

APPENDIX G

ENVIRONMENTAL JUSTICE

This appendix contains the following:

- Environmental Justice Methodology
- Specific EJ Population with Identified Environmental Impacts Meeting Invitation Letter
- Specific EJ Population with Identified Environmental Impacts Meeting Sign In Sheet
- Specific EJ Population with Identified Environmental Impacts Meeting Presentation
- General EJ Population Notification Letter

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Project: Raleigh-Durham International Airport (RDU)
Proposed Runway 5L/23R Replacement Project
To: Michael Lamprecht and Jackie Sweatt-Essick, FAA
From: Landrum & Brown
Cc: Raleigh-Durham Airport Authority
Date: September 7, 2022

Subject: Environmental Justice Analysis Methodology

1 Introduction and Environmental Justice Definition

The following memorandum outlines the methodology for determining the potential impacts to Environmental Justice (EJ) populations and specific EJ outreach efforts for the Environmental Assessment (EA) for the Raleigh-Durham International Airport (RDU) Proposed Runway 5L/23R Replacement Project (Proposed Action). As defined in the FAA 1050.1F Desk Reference, “environmental justice 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.” Meaningful involvement means that:

- People have an opportunity to participate in decisions about activities that may affect their environment and/or health;
- The public’s contribution can influence the regulatory agency’s decision;
- Their concerns will be considered in the decision-making process; and
- The decision makers seek out and facilitate the involvement of those potentially affected, as identified in environmental analyses conducted for the EA.

EJ populations are composed of minority and/or low-income populations. Based on the FAA 1050.1F Desk Reference, the identification of minority populations must be pursuant to U.S. Department of Transportation (USDOT) Order 5610.2(a) definitions. Minority population refers to any readily identifiable group of minority persons (Black, Hispanic or Latino, Asian American, American Indian, Alaskan Native, Native Hawaiian, other Pacific Islander, or other non-White populations).

To define low-income populations, the FAA relies on the Census statement that the best approximation for the number of people below the Department of Health and Human Services poverty guidelines in a particular area would be the number of persons below the Census Bureau poverty thresholds in that area.¹

¹ FAA. Guidance on Using the Aviation Environmental Design Tool (AEDT) to Screen for Potential Environmental Justice Populations and Identify Populations of Limited English Proficiency, December 17, 2018.



2 Regulatory Context

Title VI of the Civil Rights Act of 1964 as amended, 42 U.S.C. §§ 2000d – 2000d-7, states that, “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI expressly prohibits any discrimination in federally funded programs and projects, including those sponsored by the FAA.

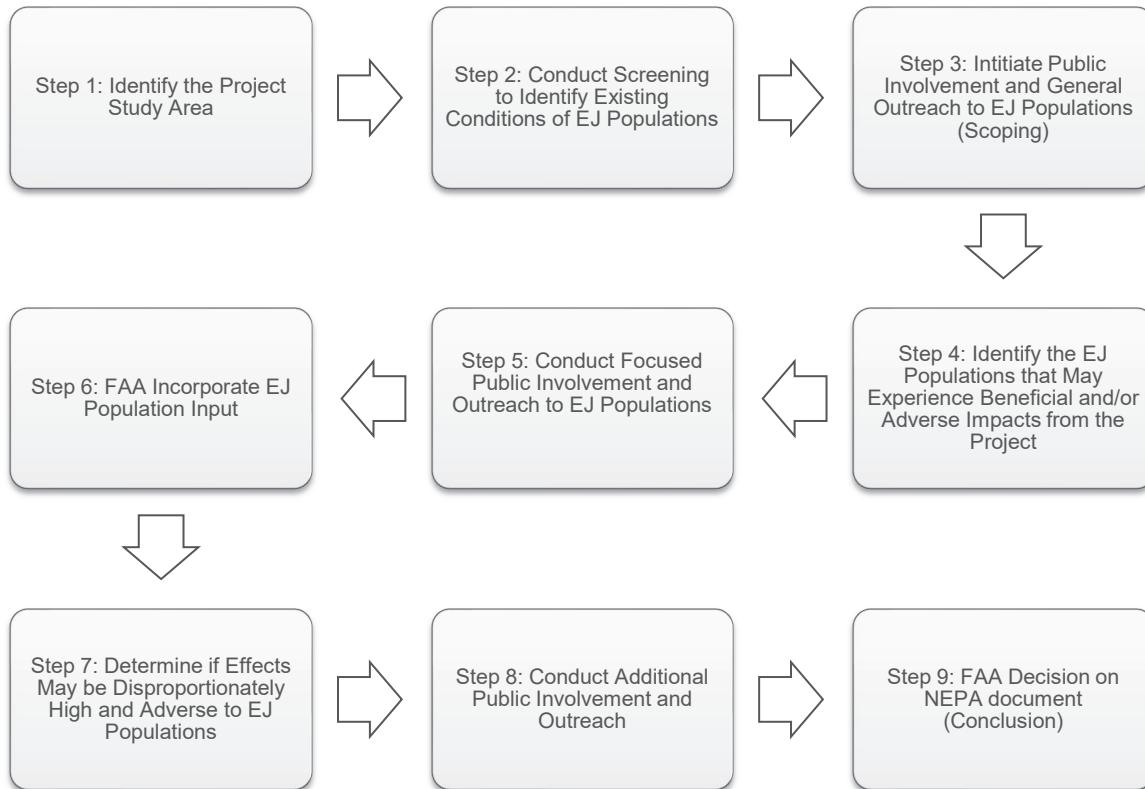
Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, requires all federal agencies to address disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. USDOT Order 5610.2(a) defines a minority population as any readily identifiable group of minority persons living in geographic proximity to a proposed USDOT program, policy or activity including, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who will be similarly affected by the proposed program, policy, or activity.

3 Environmental Justice Analysis Methodology

For this EA, a multi-step process is being used to identify potential impacts to EJ populations and to make sure the FAA is conducting meaningful involvement with EJ populations. The process is portrayed conceptually in **Exhibit 1**.



EXHIBIT 1, ENVIRONMENTAL JUSTICE PROCESS



This process was developed from FAA 1050.1F Desk Reference, Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, and *Promising Practices for EJ Methodologies in NEPA Reviews*, a report of the Federal Interagency Working Group on Environmental Justice & NEPA Committee. The process is further defined in the following sections.



Step 1: Identify the Project Study Area

For the purposes of this EA, two study areas have been defined. The General Study Area (GSA) and the Detailed Study Area (DSA). The GSA covers approximately 9,750 acres and is defined as the area where both direct and indirect impacts may result from the development of the Proposed Runway 5L/23R Replacement Project. The GSA is based on the future noise contours and resembles the shape of those contours. The areas of potential impacts were then enlarged and squared off to follow roadway and other identifiable features as possible. The DSA covers approximately 1,430 acres and is defined as the area where only direct impacts may result from the development of the Proposed Action.

Step 2: Conduct Screening to Identify Existing Conditions of EJ Populations

Because the GSA includes the area where both direct and indirect impacts may result, the GSA was used in Step 2 to identify potential EJ populations. The identification of minority and low-income communities in the GSA was initiated through a use of the Aviation Environmental Design Tool (AEDT) and an assessment of U.S. Census Bureau data. Based on FAA guidance, the AEDT Version 3d was used to identify the census block groups within and adjacent to the GSA.² The U.S. Census Bureau's American Community Survey (ACS) 5-Year Estimates were used to identify demographic data for each census block group. This data was used to estimate the percentage of minority populations and percentage of low-income populations within each census block group. Fifteen census block groups were identified within or directly adjacent to the GSA.

Based on Executive Order 12898, the percentage of low-income and minority populations are compared to that of a reference general community or area in order to identify if a *meaningfully greater* minority and/or low-income population is present when compared to a general population. According to the *Promising Practices for EJ Methodologies in NEPA Reviews*, a reference area is a larger scale community or area used to identify and accurately reflect the existence of a minority population in the geographic unit.

For the purpose of this analysis, Wake County was used as the reference area because the Airport is located in Wake County and its community is relevant to the demographic of the surrounding census block groups. The reference area, Wake County, contains 9.1 percent low-income and 40.0 percent minority populations. In order to identify if a census block group contained EJ populations, the percentage of low-income and minority populations for Wake County was used as a threshold.

The percentage of low-income and minority populations for each of the 15 census block groups are presented in **Table 1**. If a census block group's percentage of low-income and minority populations exceeds those of Wake County, the census block group was identified as potentially containing an EJ population. As shown in **Exhibit 2** and **Exhibit 3**, only two census block groups containing EJ populations are located within the GSA (Map ID 3 and 6).

² FAA. Guidance on Using the Aviation Environmental Design Tool (AEDT) to Screen for Potential Environmental Justice Populations and Identify Populations of Limited English Proficiency, December 17, 2018.



TABLE 1, DEMOGRAPHIC DATA BY CENSUS BLOCK GROUP

MAP ID	CENSUS BLOCK GROUP	PERCENT OF LOW INCOME POPULATION	PERCENT MINORITY POPULATION	ENVIRONMENTAL JUSTICE POPULATION?
1	Block Group 1, Census Tract 536.07, Wake County, North Carolina	7.5%	69.3%	YES
2	Block Group 1, Census Tract 536.08, Wake County, North Carolina	8.1%	66.2%	YES
3	Block Group 1, Census Tract 536.09, Wake County, North Carolina	10.6%	60.0%	YES
4	Block Group 3, Census Tract 20.28, Durham County, North Carolina	2.3%	62.8%	YES
5	Block Group 1, Census Tract 9801, Wake County, North Carolina	0.0%	0.0%	NO
6	Block Group 2, Census Tract 536.10, Wake County, North Carolina	4.3%	50.4%	YES
7	Block Group 1, Census Tract 537.17, Wake County, North Carolina	7.4%	38.2%	NO
8	Block Group 2, Census Tract 19, Durham County, North Carolina	6.7%	26.4%	NO
9	Block Group 2, Census Tract 537.19, Wake County, North Carolina	1.0%	15.7%	NO
10	Block Group 1, Census Tract 537.19, Wake County, North Carolina	1.1%	12.2%	NO
11	Block Group 1, Census Tract 537.18, Wake County, North Carolina	3.4%	22.6%	NO
12	Block Group 1, Census Tract 537.21, Wake County, North Carolina	2.8%	16.3%	NO
13	Block Group 1, Census Tract 537.24, Wake County, North Carolina	4.8%	36.6%	NO
14	Block Group 3, Census Tract 537.09, Wake County, North Carolina	6.6%	37.0%	NO
15	Block Group 1, Census Tract 9802, Wake County, North Carolina	0.0%	0.0%	NO

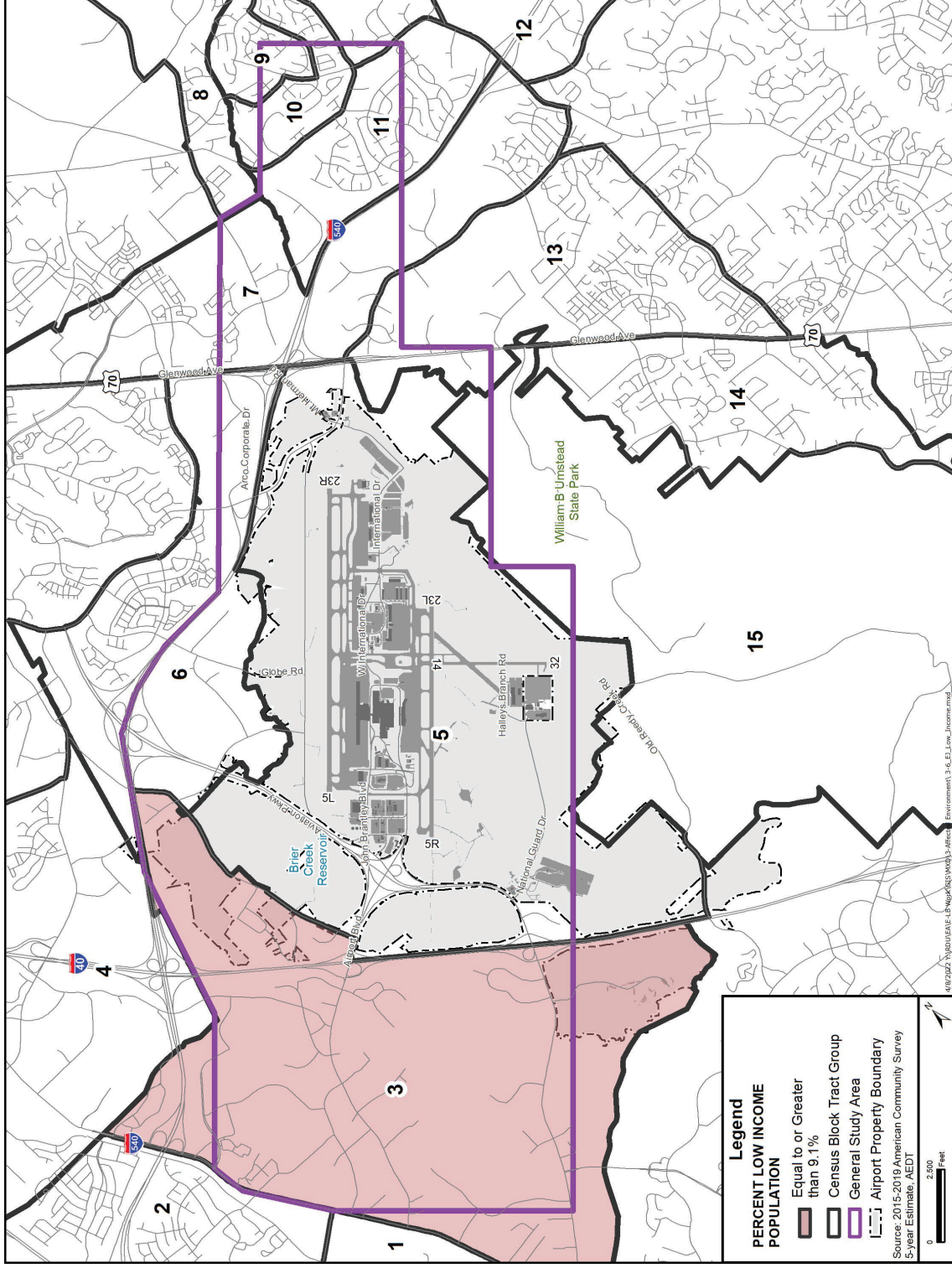
Note: If a census block group’s percentage of low-income and minority populations exceeds those of Wake County, the census block group was identified as potentially containing an EJ population
 For 2019, the U.S. Census Bureau determined the poverty threshold to be an income of \$13,011 for an individual and \$26,172 for a family of four.

Source: Population and race/ethnicity data was obtained from the U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates. Landrum & Brown, 2021.

The data for the census block group in Map ID 3 indicated 10.6 percent of the population is low income (living below the poverty level). In order to understand the specific demographics of the potential minority groups, further review of the census data was conducted. **Table 2** provides a detailed breakdown of the minority groups within the census block groups. The data for the census block group in Map ID 3 indicated the potential EJ populations are composed of Black/African American (17.2 percent), Asian (31.3 percent), and Hispanic (11.5 percent) for a total minority population in this area of 60.0 percent. The data for the census block group in Map ID 6 indicated the potential EJ populations are composed of Black/African American (23.5 percent), Asian (9.7 percent), Hispanic (12.8 percent), and other non-Hispanic (4.4 percent) for a total minority population in this area of 50.4 percent.



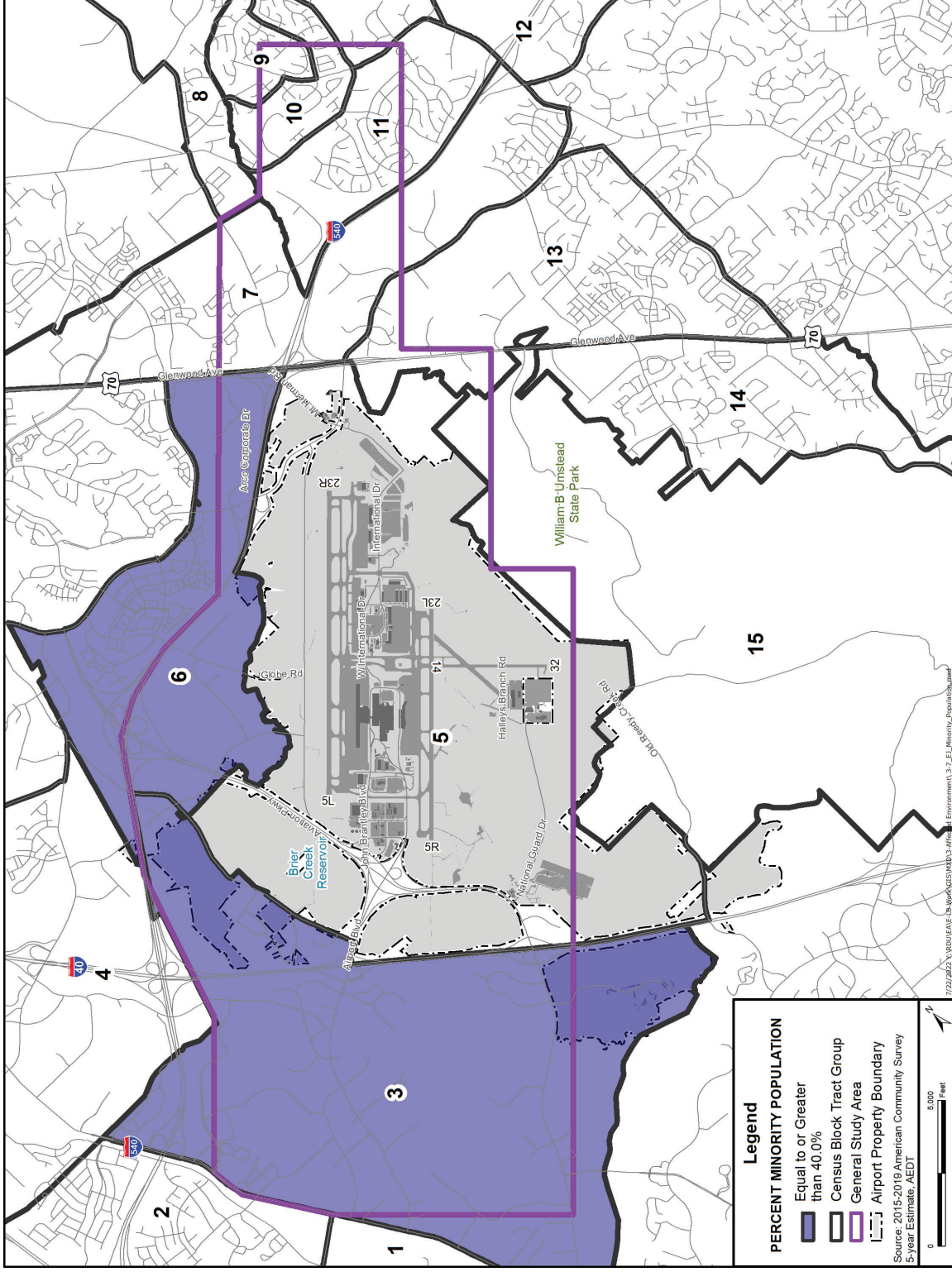
EXHIBIT 2, POTENTIAL LOW-INCOME POPULATION BY CENSUS BLOCK GROUP WITHIN THE GSA



Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates. Landrum & Brown, 2021
 Note: Wake County contains 9.1 percent low-income. Census Block Group 3 contains greater than 9.1 percent low-income populations.



EXHIBIT 3, POTENTIAL MINORITY POPULATION BY CENSUS BLOCK GROUP WITHIN THE GSA



Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates. Landrum & Brown, 2021.
 Note: Wake County contains 40 percent minority populations. Census Block Group 3 and 6 contains greater than 40 percent minority populations.



TABLE 2, MINORITY GROUP IDENTIFICATION

MAP ID	CENSUS BLOCK GROUP	NOT HISPANIC						HISPANIC	TOTAL MINORITY
		WHITE	BLACK / AFRICAN AMERICAN	NATIVE AMERICAN/ ALASKAN NATIVE	ASIAN	NATIVE HAWAIIAN OR PACIFIC ISLANDER	OTHER		
1	Block Group 1, Census Tract 536.07, Wake County, North Carolina	30.7%	11.6%	1.6%	49.0%	0.0%	5.1%	2.0%	69.3%
2	Block Group 1, Census Tract 536.08, Wake County, North Carolina	33.8%	14.9%	0.4%	43.9%	0.0%	3.4%	3.7%	66.2%
3	Block Group 1, Census Tract 536.09, Wake County, North Carolina	40.0%	17.2%	0.0%	31.3%	0.0%	0.0%	11.5%	60.0%
4	Block Group 3, Census Tract 20.28, Durham County, North Carolina	37.2%	32.9%	0.0%	15.8%	0.0%	5.4%	8.8%	62.8%
5	Block Group 1, Census Tract 9801, Wake County, North Carolina	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
6	Block Group 2, Census Tract 536.10, Wake County, North Carolina	49.6%	23.5%	0.0%	9.7%	0.0%	4.4%	12.8%	50.4%
7	Block Group 1, Census Tract 537.17, Wake County, North Carolina	61.8%	24.2%	0.0%	10.3%	0.0%	1.9%	1.7%	38.2%
8	Block Group 2, Census Tract 19, Durham County, North Carolina	73.6%	12.5%	0.0%	5.8%	0.0%	3.0%	5.1%	26.4%
9	Block Group 2, Census Tract 537.19, Wake County, North Carolina	84.3%	0.7%	0.0%	2.4%	0.0%	4.1%	8.4%	15.7%
10	Block Group 1, Census Tract 537.19, Wake County, North Carolina	87.8%	3.8%	0.3%	2.2%	0.0%	2.3%	3.6%	12.2%
11	Block Group 1, Census Tract 537.18, Wake County, North Carolina	77.4%	10.7%	0.0%	3.9%	0.0%	3.8%	4.2%	22.6%
12	Block Group 1, Census Tract 537.21, Wake County, North Carolina	83.7%	5.0%	2.1%	2.0%	0.9%	3.7%	2.6%	16.3%
13	Block Group 1, Census Tract 537.24, Wake County, North Carolina	63.4%	9.5%	0.9%	11.8%	0.0%	4.5%	10.0%	36.6%
14	Block Group 3, Census Tract 537.09, Wake County, North Carolina	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
15	Block Group 1, Census Tract 9802, Wake County, North Carolina	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Source: Population and race/ethnicity data was obtained from the U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates. Landrum & Brown, 2021.



Step 3: Initiate Public Involvement and Outreach to General EJ Populations (Scoping)

For this EA, the 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.

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.

Scoping Activities Developed for Potential Environmental Justice Communities

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 only to property owners near the proposed borrow areas to inform them about the scoping activities. **Table 3** provides the addresses of the residents who received the letters. A display ad was also published 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.

TABLE 3, SPECIFIC EJ POPULATIONS THAT RECEIVED DIRECT MAILINGS FOR SCOPING

STREET NUMBER	STREET NAME	MUNICIPALITY	STATE	ZIP CODE
5052	Nelson Road	Morrisville	NC	27560
5044	Nelson Road	Morrisville	NC	27560
5020	Nelson Road	Morrisville	NC	27560
5006	Nelson Road	Morrisville	NC	27560
5004	Nelson Road	Morrisville	NC	27560
3120	Pleasant Grove Church Road	Morrisville	NC	27560
3128	Pleasant Grove Church Road	Morrisville	NC	27560
3140	Pleasant Grove Church Road	Morrisville	NC	27560
3491	Pleasant Grove Church Road	Morrisville	NC	27560

Note: The Holy Transfiguration Orthodox Church is located at 3491 Pleasant Grove Church Road. Eight other letters were also mailed to property owners where there were no residences located on the property near the proposed borrow areas. These addresses were not included in this table because there were no residents located at the property and they were assumed not to be part of the resident EJ population.

The virtual presentation and the newspaper notices provided the timeframe for the public to provided 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. All public comments received during the scoping comment period were collected and reviewed by the Airport Authority and the FAA in their entirety. The Airport Authority and the FAA will determine if any changes to the scope of issues to be analyzed in the EA needs to be modified because of the comments. Responses to the comments will be provided in the Draft EA that will be released to the public. Out of all comments received, two comments concerned potential minority and/or low-income populations. These comments are included here for context.

Comment from Betsy Beals: 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.

Comment from USEPA: 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 EJ communities was determined using FAA guidance through an assessment of U.S. Census Bureau data and the AEDT model. The analysis identified EJ populations (both low-income and minority) located southwest of the Airport within the GSA. The online EJSCREEN tool was reviewed, and the information was consistent although not exactly the same with the U.S. Census Bureau data and the AEDT model for minority populations. The data was not exactly the same since U.S. Census Bureau data and the AEDT model use data from a local county level and EJSCREEN uses data from the state level.

Information for low-income populations also was reviewed on EJSCREEN; however, EJSCREEN defines “low income” as individuals living with incomes below 200 percent of the federal poverty level, which differs from the definition used by the FAA. As previously discussed, low income is defined as a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. Therefore, EJSCREEN was not utilized as part of this NEPA analysis process.

Step 4: Identify EJ Populations that May Experience Beneficial and/or Adverse Impacts from the Project

As part of this step, potential environmental impacts due to the Proposed Runway 5L/23R Replacement Project were reviewed. The Proposed Action has the potential to benefit the local economy in the short-term with local jobs through temporary construction-based employment, which would provide an increase in local employment taxes, and induced local spending in the surrounding communities. This has the potential to benefit the local EJ population as well.

Due to the nature of the Proposed Action, the impact discussion is focused on potential adverse air quality, noise, surface traffic, and visual impacts. However, the FAA, when making its decision later in this process, will consider if there are any other unique impacts, including cumulative impacts, to minority or low-income populations from other environmental resource category impacts analyzed in the EA.

Air Quality

Emissions inventories were prepared for the Proposed Action for the year 2033 and compared against emissions inventories for the No Action Alternative of the same future year to disclose the potential increase in emissions. The emission inventories included an inventory of construction and operational emissions. From 2023 through 2030, there would be an increase in net emissions due to construction activities associated with the Proposed Action as compared to the No Action Alternative. The analysis assumed trucking operations would be used to transport fill



material from the borrow sites to the airfield. In addition, there is an overall increase in operational emissions with the Proposed Action compared to the No Action Alternative due to increased aircraft taxiing as Runway 5L/23R is moved further away from the Airport terminal facilities. There is also an overall increase in motor vehicle emissions with the Proposed Action compared to the No Action Alternative due to increased distance vehicles must travel for the proposed relocation of Lumley Road. The increase in overall emissions, however, do not exceed the Federal *de minimis* thresholds. Therefore, the air quality assessment indicates that there would be no significant impact on local or regional air quality with construction and operation of the Proposed Action.

Noise

An analysis of aircraft noise exposure to surrounding communities as a result of the Proposed Action and the No Action Alternative was conducted. The FAA's significance threshold for noise is if the Proposed Action would increase noise by Day-Night Average Sound Level (DNL) 1.5 decibels (dB) or more for a noise sensitive area that is exposed to noise at or above the 65 DNL noise exposure level, or that will be exposed at or above the 65 DNL noise exposure due to a DNL 1.5 dB or greater increase, when compared to the No Action Alternative for the same timeframe. The impact of airport-related noise levels upon the surrounding area is presented in terms of the number and type of noise-sensitive land uses located within the noise contours for the Proposed Action and the No Action Alternative. Generally, the Proposed Action noise contours shifts to the west as compared to the No Action Alternative noise contours. However, the Proposed Action DNL 65 dB noise contour remains in the same census block groups as the No Action Alternative. For potential EJ populations, this is still Map ID 3 and Map ID 6.

For the No Action Alternative in 2033, two housing units (104 Sorrell Grove Church Road and 105 Sorrell Grove Church Road) within the census block groups identified as having minority and low-income populations are within the 65 DNL contour. Therefore, the No Action Alternative would impact minority and low-income populations. For the Proposed Action in 2033, these same two housing units would be within the 65+ DNL contour. In addition, four additional housing units (104 Marcom Drive, 110 Marcom Drive, 113 Marcom Drive, and 2717 Triple Oak Drive) would be within the 65+ DNL contour. Two housing units, (110 Marcom Drive and 113 Marcom Drive) and one church (Sorrell Grove Baptist Church) would experience a DNL 1.5 dB increase. Therefore, the Proposed Action would impact minority and low-income populations which unmitigated would exceed significance thresholds.

Surface Transportation

FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, states that an EA should consider whether the Proposed Action would disrupt local traffic patterns that would substantially reduce the levels of service of the roads serving the Airport and its surrounding communities. Levels of service refer to the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. There are no proposed modifications to off-Airport roadways in the EJ population areas. However, the Proposed Action is anticipated to temporarily increase surface traffic during construction. It is assumed construction dump trucks would utilize a portion of Pleasant Grove Church Road and Nelson Road to transport fill material (dirt) from borrow sites located on Airport property to the area of the new proposed runway.

Visual

There are several single-family residential homes west of the Brier Creek Reservoir on Pleasant Grove Church Road and Triple Oak Drive that are located within the census block group identified as an EJ population and directly border Airport property and the potential borrow areas for fill dirt/construction site. The Proposed Action includes the removal of trees and fill dirt material in the borrow sites. This has the potential to change the visual character in the area.

Identify Specific EJ Populations that May Experience Impacts from the Project

As previously described, the potential EJ populations of concern for this project, based on census block group data are located to the west and southwest of the Airport. U.S. Census Bureau data is not always the best and most up to date source for identifying minority/low-income populations. Data on minority and income are not provided for geographic areas below census block groups. This is problematic because in some cases census block groups cover many square miles, which may not offer the ability to clearly identify smaller population groups.



Therefore, existing land use was reviewed to identify potential specific EJ populations in the GSA. Land use identifies residential areas as opposed to commercial or industrial areas. Existing land use in Map ID 3 and Map ID 6 is described below and shown in **Exhibit 4**. The review focused on residential areas shown as areas of yellow on the land use map.

Map ID 3, Block Group 1, Census Tract 536.09, Wake County, North Carolina

This area is largely contained within the GSA. Land use to the west and southwest in the immediate vicinity of the Airport includes the Brier Creek Reservoir, vacant land, commercial and manufacturing/production land uses, and small pockets of residential communities.

Map ID 6, Block Group 2, Census Tract 536.10, Wake County, North Carolina

This area is partially contained within the GSA. Land directly north of the Airport within the GSA is largely commercial and manufacturing/production land uses with small pockets of residential uses. Land outside the GSA within this area contains single-family and multi-family residential uses mixed with commercial and manufacturing/production land uses north of Interstate 540.

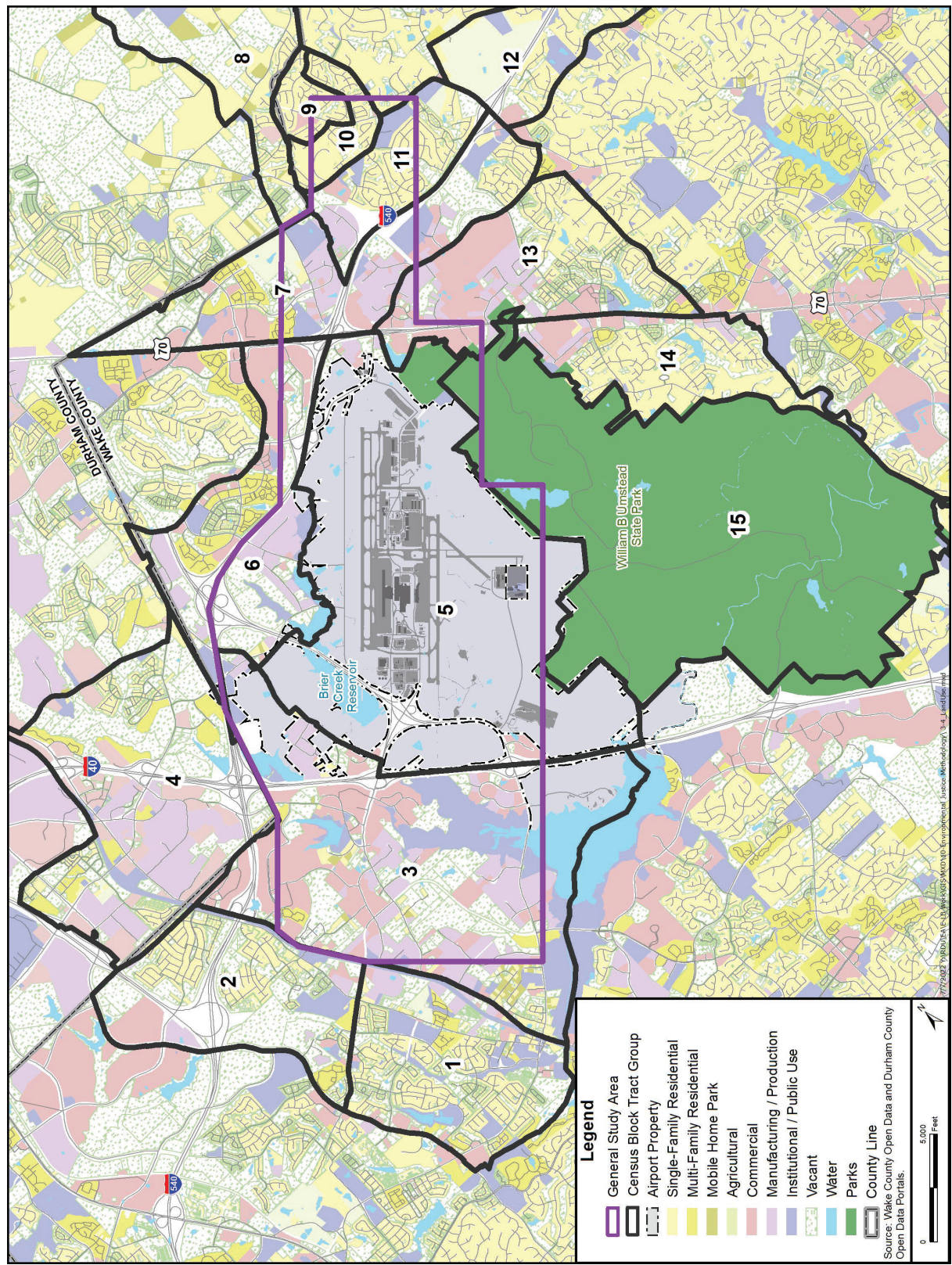
Due to the nature of the existing land use, there are no EJ populations of migrant farm workers or other seasonal worker populations currently or expected to reside within these areas. There are no large tracts of agricultural land in this area. Therefore, the EJ populations of concern would be people who are located in residential land use areas. Residential areas with potential EJ populations, shown in **Exhibit 5**, were identified along Marcom Drive, Sorrell Grove Church Road, Pleasant Grove Church Road, Triple Oak Drive, and Nelson Road.

memorandum

EXHIBIT 4, LAND USE WITHIN THE GSA



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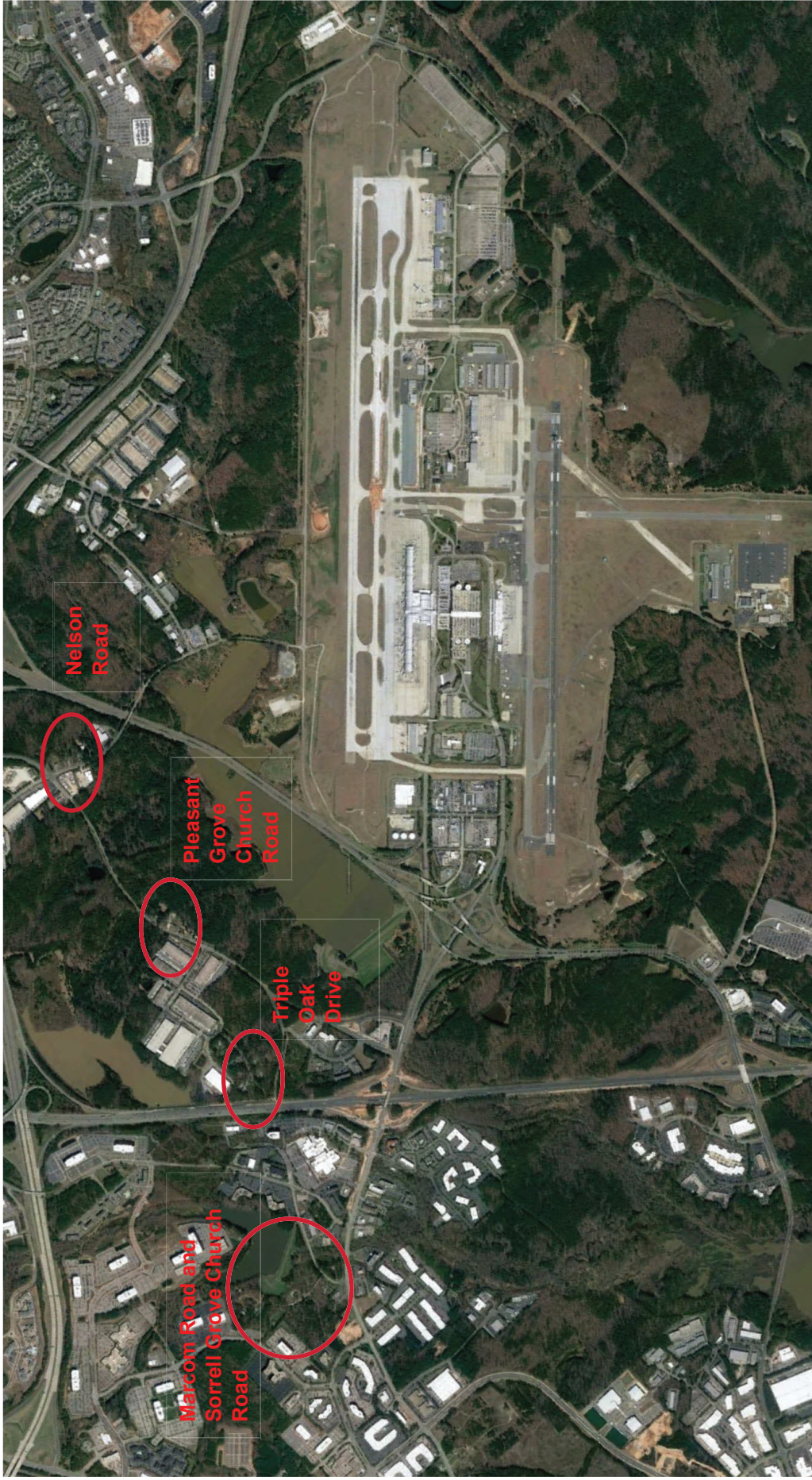
Source: Wake County Open Data; Durham County Open Data Portals, 2021. Landrum & Brown, 2021.



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memorandum

EXHIBIT 5, RESIDENTIAL AREAS



Source: Landrum & Brown, 2021.



Step 5: Conduct Focused Public Involvement and Outreach to EJ Populations

For this step, two separate efforts will be conducted to obtain meaningful involvement with EJ communities.

1) Outreach to a specific EJ Population with Identified Environmental Impacts

As described, the preliminary EA analysis has identified areas along Marcom Drive, Sorrell Grove Church Road, Triple Oak Drive, Pleasant Grove Church Road, and Nelson Road of potential EJ population residences that may be potentially impacted by the Proposed Action. The Airport Authority and the FAA will conduct one in person small group meeting at the Airport (RDU Center Room 100) with the specific EJ populations before the Draft EA is published. The Airport Authority and the FAA will provide a brief PowerPoint presentation at this meeting.

The PowerPoint presentation will cover the following:

- Provide the group an opportunity to learn more about the Proposed Action and potential environmental impacts
- Explain and define the term environmental justice
- Explain why these residences were considered an environmental justice community and why these residences are planned for specific outreach efforts by the FAA
- Explain how the NEPA process works and how they can participate.
- Identify the best method to ensure participation by this group in the NEPA process, including the best way to communicate with this group, the best method for this the EJ community group to respond with comments, and attend potential public meetings.
- Identify any other obstacles that would impede this group's participation in the NEPA process.

The Airport Authority and the FAA will send a certified letter at least 30 days before the anticipated meeting directly to the residences identified along Marcom Drive, Sorrell Grove Church Road, Triple Oak Drive, Pleasant Grove Church Road, and Nelson Road (addresses listed on **Table 4**) to invite them to the meeting because of the potential environmental impacts to their residential area. A letter will also be sent to Sorrells Grove Baptist Church and the Holy Transfiguration Orthodox Church to distribute the information to their members. This focus group meeting is only intended to those that are invited. The public at large will have various opportunities to provide input and comments on the Proposed Action and the NEPA process.



TABLE 4, SPECIFIC EJ POPULATIONS THAT MAY BE IMPACTED BY THE PROJECT

STREET NUMBER	STREET NAME	MUNICIPALITY	STATE	ZIP CODE	POTENTIAL ENVIRONMENTAL IMPACT
3120	Pleasant Church Grove Road	Morrisville	NC	27560	Air Quality / Construction Dust, Visual
3128	Pleasant Church Grove Road	Morrisville	NC	27560	Air Quality / Construction Dust, Visual
3140	Pleasant Church Grove Road	Morrisville	NC	27560	Air Quality / Construction Dust, Visual
3491	Pleasant Church Grove Road	Morrisville	NC	27560	Air Quality / Construction Dust, Visual
104	Marcom Drive	Morrisville	NC	27560	Noise
110	Marcom Drive	Morrisville	NC	27560	Noise
113	Marcom Drive	Morrisville	NC	27560	Noise
104	Sorrell Grove Church Road	Morrisville	NC	27560	Noise
105	Sorrell Grove Church Road	Morrisville	NC	27560	Noise
210	Sorrell Grove Church Road	Morrisville	NC	27560	Noise
2620	Triple Oak Drive	Morrisville	NC	27560	Visual
2704	Triple Oak Drive	Morrisville	NC	27560	Visual
2708	Triple Oak Drive	Morrisville	NC	27560	Visual
2709	Triple Oak Drive	Morrisville	NC	27560	Visual
2717	Triple Oak Drive	Morrisville	NC	27560	Noise, Visual
2720	Triple Oak Drive	Morrisville	NC	27560	Visual
5020	Nelson Road	Morrisville	NC	27560	Surface Transportation, Visual
5006	Nelson Road	Morrisville	NC	27560	Surface Transportation, Visual
5004	Nelson Road	Morrisville	NC	27560	Surface Transportation, Visual

Note: This table does not include other residences located on the same roads that are not anticipated to be impacted by the project, i.e., 119, 120, 123, and 125 Marcom Road.



A second separate effort will also be conducted to obtain meaningful involvement with EJ communities.

2) Outreach to the general EJ community in the area of Map ID 3 and 6 (Referred to as Group 2)

A second EJ population group that outreach is intended to connect with is the general EJ population in Map ID 3 and 6 which may potentially be impacted by the project via unintended impacts. This general EJ population may utilize resources or routes that the Proposed Action may impact that is unique to the community.

A review of potential language barriers was conducted to determine potential EJ community groups. U.S. Census Bureau data was used to identify limited English-speaking household by ethnicity. As shown in **Table 5**, there are several groups identified in Map ID 3 and 6 that speak English less than well.

TABLE 5, POTENTIAL LANGUAGE BARRIERS

NATIVE LANGUAGE (SPEAK ENGLISH LESS THAN WELL)	MAP ID LOCATION	PERCENT
Spanish	Map ID 3	2.6%
Hindi	Map ID 3	0.6%
Chinese	Map ID 3	3.9%
Chinese	Map ID 6	0.9%
Vietnamese	Map ID 6	0.5%
Arabic	Map ID 6	0.3%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Letters and emails will be sent to community organizations identified in **Table 6 and 7** such as churches and community centers as representatives of the general EJ population. This is also known as a “grass-tops” approach where local knowledge is gathered from organizations that may be uniquely in tune with minority and low-income populations. The intent is to outreach to community leaders and resource centers that EJ populations use so that this population can be informed and participate in the NEPA process and to identify specific ways that the general EJ community receives information. The intent is also to request information from these community organizations to identify any resources that are important to minority/low-income communities.



TABLE 6, CHURCHES AND COMMUNITY CENTERS

ENTITY NAME	STREET	MUNICIPALITY	STATE	ZIP CODE
BAPS Shri Swaminarayan Mandir	1020 Aviation Parkway	Morrisville	NC	27560
Hindu Society of North Carolina Temple	309 Aviation Parkway	Morrisville	NC	27560
Shiloh Missionary Baptist Church	1004 Church St	Morrisville	NC	27560
Sri Siddhi Vinayaka Temple & Religious Services	124 Clements Dr	Morrisville	NC	27560
The Hindu Society of North Carolina (HSNC)	309 Aviation Parkway	Morrisville	NC	27560
BAPS Shri Swaminarayan Mandir	1020 Aviation Parkway	Morrisville	NC	27560
Hindu Society of North Carolina Temple	309 Aviation Parkway	Morrisville	NC	27560
Islamic Center of Morrisville	107 Quail Fields Court	Morrisville	NC	27560
Brier Creek Community Center	10810 Globe Rd	Morrisville	NC	27560
Cedar Fork Community Center	1050 Town Hall Dr # B	Morrisville	NC	27560
Shiloh Park and Luther Green Community Center	922 Church St	Morrisville	NC	27560
Healing Transitions - Women's Campus	3304 Glen Royal Rd	Raleigh	NC	27617
Grace Food Pantry	9043 Chapel Hill Rd	Cary	NC	27513

Note: This list was developed with the help of Public Participation Partners (P3). P3 is a local consulting firm that specializes in developing plans for meaningful public engagement in the project planning process.

TABLE 7, LOCAL CONTACTS

ENTITY NAME	EMAIL
United Way of the Greater Triangle	liveunited@unitedwaytriangle.org
Vietnamese American Association of Raleigh	contact@VietRaleigh.org
Triangle Area Chinese American Society	admin@nctacas.org
NC Chinese Business Association	info@nc-cba.org

Step 6 FAA Incorporate EJ Population Input

In this step, the FAA after receiving any input from the EJ communities will reexamine the preliminary alternatives, the elements of the proposed project and the initial mitigation, avoidance, and minimization measures in order to reduce potential environmental impacts to EJ populations. The specific input from the EJ populations will be considered and will determine the extent of the FAA's reexamination.

Step 7 Determine if Effects May be Disproportionately High and Adverse to EJ Populations

A specific significance threshold for environmental justice has not been defined by the FAA. However, potential impacts would occur if disproportionately high and adverse environmental impacts in one or more environmental



categories were to occur to minority or low-income populations. In addition, unique impacts to a minority or low-income population should also be considered even if there is no significant impact from other environmental categories.

FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, provides guidance for the preparation of environmental justice analysis. The guidance outlines that the Proposed Action would have the potential to lead to a disproportionately high and adverse impact to an environmental justice population, i.e., a low-income or minority population, due to:

- Significant impacts in other environmental impact categories; or
- Impacts on the physical or natural environment that affect an environmental justice population in a way that the FAA determines are unique to the environmental justice population and significant to that population.

Disproportionately high and adverse effect on minority and low-income populations means an adverse effect that:

- Is predominately borne by a minority population and/or a low-income population; or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

Disproportionately High Effects

According to FAA guidance,³ to determine if the impact is predominately borne by a minority population and/or a low-income population, the total population that is impacted must be quantified and the percentage of impacted people that are minority or low-income must be calculated. If there is a disproportionately high and adverse effect, the FAA will examine off-setting benefits, mitigation, and methods to reduce impacts to EJ populations and coordinate the mitigation with the impacted EJ populations.

The FAA will also review if any adverse effect will be suffered by the EJ population that is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-EJ population. This includes examining whether impacts on the physical or natural environment affect an EJ population in a way that the FAA determines is unique to the EJ population and significant to that population.

Adverse Effects

To determine adverse effects, potential impacts from air quality, noise, surface transportation, and visual resources will be considered. The FAA will also consider if there are any other unique impacts, including cumulative impacts, to minority or low-income populations from other environmental categories.

Step 8 Conduct Additional Public Involvement and Outreach

When the Draft EA is ready to be published, email notifications will be sent to all contacts in the mailing list. The Draft EA would be available as a printed copy for review at local libraries and as an electronic copy available on the EA project website. The EJ population would be able to provide comments on the Draft EA via email, regular mail, and as written or verbal comments at the Public Hearing/ Workshop. A telephone number will also be made available for the EJ population to request special accommodations, such as audio or visual assistance needed to view the Draft EA if people do not have internet access. Any additional specific outreach that was identified in the EJ Focus Group meeting would also be implemented. All press outreach and social media posting for the project will be conducted by the FAA and coordinated with the Airport Authority, The FAA will develop "if asked" statement for the press outlining our outreach to the EJ and other impacted communities. This will not be a proactive outreach, but only if there is press interest. The statement will be coordinated with the Airport Authority.

³ FAA Office of Airports, Evaluating Environmental Justice Impacts. Introduction to Airport NEPA: Environmental Justice Job Aid.



Step 9 FAA Decision on NEPA Document (Conclusion)

After the comment period for the Draft EA ends, all comments received will be reviewed in their entirety by the Airport Authority and the FAA. The FAA will then determine which comments should be addressed through revisions of the Draft EA. A response to the comments will be prepared and included in the Final EA. It is anticipated that that the FAA would then decide either to issue a Finding of No Significant Impact (FONSI) on the EA or require the preparation of an Environmental Impact Statement (EIS).



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August 11, 2022

RE: Proposed Runway 5L/23R Replacement Project Environmental Assessment (EA) at the Raleigh-Durham International Airport Notification

You are receiving this notice because the Raleigh-Durham Airport Authority (Airport Authority) and the Federal Aviation Administration (FAA) have found that your home/church would be potentially impacted by a Proposed Project to construct a replacement runway at the Raleigh-Durham International Airport (RDU). We are reaching out to you to ensure that you have the opportunity to participate in our review and comment process for this project. Your participation can affect what alternatives are considered, provide comments on the information within and the quality of the review documents, suggest mitigation options, and alert us how we can ensure you have these opportunities to participate.

The Airport Authority and the FAA are currently preparing the required National Environmental Policy Act (NEPA) documentation for the proposed Runway 5L/23R Replacement Project at the RDU. Runway 5L/23R is nearing the end of its useful life and needs to be completely reconstructed. The Proposed Project includes relocating Runway 5L/23R west of existing Runway 5L/23R and, after construction is complete, converting the existing Runway 5L/23R to a taxiway. The project also includes use of fill material from Airport borrow sites, use of water from Brier Creek Reservoir, construction of drainage improvements, relocation of a portion of Lumley Road, utility relocations, demolition of four buildings, relocation of aircraft navigational aids, acquisition of property, and removal and/or mitigation of obstacles in accordance with FAA safety standards. More information about the Proposed Project is available at the following website:

<https://www.airportprojects.net/rdu-ea/>. You can sign up to be notified of upcoming events through this website. If you do not have computer access, please call Landrum & Brown's RDU EA support number at (984) 275-3167 and leave a message and someone will get back with you.

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations* requires all federal agencies to "achieve, to the greatest extent practicable and permitted by law, environmental justice by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority populations and low-income populations in the United States. EPA defines Environmental Justice as 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."

To determine an EJ community, the FAA uses U.S. Department of Transportation (USDOT) definitions, U.S. Census Bureau data, and Department of Health and Human Services poverty guidelines. The potentially impacted areas along Marcom Drive, Sorrell Grove Church Road, Triple Oak Drive, Pleasant Grove Church Road, and Nelson Road have been identified as EJ communities.

Since your address is within this area, pursuant to Executive Order 12898, the FAA would like to invite you to participate in a small group meeting focusing on residents/church goers in your area before the Draft EA is published. The meeting would include an explanation on the NEPA process and how you can participate, a presentation of the Proposed Project, an explanation and definition of the term environmental justice, an explanation of why your address was considered located in an EJ community, and why you were contacted for this outreach effort. In addition, we would like to identify how best to communicate with your community and obtain any specific concerns that your community has regarding the project and its potential impacts. This focus group meeting is limited to those that live in these specific areas or attend church in this area and who have been specifically invited. However, as part of the EA process, the public at large will have various opportunities to provide input and comments on the Proposed Project and the NEPA process.



The small focus group meeting is to be held on Wednesday, September 14, 2022, from 6:00 – 7:30 p.m. in Room 100 of RDU Center located at 1000 Trade Drive, Raleigh, NC. There is no charge for parking. A virtual meeting invite will be available upon request if you are interested in learning more but are unable to attend in person. On behalf of the FAA, please r.s.v.p. Simone Robinson of the Public Participation Partners at (919) 706- 5449 if you plan to participate in the focus group meeting.

Sincerely,

A handwritten signature in black ink that reads "Chris Babb". The signature is written in a cursive, slightly slanted style.

Chris Babb

Landrum & Brown, Incorporated

Runway 5L/23R Replacement Project Environmental Assessment (EA)

Environmental Justice Outreach
September 14, 2022



Agenda

The Raleigh-Durham Airport Authority (Authority) is planning to replace its primary runway (Runway 5L/23R)

The Authority and the Federal Aviation Administration (FAA) are providing this presentation to review the following:

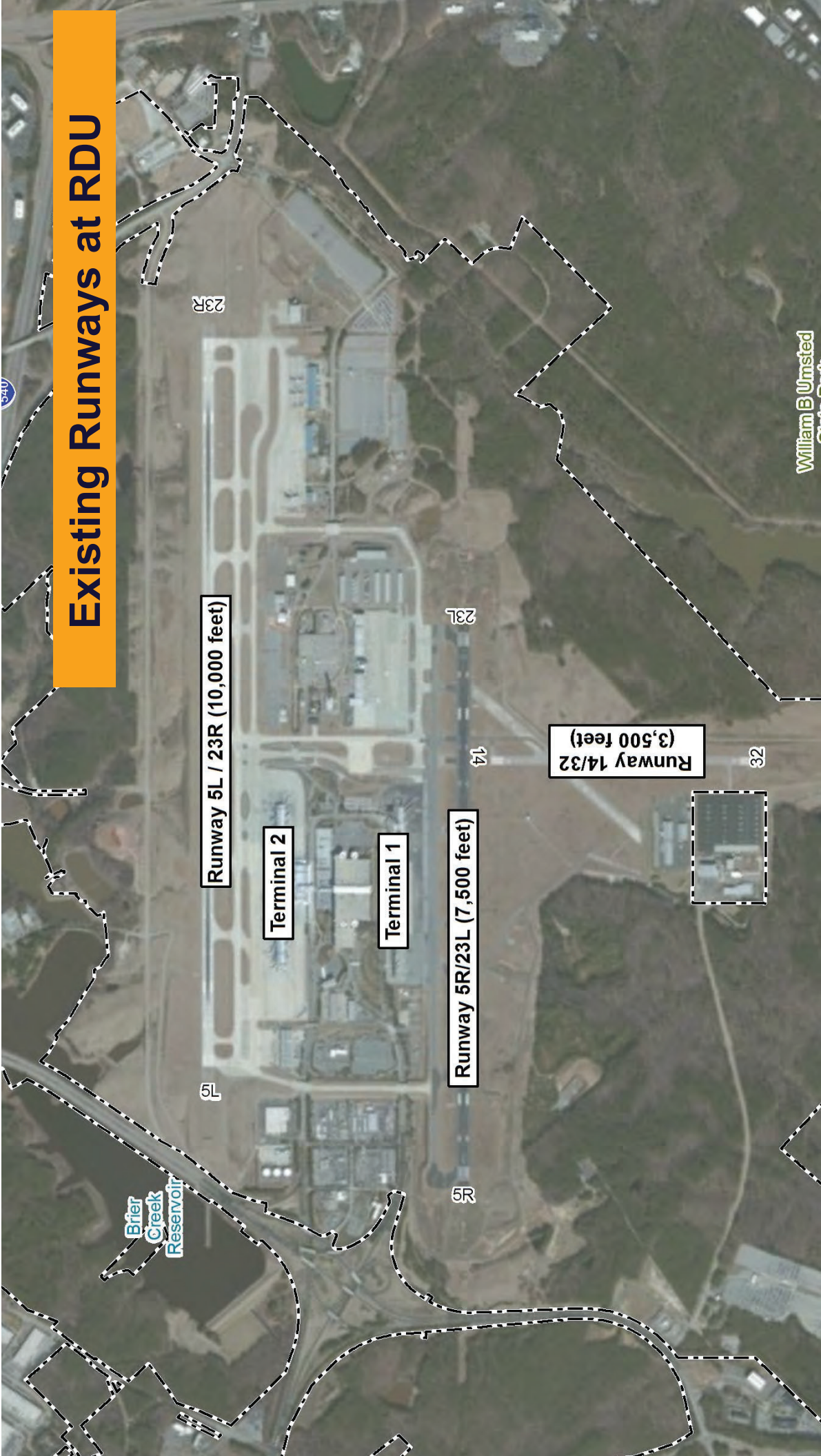
- Proposed Project Overview
- Environmental Assessment (EA) Process
- Environmental Justice Overview
- Discuss How Can You Participate



Proposed Project Overview



Existing Runways at RDU



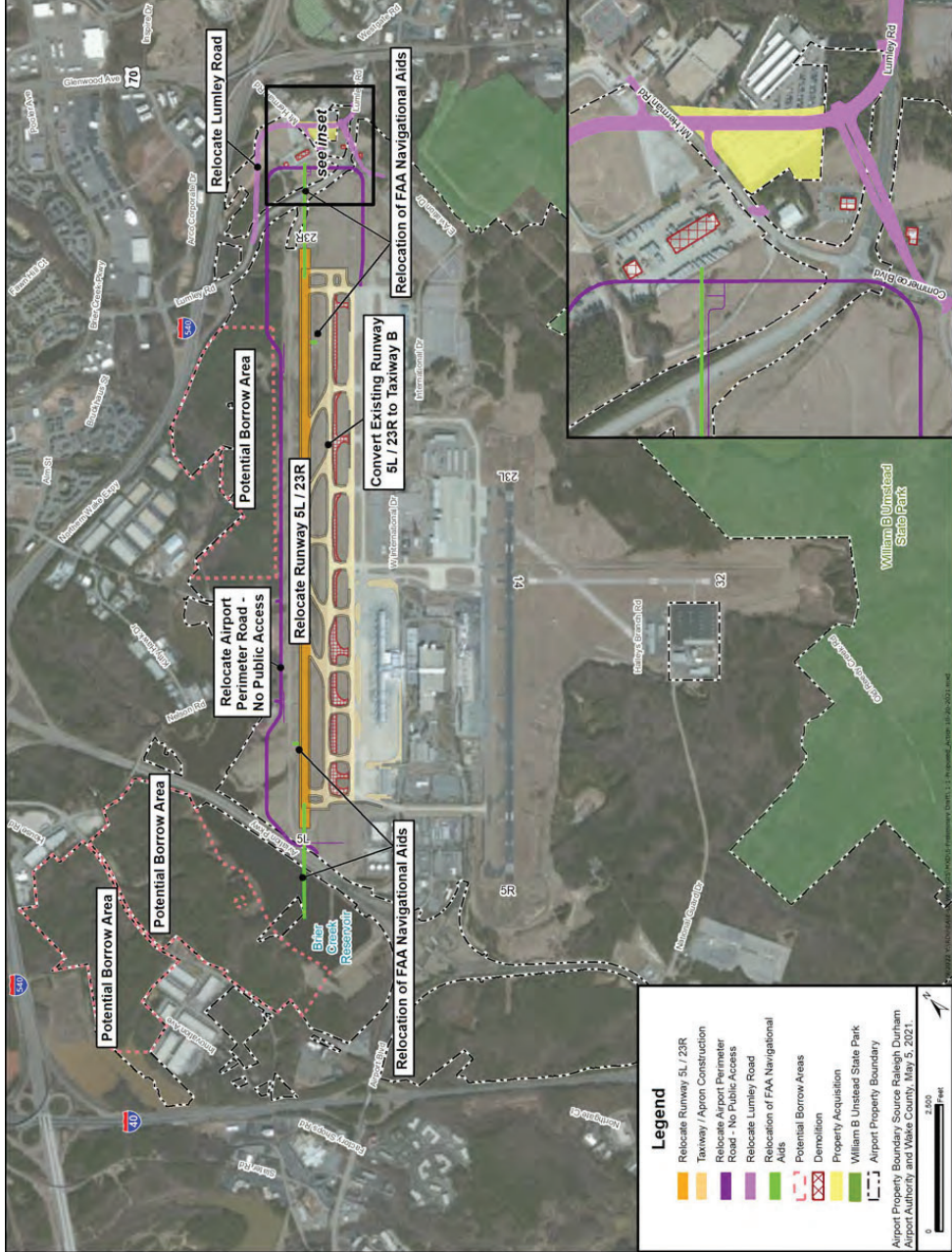
Background



- Runway 5L/23R is deteriorating rapidly, posing potential risk to aircraft (e.g. debris)
- It is not feasible to continue repairs and full reconstruction is needed

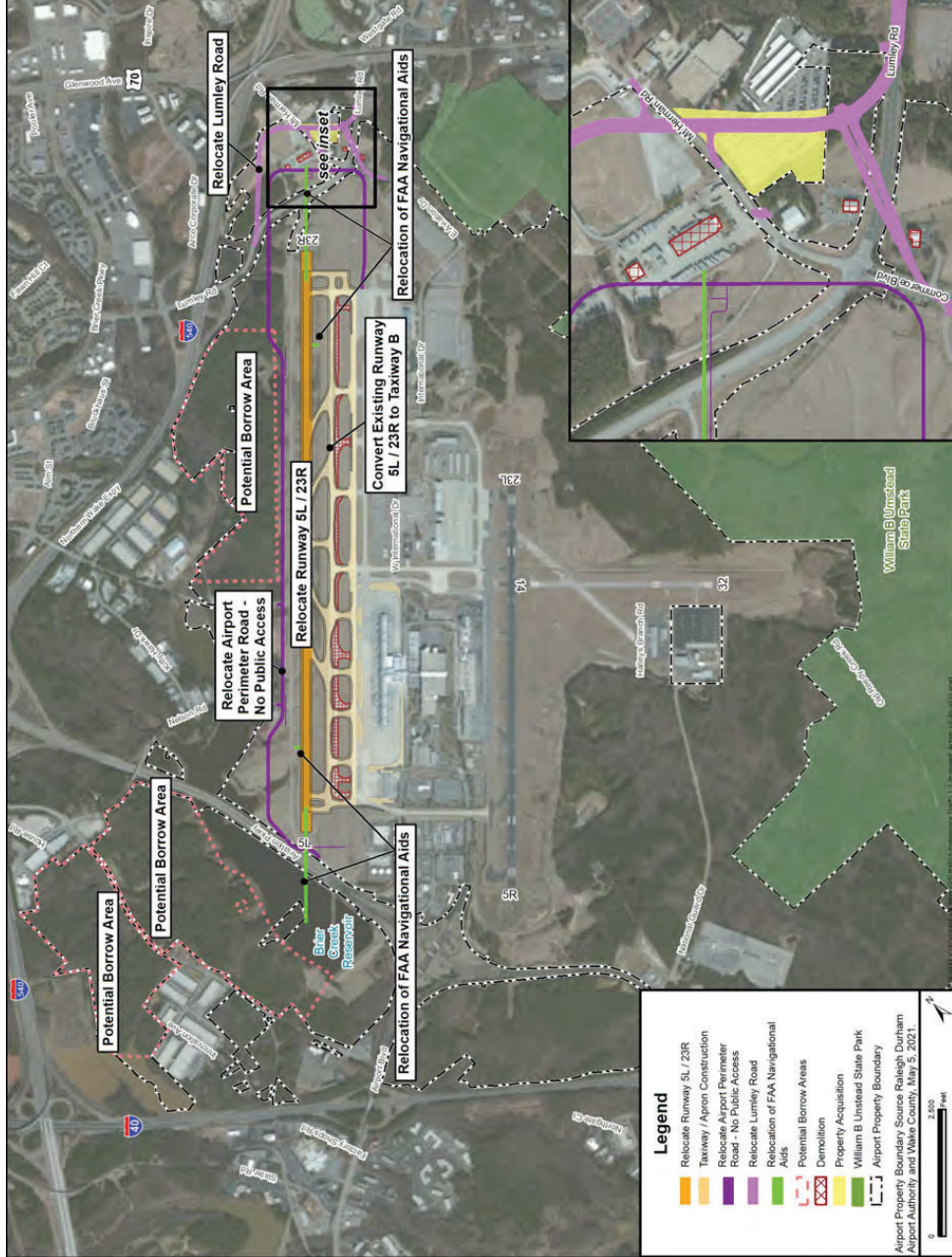
Proposed Project

- 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
- Use up to 5 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 William B Unstead State Park hydrocompression of fill material



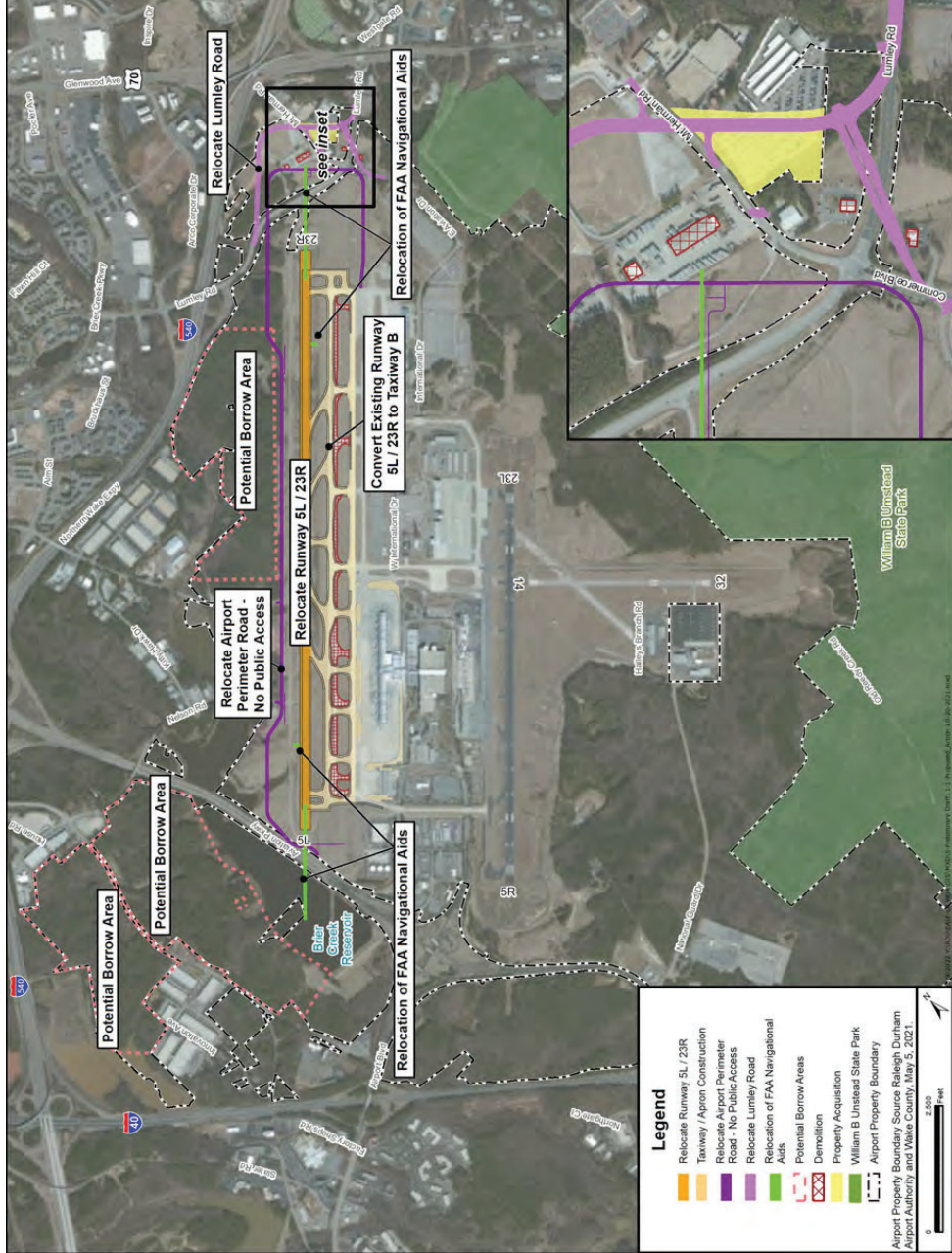
Proposed Project

- Construct safety areas associated with runway and taxiway development and remove trees/obstacles for FAA required safety areas
- Relocate and/or install lighting systems associated with runway and taxiway development
- Construct associated drainage improvements for the relocated runway



Proposed Project

- Relocate a portion of Lumley Road
- 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





Need and Purpose

- **Need:** To reconstruct Runway 5L/23R because it is rapidly deteriorating after 30 years of use
- **Purpose of the Proposed Project:** To maintain the existing infrastructure and operational capabilities at RDU

Environmental Assessment Process



Environmental Assessment Process

- Because the Proposed Project requires Federal Actions an Environmental Assessment (EA) must be prepared in accordance with the National Environmental Policy Act (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

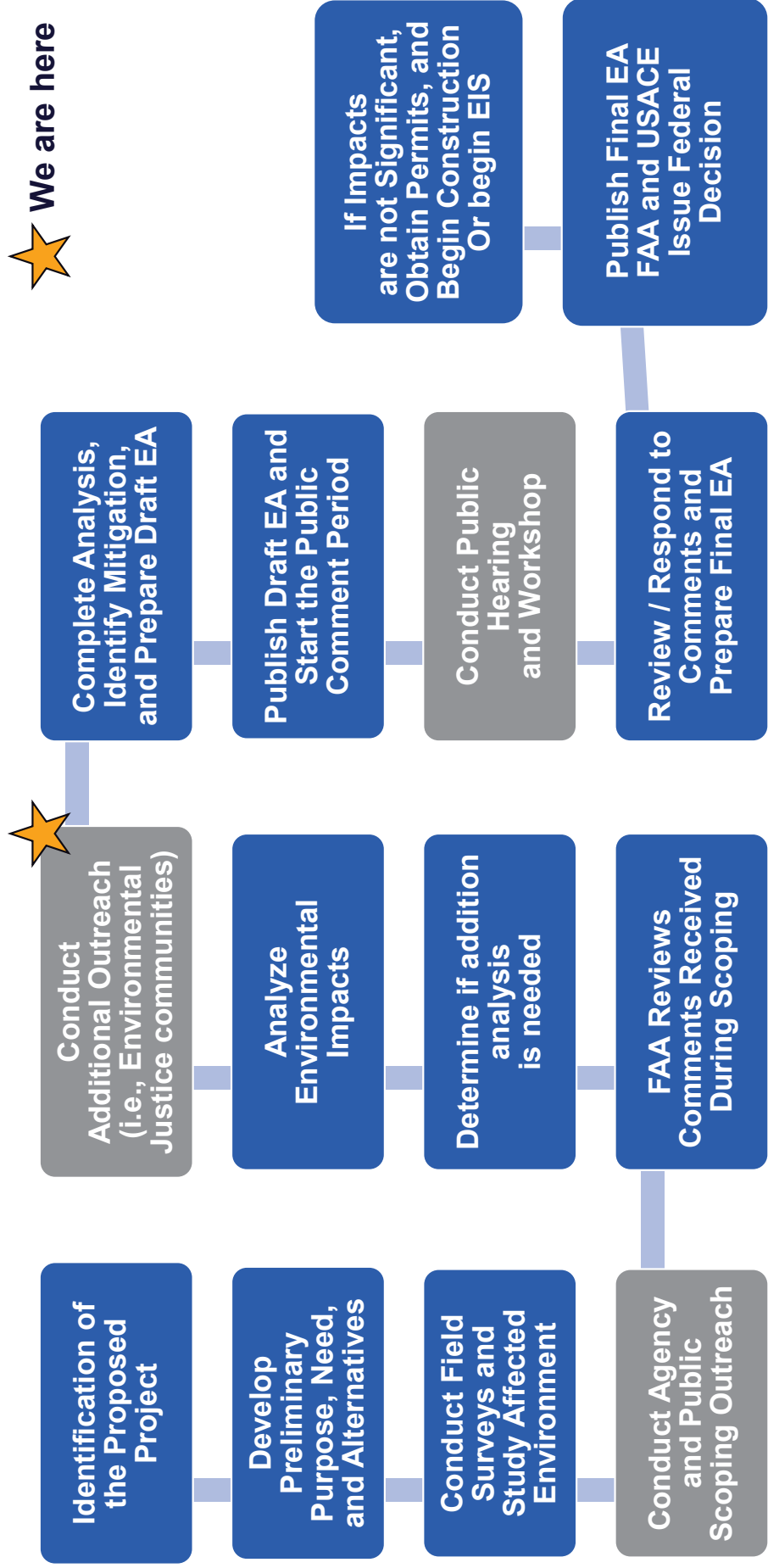




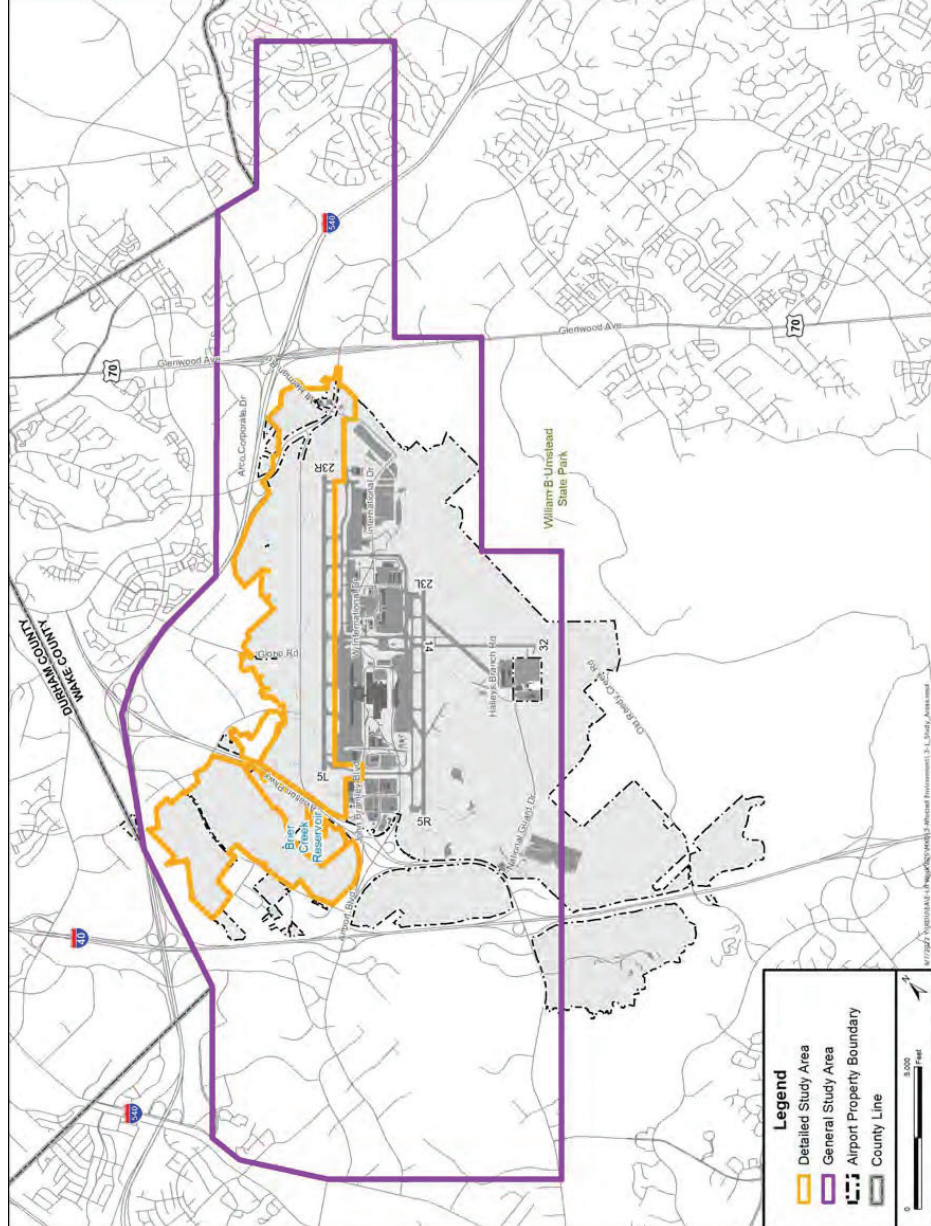
Environmental Assessment Process

- The FAA is the lead federal agency and oversees the NEPA review
- The US Army Corps of Engineers (USACE) is a Cooperating Agency to the EA

Environmental Assessment Process



Environmental Assessment Study Areas



Two Study Areas

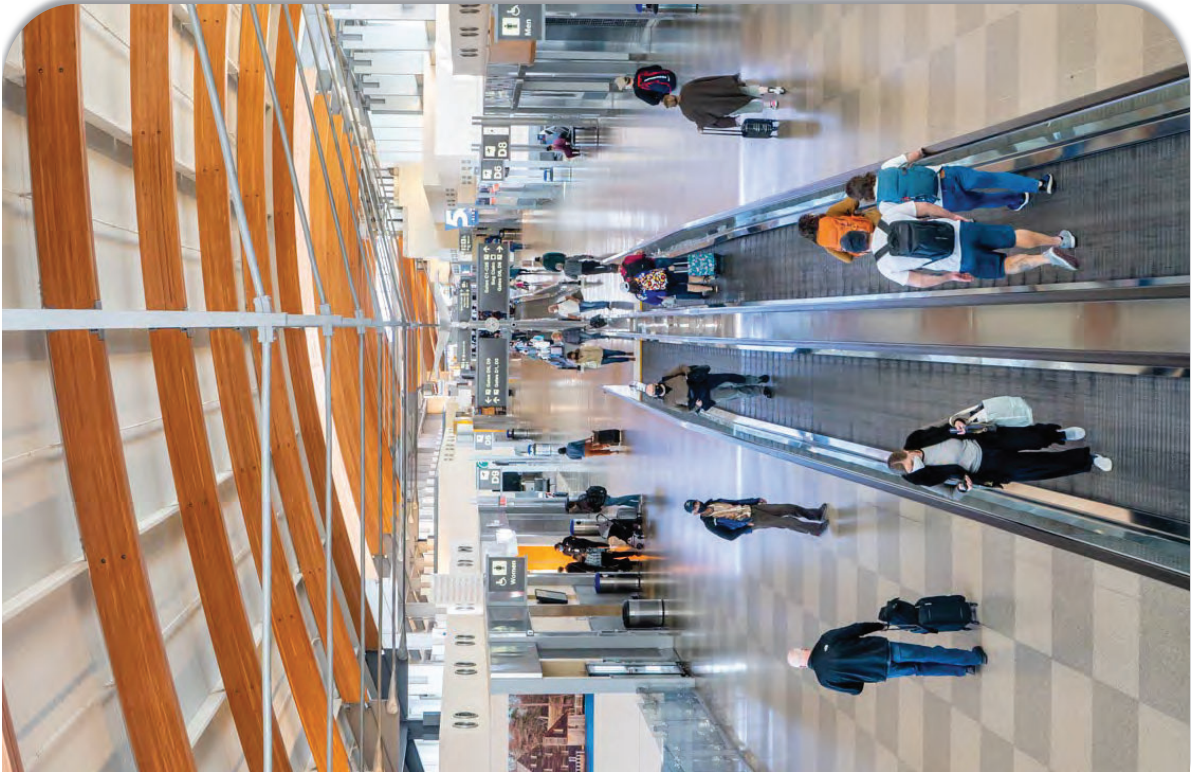
- General Study Area
 - Area where both direct and indirect impacts may result from the Proposed Project
- Detailed Study Area
 - Area possibly having construction activities

Environmental Resources to be Analyzed

- 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)



Environmental Justice Overview

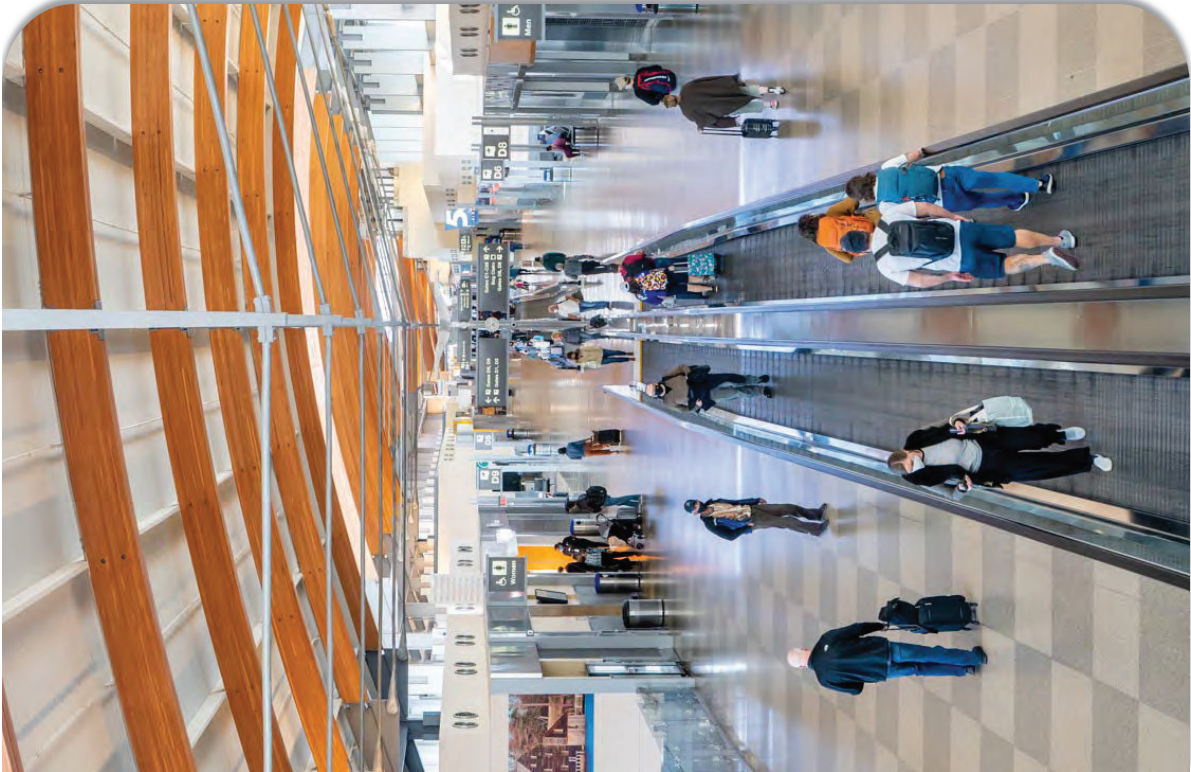


Environmental Justice (EJ)

As defined in the FAA 1050.1F Desk Reference:

“Environmental justice 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.”

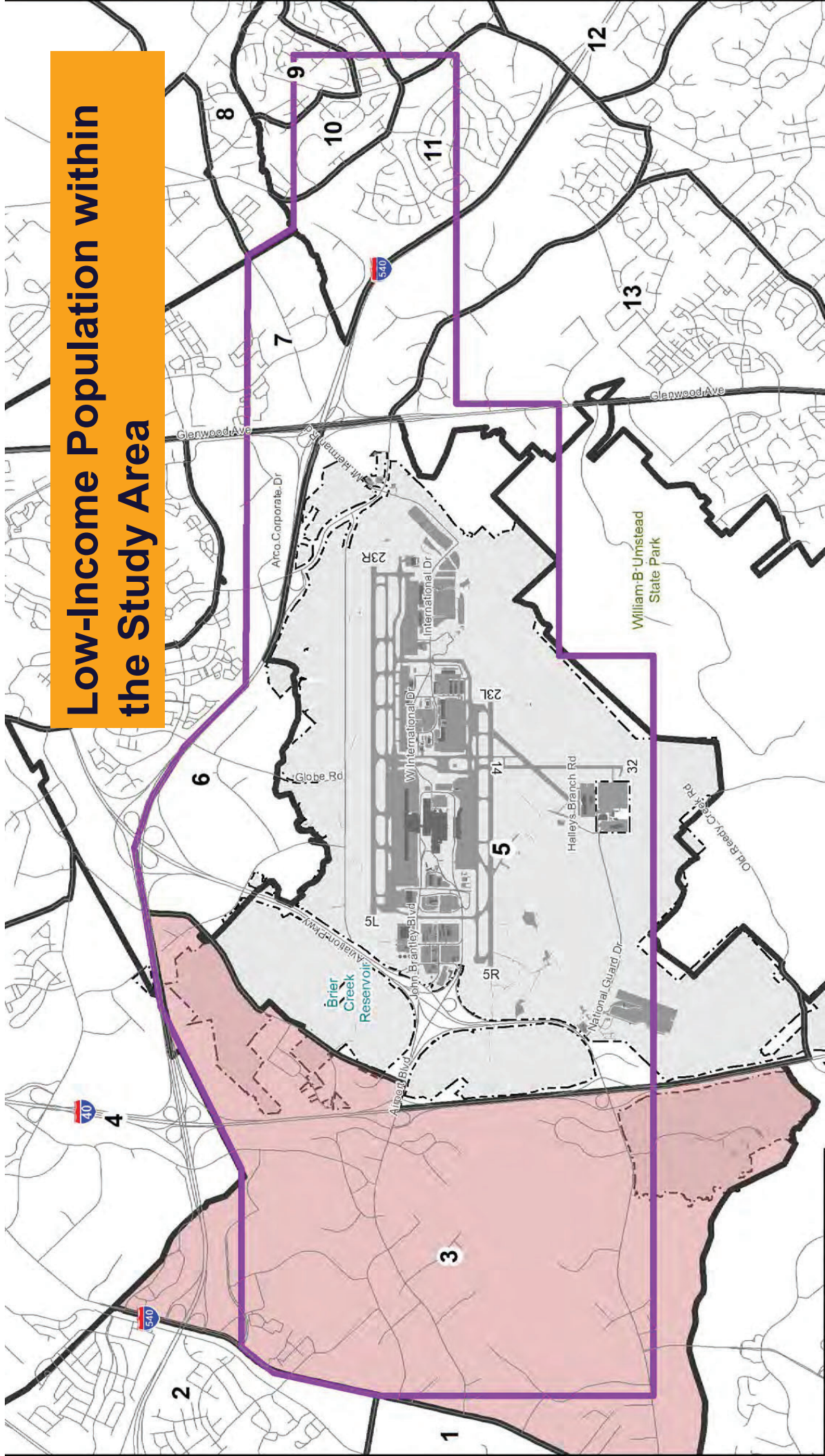
Fair treatment means “no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.”



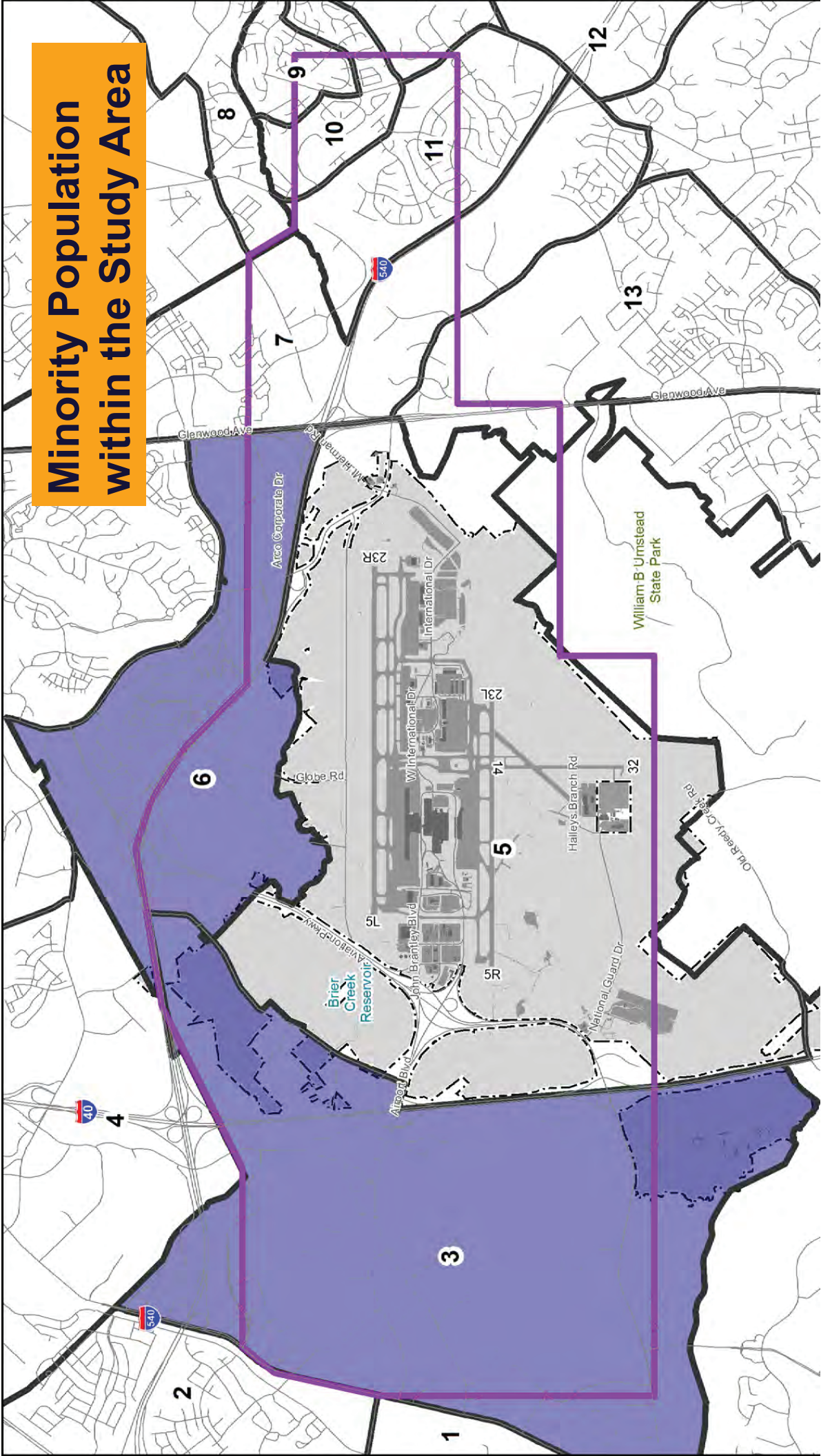
How are EJ Populations Identified?

- U.S Census Data is used to identify the make up of populations in Census Block Groups
 - Block Groups are areas where data is collected
- Minority populations
 - Wake County contains 40.0 percent minority populations. Any census group that meets or exceeds those percentages were identified as an EJ community
- Low-income populations
 - Wake County contains 9.1 percent low-income populations. Any census group that meets or exceeds those percentages were identified as an EJ community

Low-Income Population within the Study Area

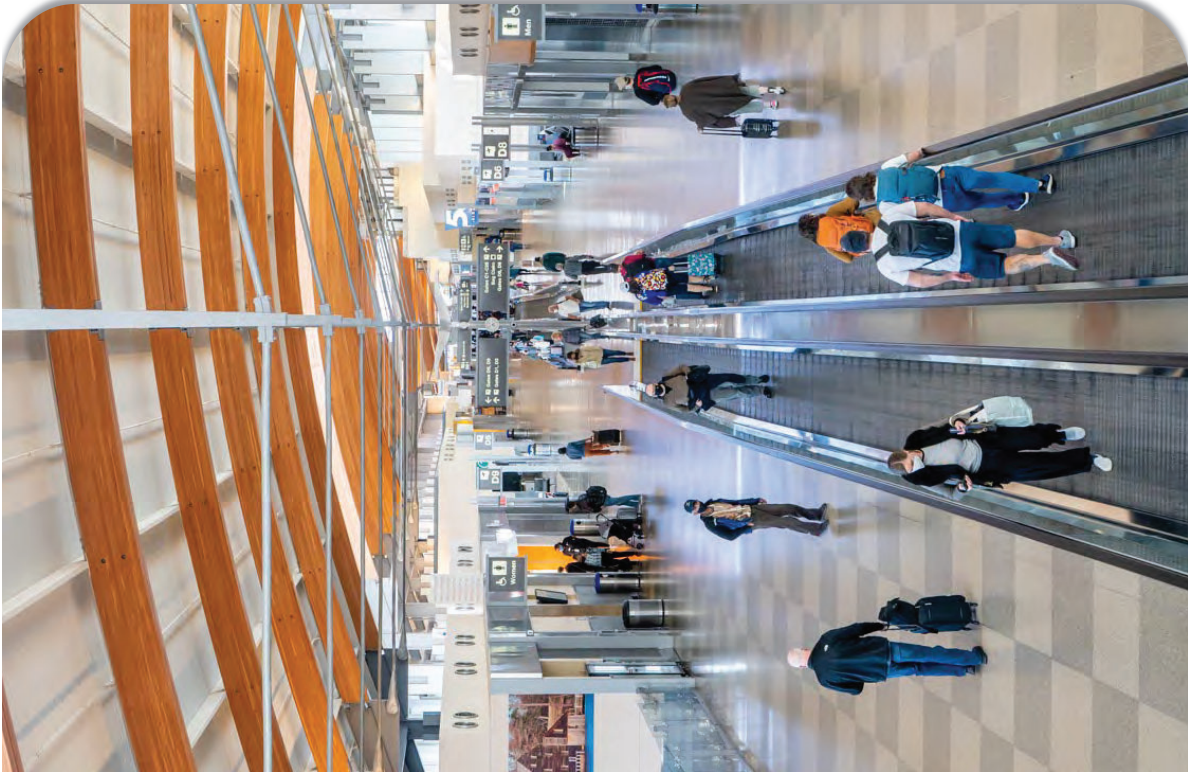


Minority Population within the Study Area



Why am I here today?

- Preliminary analysis has identified residences in the EJ population areas that may be impacted by the proposed project
 - Dust from construction activities
 - Change in visual setting from trees being removed
 - Increased noise because the runway is moved
 - Temporary increase in road traffic from construction vehicles



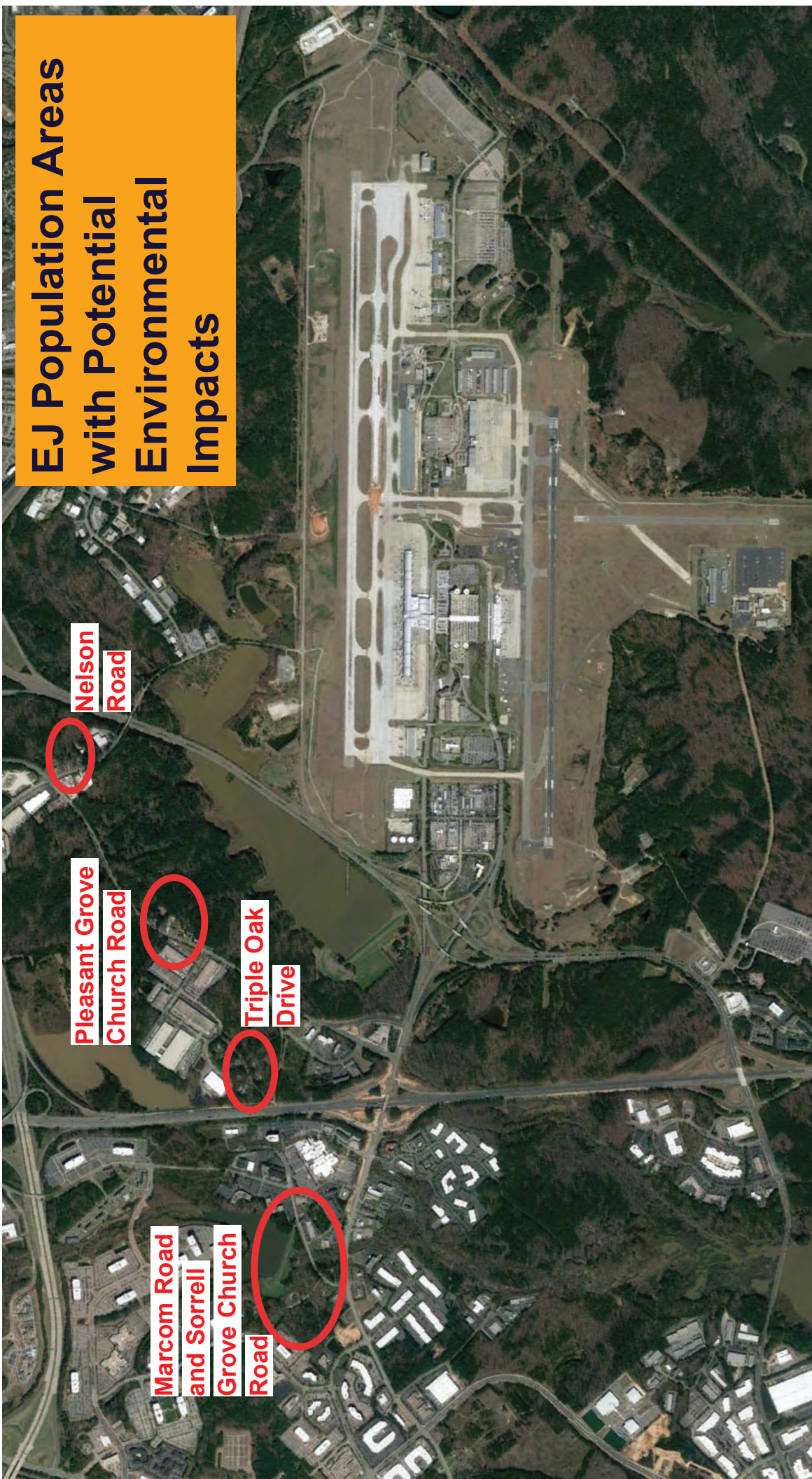
EJ Population Areas with Potential Environmental Impacts

Nelson
Road

Pleasant Grove
Church Road

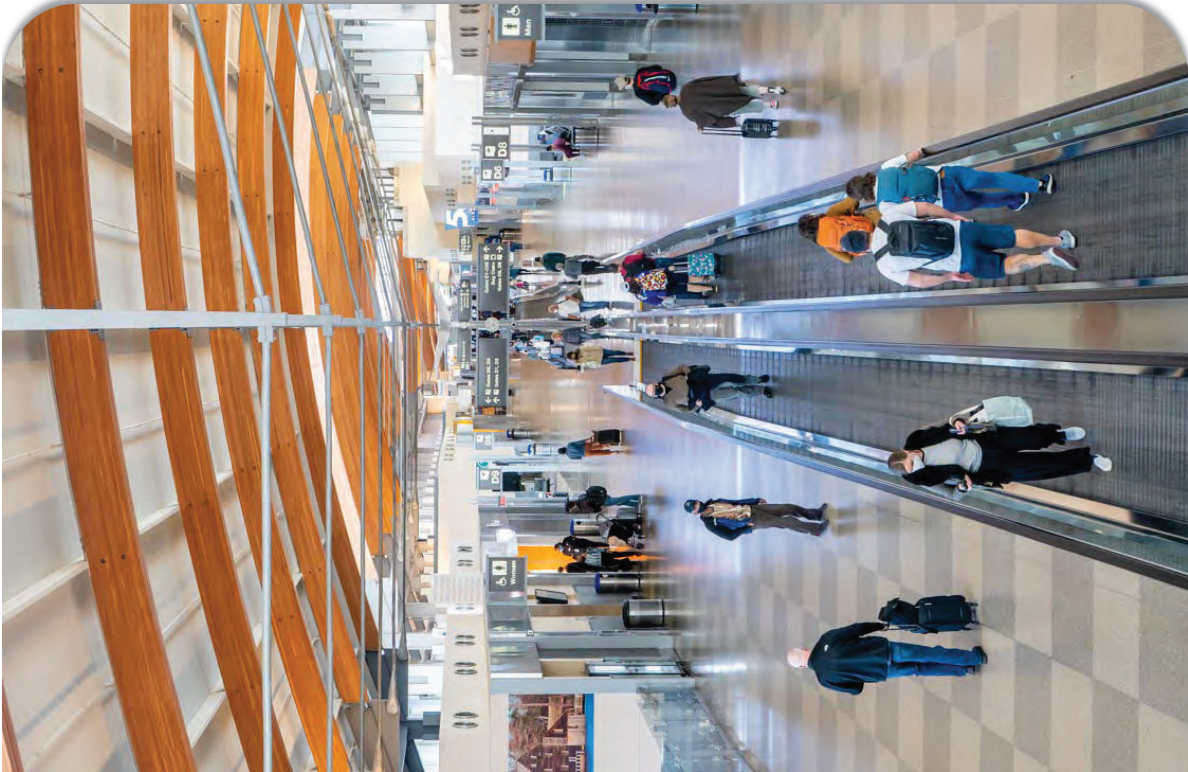
Triple Oak
Drive

Marcom Road
and Sorrell
Grove Church
Road



Mitigate Potential Impacts

- Mitigation is still being developed to reduce the potential impact of the project. Potential mitigation strategies include actions such as:
 - Leaving a buffer of trees and vegetation on Airport property between residences and the borrow sites
 - Providing sound insulation to reduce noise to homes with a new impact due to the Proposed Project



Discuss How You Can Participate





Public Outreach Plan

- The public has an opportunity to participate in decisions about activities that may affect their environment and/or health
- The public's contribution can influence the FAA's decision
- The public's concerns will be considered in the decision-making process



Public Outreach Plan

- Agency and Public Scoping Outreach
- Outreach Prior to Release of the Draft EA
 - **EJ community in Potential Impact Areas**, General EJ community, and Residences in Potential Noise Impact Area
- Outreach for Release of the Draft EA
 - Document available for review at libraries and online
- Outreach at Public Hearing / Workshop
- Comments will be collected via email, regular mail, and orally at the Public Hearing/Workshop

Current Ways You Can Participate

- Ask to be added to the contact list on the website to get email notifications
- Provide email or written comments when the Draft EA is published
- Attend the public meeting/hearing to learn more about the project and potential environmental impacts / provide comments verbally





Discussion Questions

- How would you like to receive information on this project?
- How would you like to provide your input and comments on this project?
- Do you anticipate any barriers to future communication?



Thank you!

Project Website:

www.airportprojects.net/rdu-ea/

Contact info:

RDUEA@landrumbrown.com

From: RDUEA
To: ["liveunited@unitedwaytriangle.org"](mailto:liveunited@unitedwaytriangle.org); ["contact@VietRaleigh.org"](mailto:contact@VietRaleigh.org); ["admin@nctacas.org"](mailto:admin@nctacas.org); ["info@nc-cba.org"](mailto:info@nc-cba.org)
Bcc: jackie.Sweatt-Essick@FAA.gov; [Perry, Kenneth](#); [5I23REnvoAssessment](#); Michael.Lamprecht@faa.gov
Subject: Proposed Runway 5L/23R Replacement Project Environmental Assessment (EA) at the Raleigh-Durham International Airport Notification
Date: Tuesday, September 20, 2022 11:50:00 AM

This notification is to inform you that the location where the church/community/organization you represent has been identified as being within a potential Environmental Justice (minority or low-income) community identified for a nearby runway replacement project at the Raleigh-Durham International Airport (RDU). The Raleigh-Durham Airport Authority (Airport Authority) and Federal Aviation Administration (FAA) are reaching out to ensure your church/community/organization has an opportunity to participate in our public outreach efforts. We hope you can help us communicate to your members to participate in the review and comment process. Their participation can affect what alternatives and mitigation options are considered. We are asking you to help us ensure we use the appropriate methods to allow your community to fully participate.

The Airport Authority and the FAA are currently preparing the required National Environmental Policy Act (NEPA) documentation for the proposed Runway 5L/23R Replacement Project at the RDU. Runway 5L/23R is nearing the end of its useful life and needs to be completely moved and reconstructed. The proposed Runway 5L/23R Replacement Project includes relocating Runway 5L/23R west of existing Runway 5L/23R and, after construction is complete, converting the existing Runway 5L/23R to a taxiway. The project also includes using fill material from airport borrow sites, using water from Brier Creek Reservoir, constructing drainage improvements, relocating a portion of Lumley Road and utilities, demolishing four buildings, relocating aircraft navigational aids, acquiring property, and removing and/or mitigating obstacles in accordance with FAA safety standards. More information about the project is available at the following website: <https://www.airportprojects.net/rdu-ea/> Members of your community can sign up to be notified of upcoming events through this website. If your members do not have computer access, they can call Landrum & Brown's RDU EA support number at (984) 275-3167 to leave a message and someone will get back with them to help.

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations* requires all federal agencies to "achieve, to the greatest extent practicable and permitted by law, environmental justice by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority populations and low-income populations in the United States. The U.S. Environmental Protection Agency (EPA) defines Environmental Justice as 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." To determine an EJ community, the FAA uses U.S. Department of Transportation (USDOT) definitions, U.S. Census Bureau data, and Department of Health and Human Services poverty guidelines.

We would like to identify how best to communicate with your church/community/organization and obtain any specific concerns that your community has regarding the proposed Runway 5L/23R Replacement Project and its potential impacts. Please email RDUEA@landrumbrown.com to let us

know your church/community/organization's preferential method of communication and any resources that are important to your community.



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F +1 513 530 1278
landrum-brown.com

September 20, 2022

RE: Proposed Runway 5L/23R Replacement Project Environmental Assessment (EA) at the Raleigh-Durham International Airport Notification

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Sincerely,

Chris Babb

Landrum & Brown, Incorporated