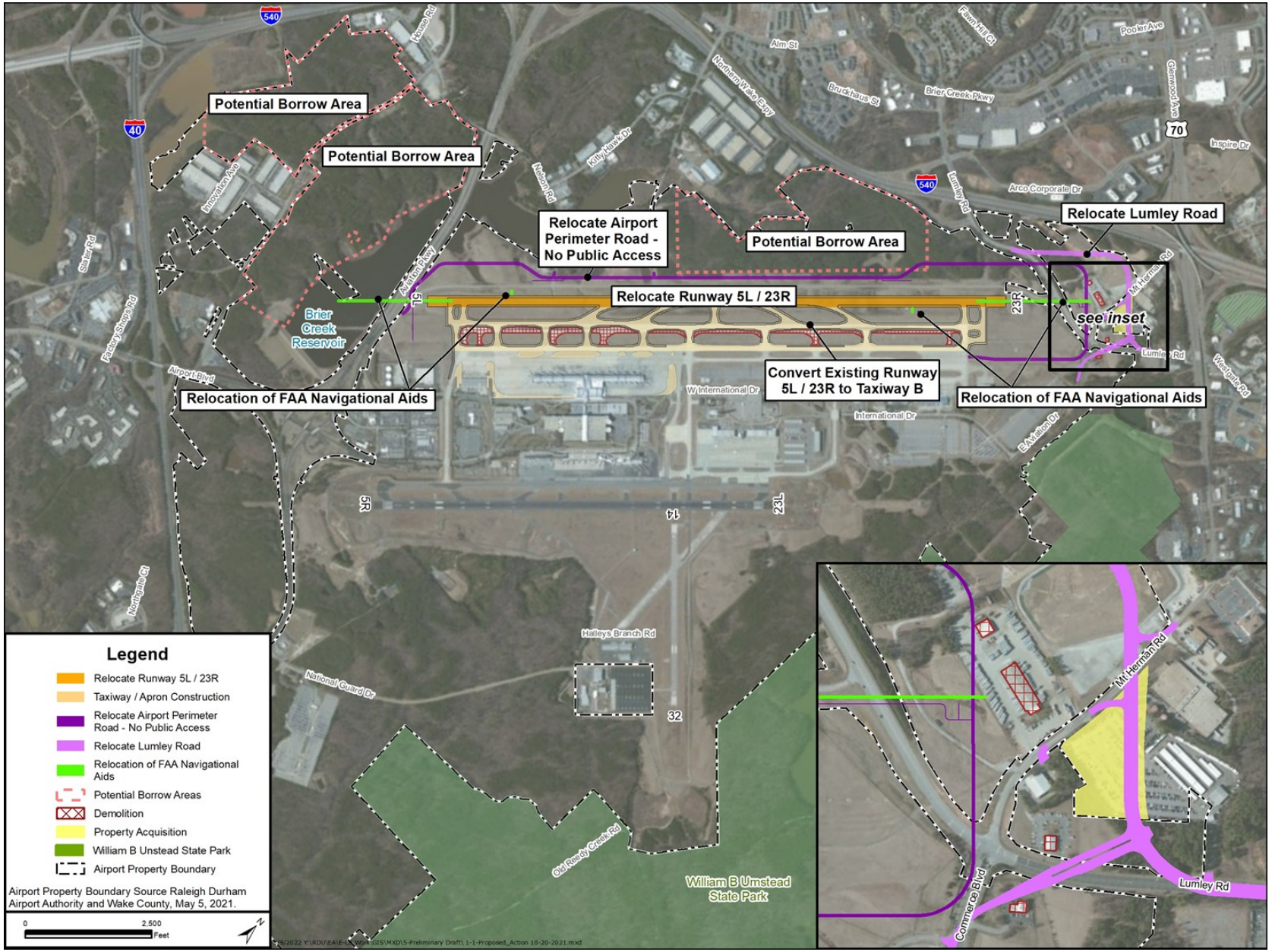
PURPOSE OF PUBLIC WORKSHOP AND HEARING

- To provide the public an opportunity to ask questions and comment on the Draft EA.
- Commenting on the Draft EA can occur either by:
  - Registering at the sign-in table to speak to a court reporter. Each commenter will be allowed three minutes. People wanting more time may register to speak again after all other registered participants have had their chance, or
  - Submitting written comments which can be either deposited in the Comment Box or mailed to the indicated address, or
  - You may also email your comments to: RDUEA@landrumbrown.com
- All comments must be received by March 13, 2023.

Purpose of the Proposed Action: Provide a structurally sound primary runway at RDU that maintains its current runway capabilities.

Need: Runway 5L/23R is rapidly deteriorating which can pose a safety issue if not continuously maintained.

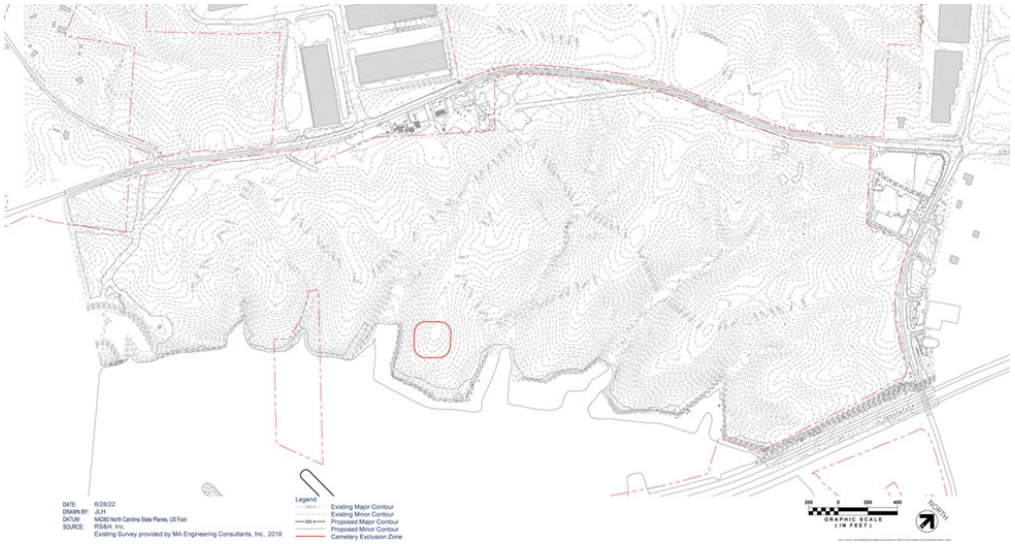
PROPOSED ACTION

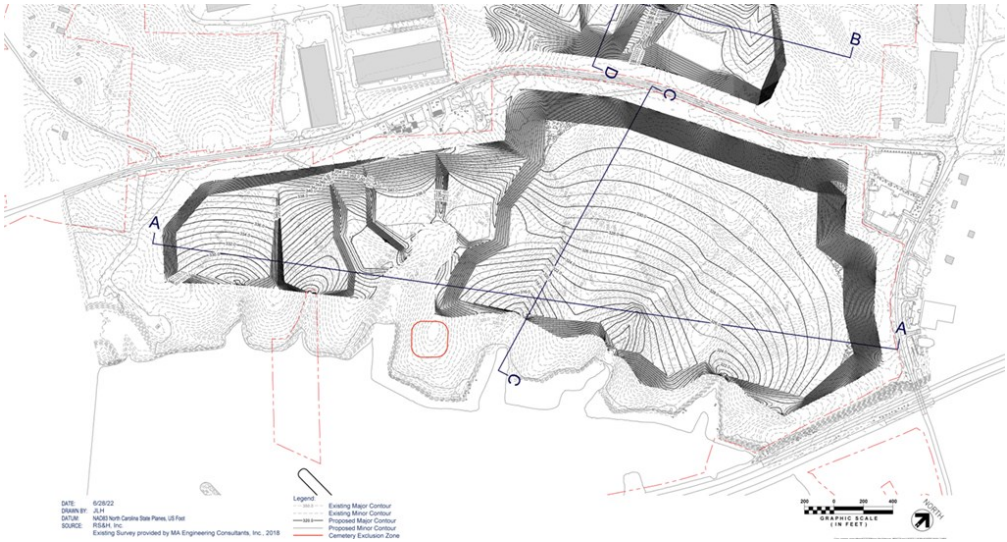


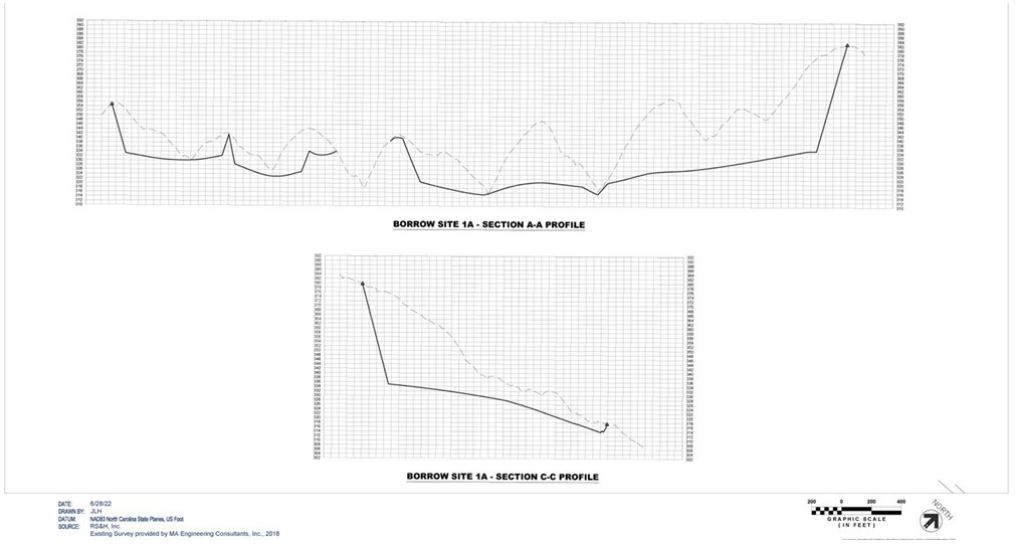
PROPOSED ACTION ACTIVITIES

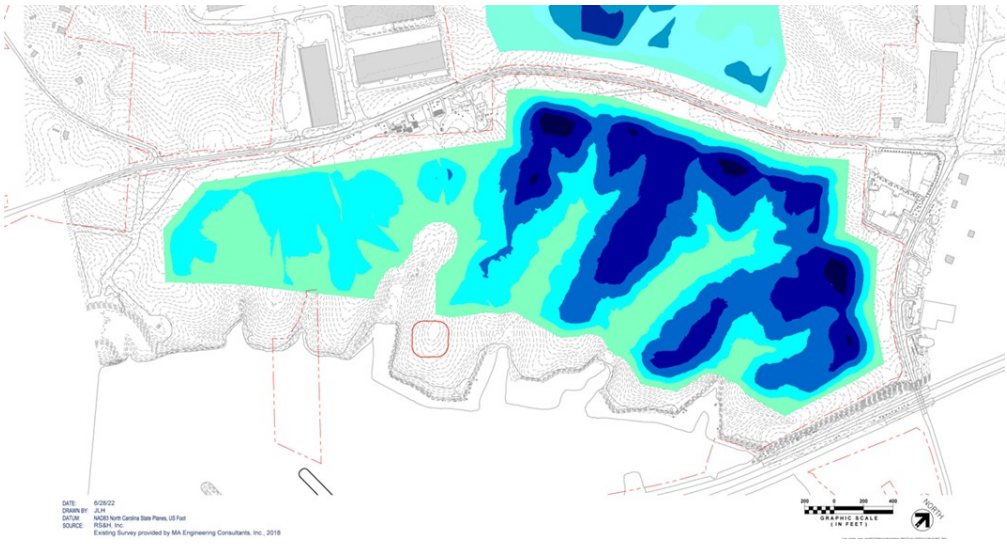
- Relocate Runway 5L/23R 537.5 feet northwest of the existing runway and replace with a 10,639-foot runway.
- Convert the existing Runway 5L/23R to a taxiway.
- Place up to five million cubic yards of fill to level the land for the relocated runway.
- Use up to 150,000,000 gallons of water from Brier Creek Reservoir for hydrocompression of fill material.
- Construct safety areas associated with runway and taxiway development and remove trees/obstacles for Federal Aviation Administration (FAA) required safety areas.
- Relocate and/or install lighting systems associated with runway and taxiway development.
- Construct associated drainage improvements for the relocated runway.
- Relocate a portion of Lumley Road out of the relocated Runway 5L/23R safety areas; this includes necessary property acquisitions, utility relocations, and demolition of four buildings.
- Construct a new airport perimeter road around the relocated Runway 5L/23R.
- Relocate FAA navigational aids and develop or modify associated aircraft arrival and departure procedures.

PROPOSED ACTION—BORROW SITES

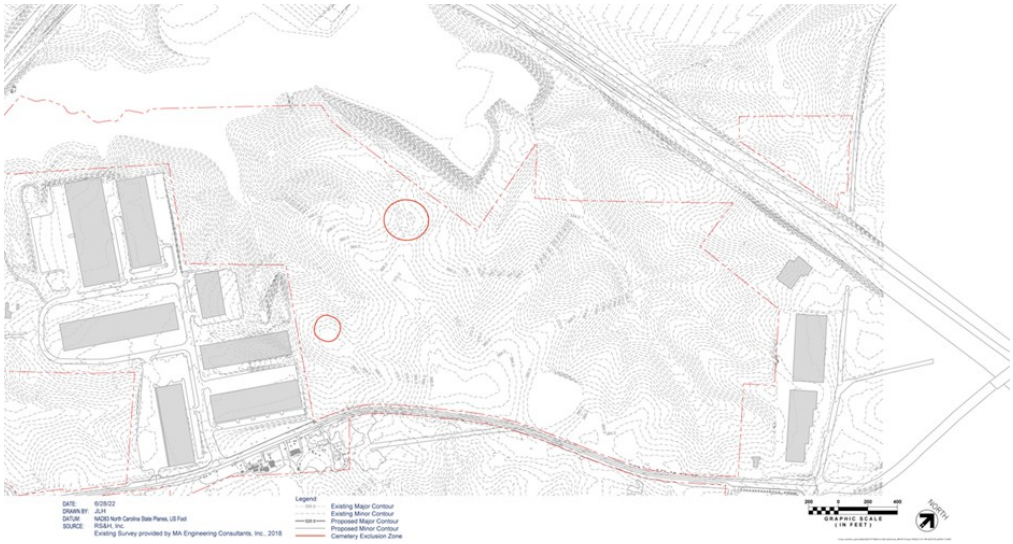


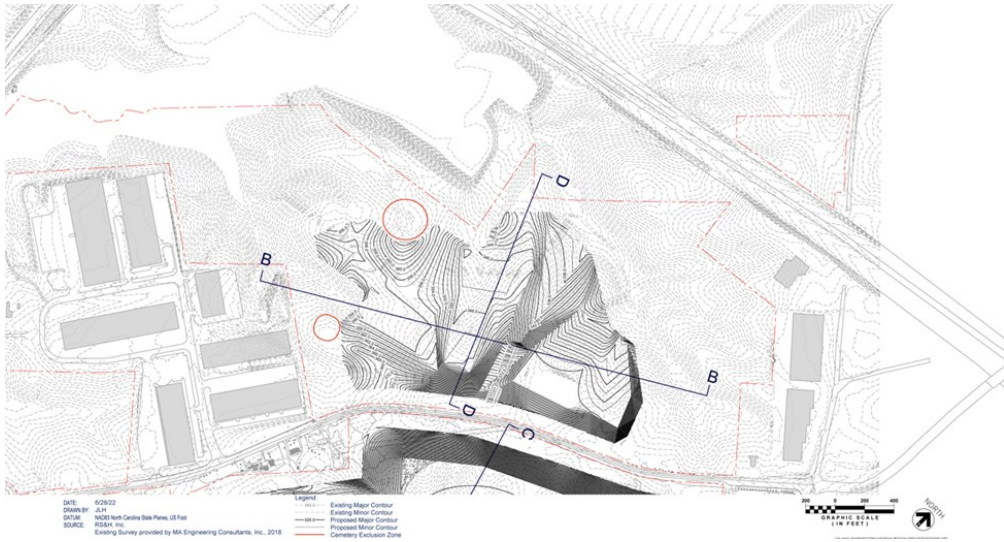


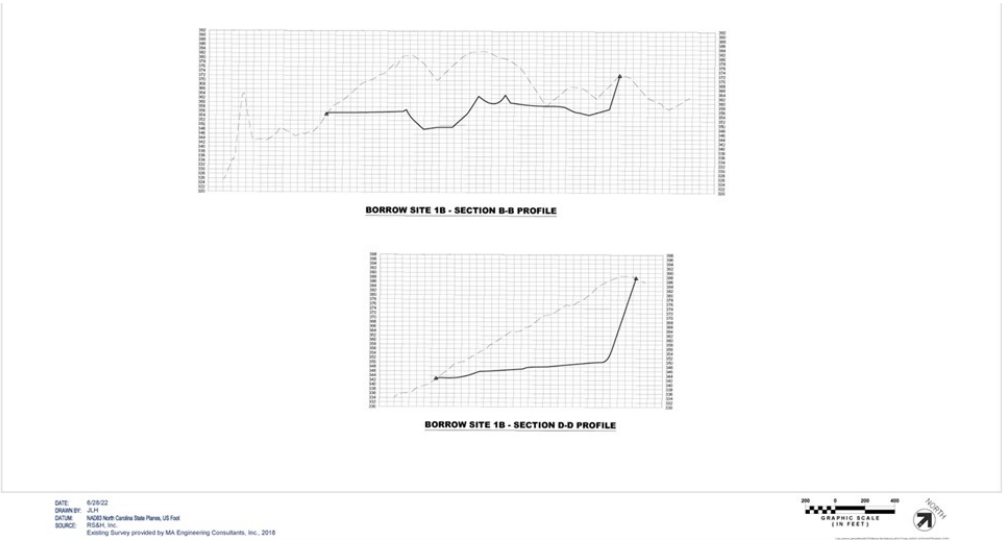




PROPOSED ACTION—BORROW SITES







NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

- Because the Proposed Action requires Federal Actions an EA must be prepared in accordance with the NEPA.
- Federal Actions include Airport Layout Plan approval, Federal funding, and relocation of FAA owned navigation equipment.
- An EA is an environmental review of a project's potential environmental impacts.
- The FAA is the lead federal agency and oversees the NEPA review. The U.S. Army Corps of Engineers (USACE) is a cooperating agency to the EA.

ALTERNATIVES

National Environmental Policy Act (NEPA) requires a range of alternatives to be evaluated. Alternatives considered include:

- No Action Alternative (no changes from the existing conditions – a requirement of NEPA)
- On-site alternatives
- Use of other borrow site locations
- Options for Lumley Road relocation

Only the Proposed Action would meet the purpose and need and was considered economically and technically feasible.

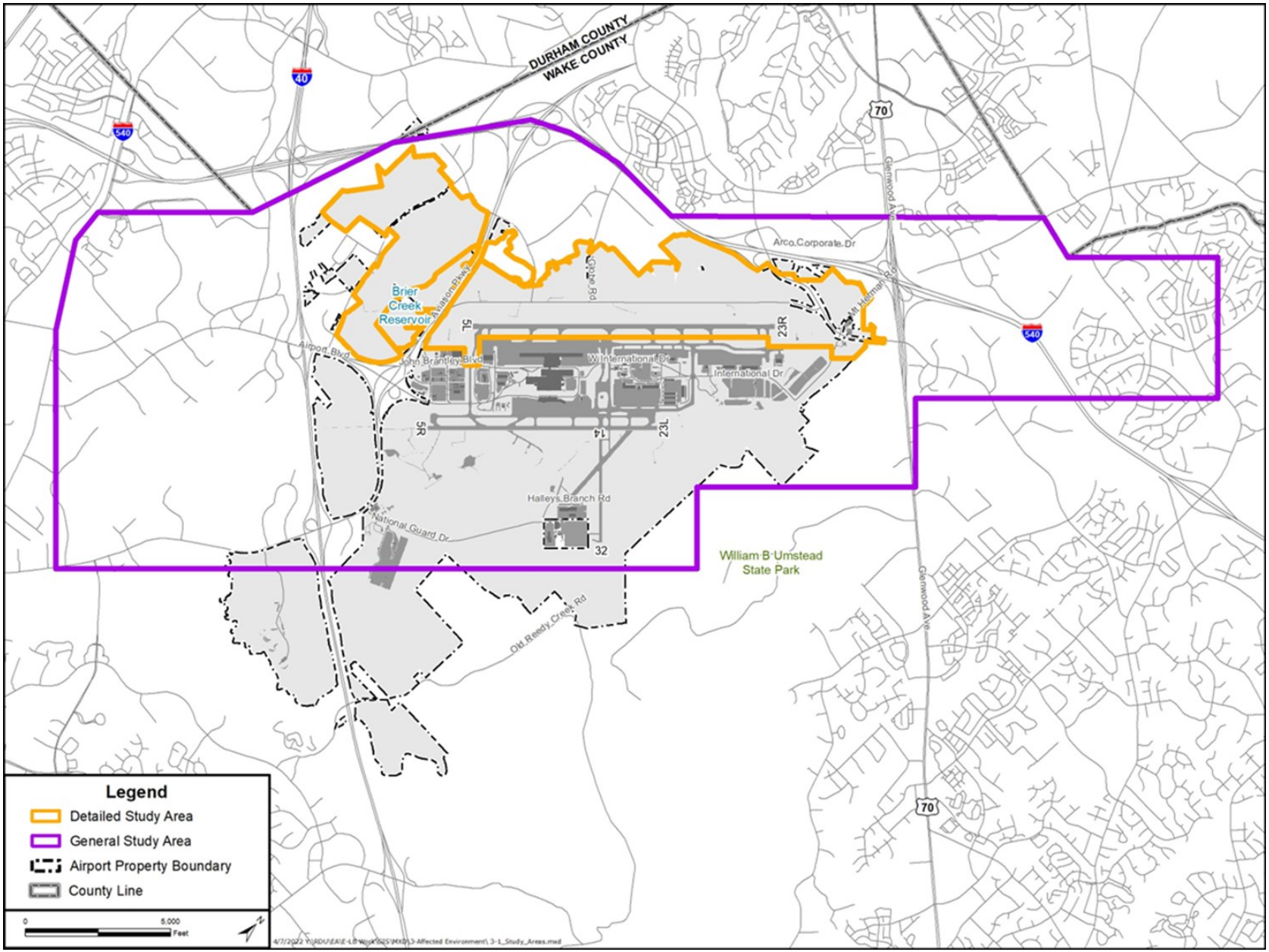
EA PROCESS


Identification of the Proposed Project
Develop Preliminary Purpose, Need, and Alternatives
Conduct Field Surveys and Study Affected Environment
Conduct Agency and Public Scoping Outreach
FAA Reviews Comments Received During Scoping
Determine if additional analysis is needed
Analyze Environmental Impacts
Conduct Additional Outreach
Complete Analysis, Identify Mitigation, and Prepare Draft EA
Publish Draft EA and Start the Public Comment Period
We are here
Conduct Public Hearing and Workshop
Review / Respond to Comments and Prepare Final EA
Publish Final EA FAA and USACE Issue Federal Decision
If Impacts are not Significant, Obtain Permits, and Begin Construction Or begin EIS

ENVIRONMENTAL RESOURCES ASSESSED

- Air Quality
- Biological Resources (Fish, Wildlife, and Plants)
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f) (such as parks or recreational areas)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects (including light emissions)
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

STUDY AREAS


DURHAM COUNTY
WAKE COUNTY
40
540
70
Brier Creek Reservoir
Airport Blvd
John Brantley Blvd
Arco Corporate Dr
International Dr
Halleys Branch Rd
National Guard Dr
Old Reedy Creek Rd
William B Umstead State Park
Glenwood Ave
5L
23R
5R
23L
14
32
Legend
Detailed Study Area
General Study Area
Airport Property Boundary
County Line
0
5,000
Feet

BIOLOGICAL RESOURCES

- Proposed Action would remove approximately 480 acres of trees and vegetation on Airport property.

- Airport Authority would leave 100 feet of the existing trees and vegetation in place around the perimeter of the borrow sites as a buffer area.

- FAA coordinated with U.S. Fish and Wildlife Service. Proposed Action would have “no effect” or “may affect, not likely to adversely affect” any federally-listed threatened and endangered species.

- Construction will not be allowed within a 660-foot buffer around identified bald eagle nest from December 1 to July 15 of any construction year.

ENVIRONMENTAL JUSTICE (EJ)

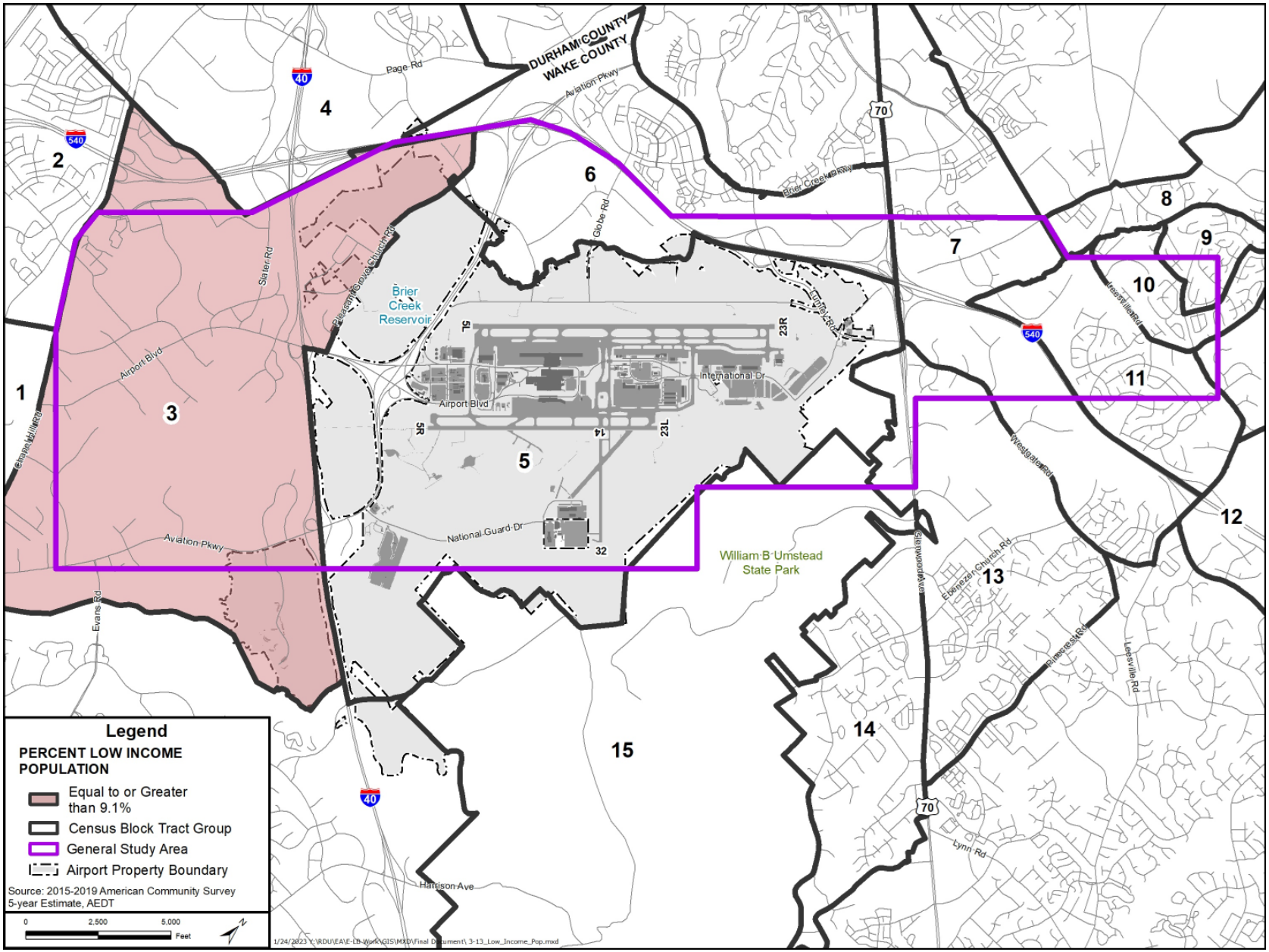
As defined in the FAA 1050.1F Desk Reference:

“Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”

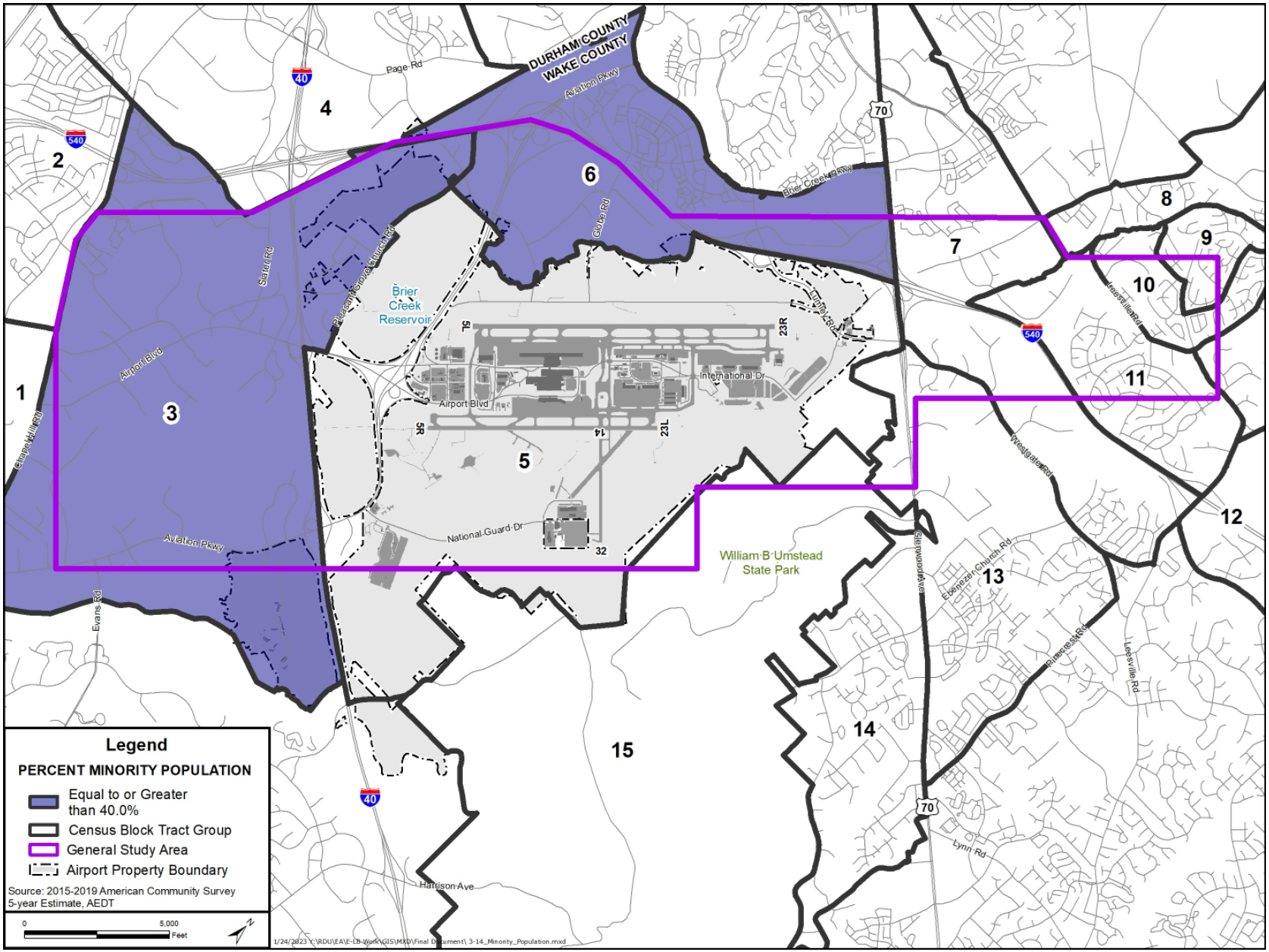
- Fair treatment means “no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.”

- EJ communities include low-income and/or minority populations.

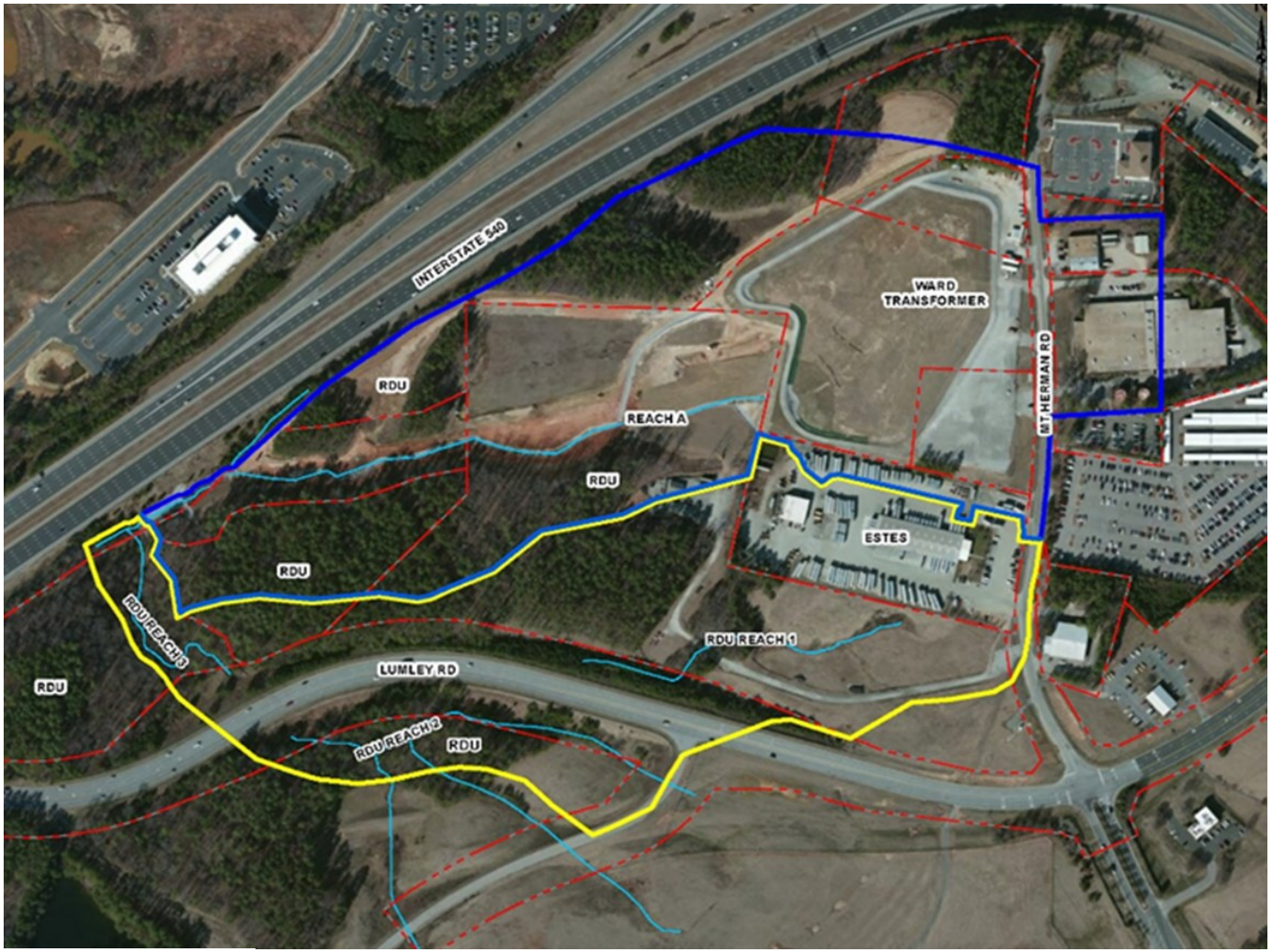
LOW INCOME POPULATION WITHIN THE STUDY AREA



MINORITY POPULATION WITHIN THE STUDY AREA

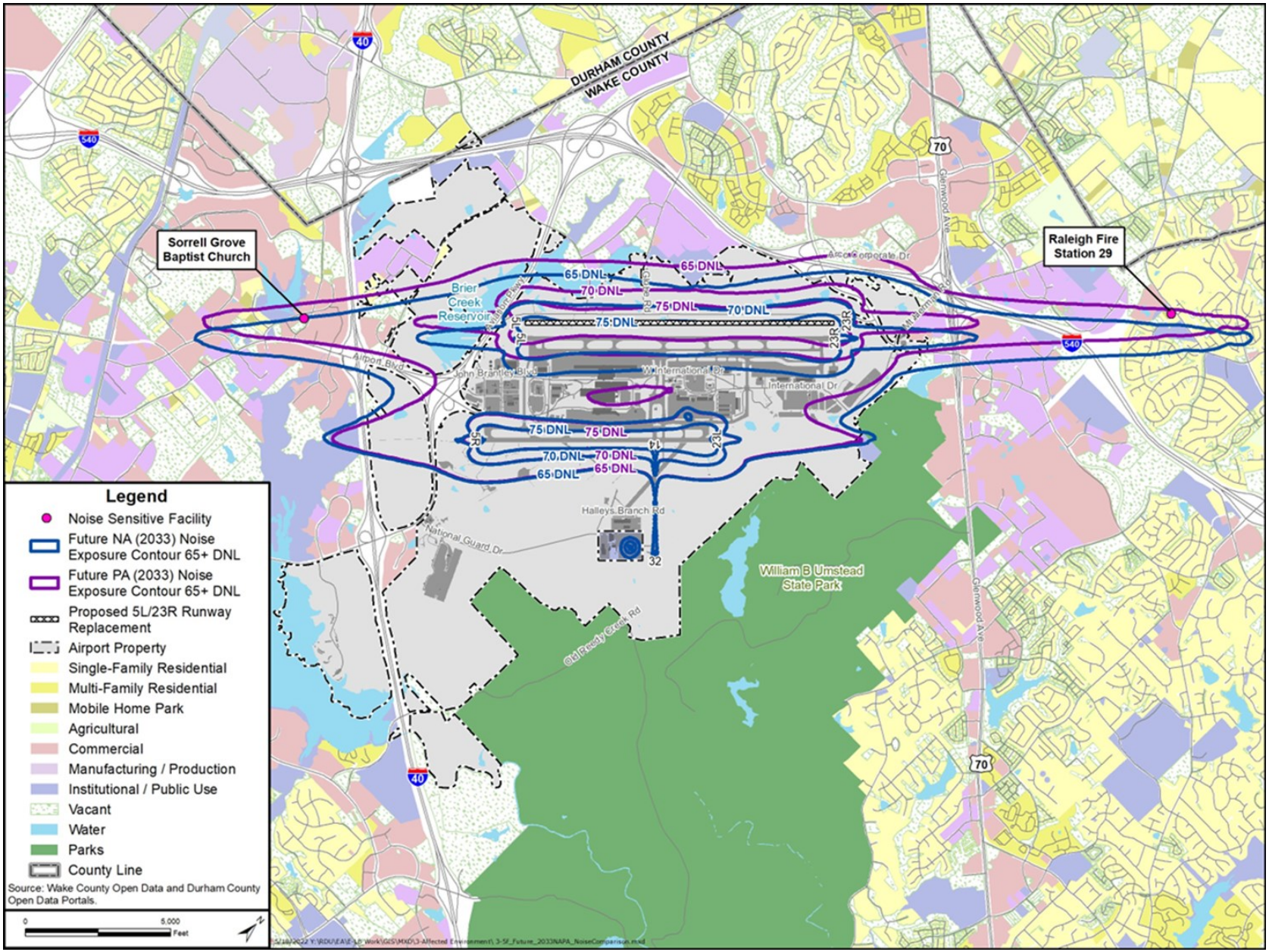


HAZARDOUS MATERIALS



- Project would impact an EPA Superfund National Priorities List (NPL) site
- EPA has implemented remediation at these locations
- Mitigation measures/best management practices were identified to ensure:
  - Potentially contaminated soils are not transported to uncontaminated areas
  - Future EPA remediation efforts are not negatively affected

FUTURE PROPOSED ACTION AND NO ACTION NOISE CONTOURS



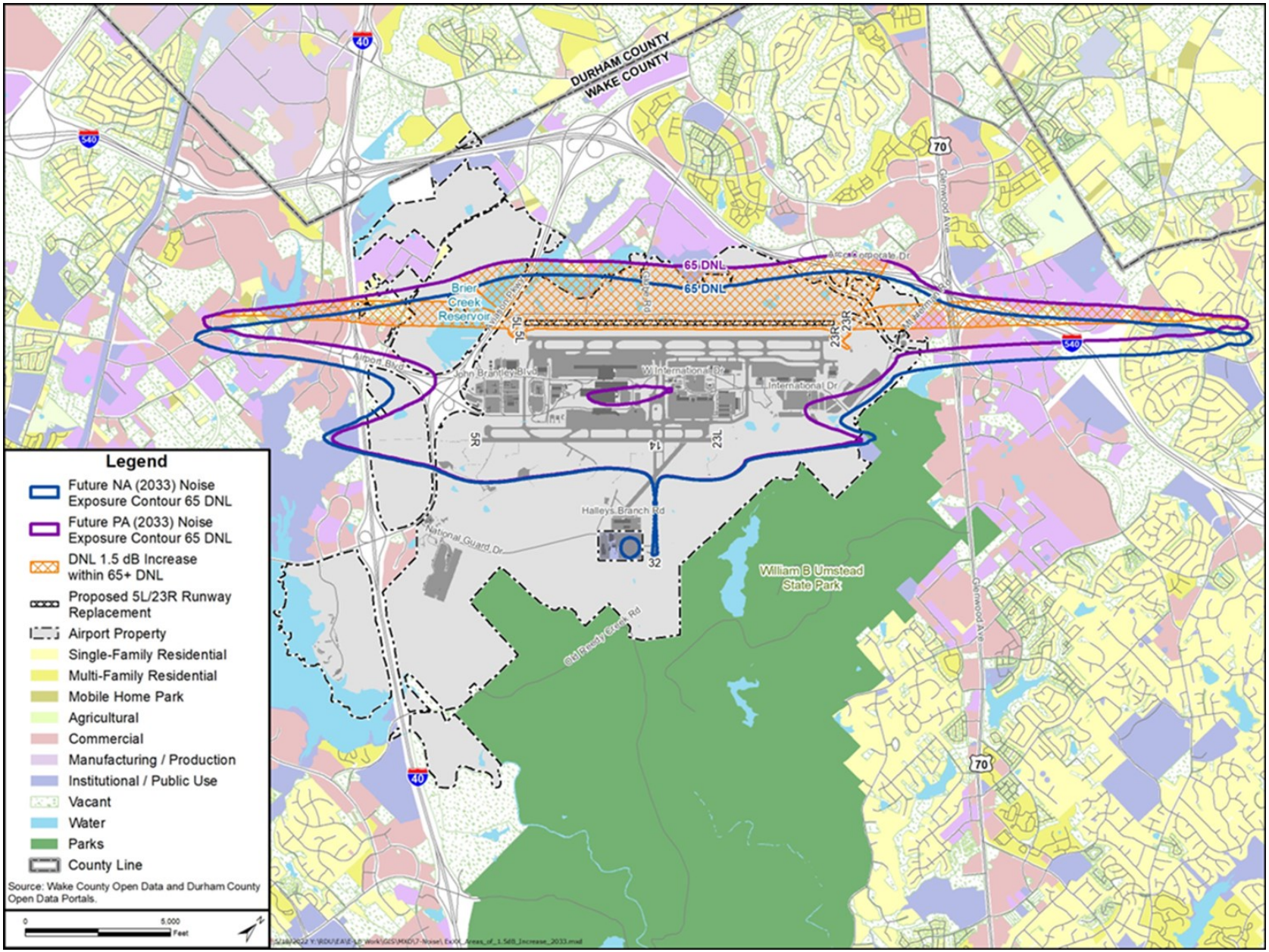
NOISE AND NOISE-COMPATIBLE LAND USE

- There would be 248 total housing units within the 65+ Day Night Average Sound Level (DNL) for the No Action Alternative in 2033.

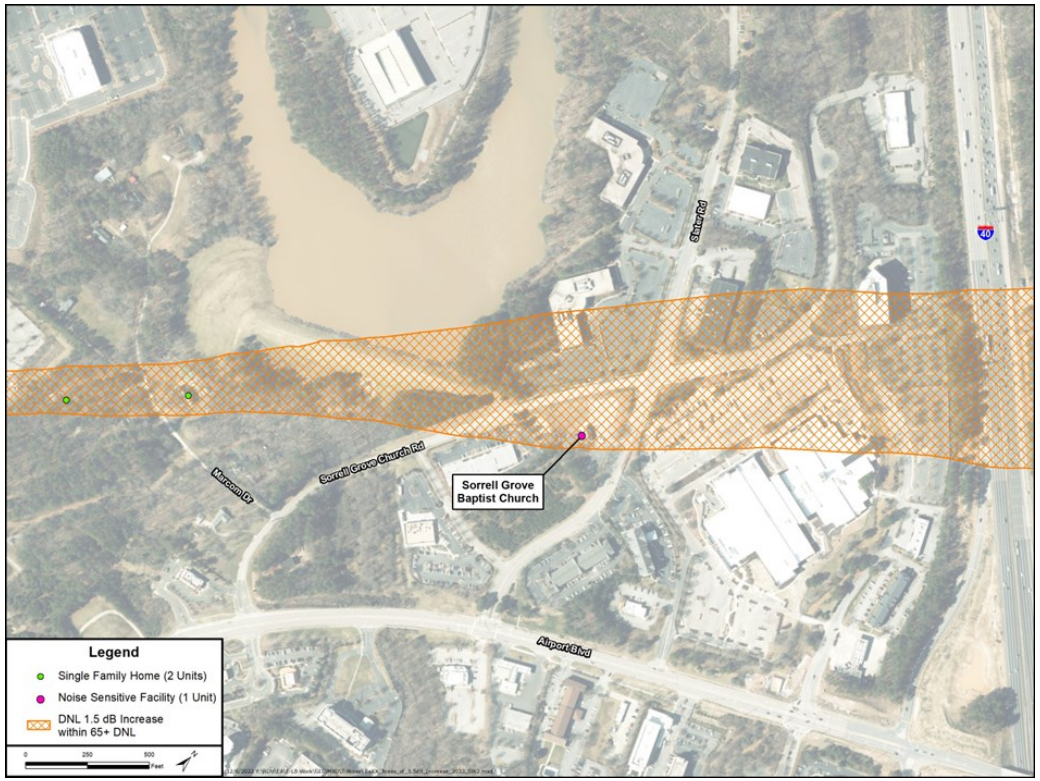
- There would be 134 total housing units within the 65+ DNL for the Proposed Action in 2033.

- Overall, the Proposed Action would result in 114 fewer housing units and 296 fewer estimated people within the 65+ DNL as compared to the No Action Alternative.

POTENTIAL SIGNIFICANT INCREASE IN NOISE LEVEL OF 1.5 dB *(orange hatch)*

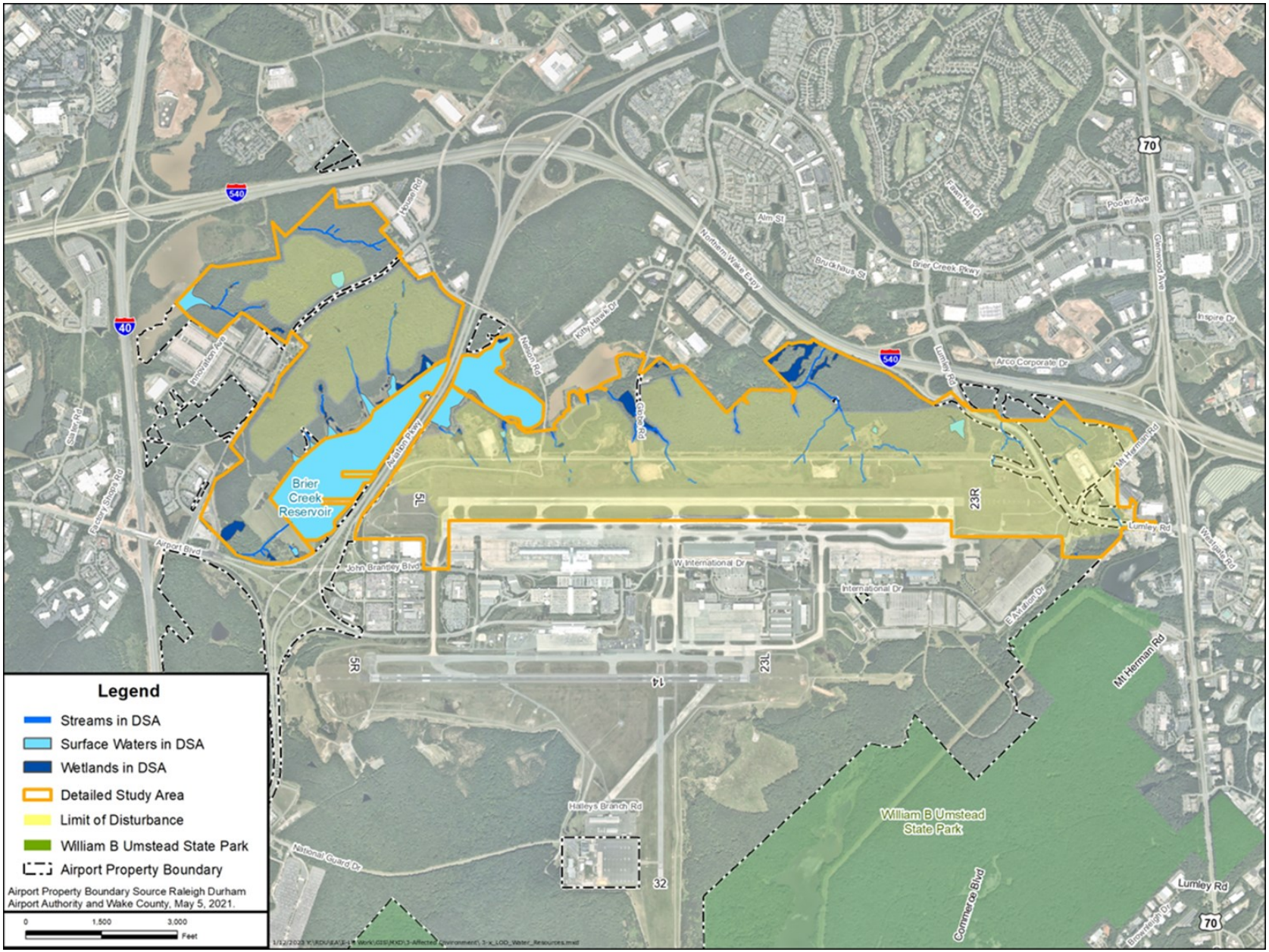


SIGNIFICANT NOISE IMPACTS



Environmental Justice Community Area

WATER RESOURCES WITHIN THE STUDY AREA



WATER RESOURCES

- There would be impacts to water resources from the Proposed Action:
  - Ground disturbing activities
  - Fill materials would be placed in Brier Creek Reservoir for new approach lighting
- Waters of the U.S. will be avoided to the maximum extent practicable
- Project will require:
  - Permit from USACE (Section 404) and North Carolina Division of Environmental Quality (NCDEQ) (Section 401)
  - Erosion and Sediment Control Plan
  - Mitigation for the loss of water resources
  - Continued coordination with the Environmental Protection Agency and USACE

NEXT STEPS

- All comments received on the Draft EA will be reviewed in their entirety by the Airport Authority, the FAA, and the U.S. Army Corps of Engineers (USACE). All comments will be evaluated and responded to through revisions of the Draft EA.

- If the FAA finds the project would not have a significant environmental impact, then the FAA will issue a Finding of No Significant Impact (FONSI).

- If the FAA finds the project would have significant environmental impacts that could not be mitigated below the level of significance, then the FAA may prepare additional analysis in an Environmental Impact Statement which would go out for its own public review and comment.

- Upon FAA decision on the EA, construction could begin in 2023 and end in 2030. Construction is expected to take approximately eight years.

- Commissioning and operation of the replacement Runway 5L/23R is expected to occur by 2028. Conversion of the existing runway to a taxiway is expected to occur by 2030.