

BRACKETED COMMENT FORMS & LETTERS

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John_Wrublik@fws.gov

To Virginia Lane/ASO/FAA@FAA
07/16/2008 10:13 AM

cc

Subject Final EIS for Runway 9R/27L and Associated Airport Projects at Fort
Lauderdale-Hollywood International Airport

July 16, 2007

Virginia Lane
FAA Orlando Airports District Office
5950 Hazeltine National Drive
Orlando, Florida 32822-5024

Service Federal	41420-2007-FA-0701
Activity Code:	
Service	41420-2007-I-1116
Consultation Code:	
Date Received:	March 22, 2007
Project:	Runway 9R/27L and Associated Airport Projects at Fort Lauderdale-Hollywood International Airport
County:	Broward

Dear Ms. Lane:

The U.S. Fish and Wildlife Service (Service) has received your letter dated June 17, 2008, and the Final Environmental Impact Statement (EIS) dated June 2008, for the project referenced above. We offer the following comments on the document.

PROJECT DESCRIPTION

The Broward County Board of County Commissioners (BCBCC) has proposed to conduct improvements to the Fort Lauderdale-Hollywood International Airport in order to address existing and anticipated future airfield capacity and passenger delay issues. The Final EIS presents 8 alternatives to address

the project, including a "no build" alternative. The BCBCC preferred alternative includes the enlargement of Runway 9R/27L to 8,000 feet by 150 feet, and the construction of a new parallel taxiway located along the north side of Runway 9R/27L. The project is located at the Fort Lauderdale-Hollywood International Airport in Broward County, Florida.

THREATENED AND ENDANGERED SPECIES

The Service has already consulted on this project and provided our concurrence letter dated January 31, 2008, to the Federal Aviation Administration. We offer no further comments on the Final EIS.

Thank you for the opportunity to comment. If you have any questions, please contact me at 772-562-3909, extension 282.

Sincerely yours,

John M. Wrublik
U.S. Fish and Wildlife Service
Vero Beach Ecological Services Office
1339 20th Street
Vero Beach, Florida 32960
Phone: 772-562-3909, x-282
Fax: 772-562-4288



RECEIVED JUL 23 2008

FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Ms. Virginia Lane
Federal Aviation Administration
Orlando Airports District Office
5950 Hazelhine National Drive, Suite 400
Orlando, Florida, 32822-6331

July 17, 2008

RE: DHR Project File No: 2008-3811
Federal Aviation Administration
Final Draft Environmental Impact Statement for the Development and Extension of Runway
9R/27L and other Associated Airport Projects at Fort Lauderdale-Hollywood International
Airport
Fort Lauderdale-Hollywood International Airport
Broward County

Dear Ms. Lane:

Our office reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places. The review was conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended and 36 CFR Part 800: Protection of Historic Properties and the implementing state regulations.

Based on the information provided, it is the opinion of this office that the proposed undertakings will have no effect on historic properties.

If you have any questions concerning our comments, please contact Alyssa McManus, Historic Sites Specialist, by electronic mail at amcmamus@dos.state.fl.us, or by telephone at 850-245-6333 or 800-847-7278.

Sincerely,

Frederick P. Gaska

Frederick P. Gaska, Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>
 Director's Office (850) 245-6300 • FAX: 245-6456
 Archaeological Research (850) 245-6444 • FAX: 245-6482
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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

July 25, 2008

Ms. Virginia Lane
Federal Aviation Administration
Orlando Airports District Office
5950 Hazelhine National Drive
Orlando, FL 32822-5024

SUBJ: EPA NEPA Comments on FAA's FEIS for the "Development and Expansion of Runway 9R/27L and Other Associated Airport Projects at Fort Lauderdale-Hollywood International Airport" (FLL); Broward County, FL; CEQ #20080244; ERP #FAA-E51052-FL

Dear Ms. Lane:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced FAA Final Environmental Impact Statement (FEIS) on the proposed expansion of FLL in accordance with our responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. EPA has participated in FAA's scoping meeting and site visit on February 23, 2005, and provided follow-up scoping comments in a letter dated March 25, 2005. We have also provided NEPA comments on the Draft EIS (DEIS) in a letter dated May 17, 2007. EPA appreciates FAA's coordination with us during scoping and between the DEIS and FEIS.

The existing FLL footprint includes a 9,000-ft long by 150-ft wide primary "north" runway (9L/27R), a 5,276-ft long by 100-ft wide "south" runway (9R/27L), and an intersecting 6,930-ft long by 150-ft wide crosswind runway (13/31). Onsite expansion of these runways or construction of new ones presents several off-airport physical constraints adjacent to airport property. These include US 1 and the FEC Railroad (eastward); I-95, the CSX Railroad and Dania Cut-off Canal (westward); I-595 (northward), and residential areas (southward and westward).

FAA's Preferred Alternative

FAA's preferred alternative for the proposed FLL expansion is Alternative B1b, which is structurally the same as Broward County's (Sponsor) Proposed Project (B1c) identified in the DEIS, but without the operational mitigative measures that are currently in effect through Interlocal Agreements (flight tracks, etc.). B1b proposes to extend the south runway (9R/27L) eastward toward the Atlantic Ocean to a total of 8,000 ft in length (+2,724-ft extension) by 150 ft in width (+50-ft extension). This runway extension would require construction of a "runway/taxiway bridge" to span US 1 and the FEC Railroad. To provide adequate vertical clearance (34.74 ft minimum) over this

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transportation corridor, the runway would need to be elevated 45 ft MSL on the east end (27L) and 8 ft MSL on the west end (9R). Because the runway would be inoperable during construction, a parallel taxiway just north of the south runway would serve as an interim runway. Various other project modifications are also proposed, including terminal redevelopment and decommissioning of the crosswind runway. The earliest expected implementation of B1b would be 2012, such that the analysis design years are 2012 and 2020. FAA and the Sponsor considered a full range of reasonable onsite alternatives in the EIS to expand the south runway ('B' alternatives), north runway ('C' alternatives) or a combination ('D' alternatives).

Air Quality Impacts

FLL is identified as one of the busiest U.S. airports, as a congested airport, and as one that is significant to national air transportation. Consistent with the "Vision 100" statute to streamline the review of such FAA-designated congested airports, FAA developed an FLL Streamlining Memorandum of Understanding (MOU) with EPA and other cooperating agencies to better coordinate the EIS review. From a project need perspective, the FLL expansion is to prevent lengthy aircraft departure delay times (predicted to reach an average of approximately 26 minutes in 2012/2020) and to maintain average delays at six minutes per operation (pg. ES-10). Such a reduction in aircraft queuing time would also save energy and reduce aircraft air emissions such as National Ambient Air Quality Standards (NAAQS) criteria pollutants, Hazardous Air Pollutants (HAP) and Greenhouse Gases (GHG). EPA supports this air quality improvement aspect of the FLL expansion, although continued increases in operations at FLL over time can be expected to diminish this environmentally beneficial aspect.

In addition to this reduction in aircraft emissions, EPA continues to recommend overall airport reductions in GHG through the various measures outlined in our DEIS comment letter (alternative fuels, ground support equipment, auxiliary power units, electrification, idling practices, diesel retrofits, cell phone waiting areas, energy conservation, etc.). Although we appreciate that a HAP inventory for airport sources was provided in this FEIS for FLL, we continue to recommend that screening level HAP risk evaluations be prepared in order to allow an informed comparison of the alternatives based on their respective potential impacts. It is recommended that such risk comparisons become part of FAA policy so that the alternative airport scenarios will be better evaluated. Also regarding air quality, our DEIS concern that the proposed project would result in a violation of the PM_{2.5} NAAQS has been resolved. The project is predicted to be in compliance with all NAAQS for 2012 and 2020 design years.

Noise Exposure Impacts

Despite project air quality benefits, aircraft noise exposure to nearby residents remains an EPA concern. It is EPA's primary concern with the proposed FLL expansion and merits mitigation. Of primary concern is new and increased (as well as existing) noise exposure of residents within the 65+ DNL contours (as well as the 60 DNL contour)

located south and west of the south runway proposed for extension by the FAA preferred alternative B1b.

Affected Public

For 2012, noise exposure to residents within the 65 DNL by B1b were reported (pg. 6.C-23) to affect 652 residential housing units (371 single-family, 233 multi-family and 48 mobile home units) and 1,593 people (3 people in 1 unit within 70-75 DNL and 1,590 people in 651 units within 65-70 DNL). In addition, 8,297 people in 3,650 units would be located within the 60-65 DNL in 2012. Residential areas with an undetermined portion (no 2012 data found in the FEIS¹) of these 8,297 people in the 60-65 DNL were presumably also considered incompatible land use by FAA since they constitute the outside adjacent portion (i.e., outside of the 65 DNL) of contiguous residential neighborhoods and subdivisions that are otherwise located within the 65 DNL. A portion (3,482 people) of these 8,297 people within the 60-65 DNL would also experience a significant noise elevation (+3.0 DNL or greater) in 2012 due to the implementation of B1b (pg. 6.C-53).

For 2020, the continued operation of B1b would affect a greater population. Data for 2020 (pg. 6.C-72) showed noise exposure of 1,051 residential dwelling units (571 single-family, 390 multi-family, and 90 mobile home units) and 2,472 people (127 people in 51 units within 70-75 DNL and 2,345 people in 1,000 units within 65-70 DNL). In addition, 9,749 people in 4,234 units would be located within the 60-65 DNL in 2020. Of these, residential areas with approximately 2,184 people in 1,023 units (527 single-family, 218 multi-family and 278 mobile home) were also considered incompatible land use by FAA since they constitute the outside adjacent portion (i.e., outside of the 65 DNL) of contiguous residential neighborhoods and subdivisions that are otherwise located within the 65 DNL (pg. 8-38). A portion (3,802 people) of these 9,749 people within the 60-65 DNL would also experience a significant noise elevation (+3.0 DNL or greater) in 2020 due to the implementation of B1b (pg. 6.C-103).

EPA's DEIS Noise Mitigation Recommendations

In our May 17, 2007, comment letter on the DEIS, EPA outlined our recommendations for noise mitigation. In addition to any safe and FAA-approved operational mitigation measures (flight tracks to minimize low residential overflights), we continue to recommend land use mitigation (primarily home acquisitions from willing sellers) in the following prioritized approach for FLL (excerpted from DEIS comment letter):

- * Acquisition of all homes from willing sellers that are located within the 70+ DNL contours;
- * Acquisition of all remaining homes from willing sellers that are located within the 65+ DNL contours and are significantly elevated (using the

¹ It is our understanding from FAA that such data were only calculated for 2020 (2,184 people) and not 2012, since FAA noise mitigation was based on the 2020 noise condition and it was assumed the 2012 noise exposures would be covered in the 2020 mitigation.

- +1.5 DNL criterion);
- * Acquisition of all remaining homes from willing sellers that are located within the 65+ DNL contours, or sound-proofing those homes at the option of the residents;
- * Consideration of sound-proofing all homes at the option of the residents that are located within the 60 DNL contour and are significantly elevated (using the +3.0 DNL criterion).

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FAA's Noise Mitigation Proposal

In the FEIS (Chapter 8.6.1), the Broward County Sponsor proposed "...seven noise mitigation principles for FAA to consider in the development of conceptual mitigation for the EIS" (pg. 8-23). These principles include property acquisition, soundproofing, aviation easements and other measures. FAA has selected four of these measures as "appropriate to address incompatible land uses within the 2020 65 DNL noise contour of the FAA's preferred alternative" (pg. 8-27). These mitigation measures are identified on page 8-28 and may be generalized as addressing: 1) neighborhoods/subdivisions as a whole to help ensure community cohesion, 2) acquisition of mobile homes and relocation of residents, 3) sound insulation of eligible single- and multi-family units with recommended aviation easements, and 4) purchase guarantee/sales assistance (with sound insulation and recommended aviation easements) for eligible single- and multi-family units. The FEIS also predicts the cost of implementing various measures based on the number of potentially eligible incompatible units within the 65 DNL (571 single-family, 390 multi-family and 90 mobile home units) and in those portions of the 60 DNL where contiguous neighborhoods cross the 65 DNL contour (pg. 8-38).

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Regarding the procedures for implementing FAA's noise mitigation measures, page 8-27 states that (excerpted from FEIS):

The FAA will identify those properties that may be eligible for participation in a land use mitigation measure. Broward County's responsibility is to decide how to apply the mitigation to eligible properties. The mitigation areas and the mitigation measures identified in this EIS will be part of the FAA Record of Decision. The Record of Decision will include conditions requiring the Airport Sponsor to implement the noise mitigation measures addressing the impacts resulting from the FAA's Preferred Alternative. The participation of the individual home owner and/or property owner in any of the recommended mitigation measures, however, will be voluntary.

EPA's Comments & Recommendations

We appreciate the progress that the Sponsor and FAA have made in the development of a noise mitigation plan and that FAA's four mitigation measures incorporate some of EPA's recommendations outlined above. Together with our noise mitigation recommendations, we believe that FAA's four noise mitigation measures is a workable

approach for completion of FAA's final mitigation plan. We offer the following comments on FAA's mitigation measures for B1b:

- **Overall Commitment** – A clearer commitment that FAA's four referenced mitigation measures (or modification thereof into the FAA final noise mitigation plan with FLL Streamlining MOU cooperating agency input) *will be implemented*, as opposed to these measures being termed "appropriate", the "FAA-recommended mitigation measures", or that "[i]n judgment and other conditions established in this EIS, or during its review, are subsequently committed to by the FAA in its Record of Decision". (Ref: pp. 8-27, ES-34, ES-32)
- **65+ DNL Specifics & Commitment** – Eligibility and the specifics as to what mitigation is actually proposed for the 1,593 (2012) and 2,472 (2020) affected residents within the 65+ DNL were deferred until the ROD and should be clarified for all residences, by mitigation measure, in the ROD. (Ref: Tables 6.C.1-13 (pg.6.C-23) and 6.C.1-44 (pg. 6.C-72))
- **Contiguous Neighborhoods Specifics & Commitment** – Eligibility and the specifics as to what mitigation is actually proposed for those residents that live outside of but adjacent to the 65 DNL in contiguous neighborhoods and subdivisions that cross the 65 DNL (2,184 people for 2020) which presumably were also deferred to the ROD and should be clarified, by mitigation measure, for all residences in the ROD. (Ref: Table 8-8 (pg. 8-38))
- **60 DNL Significant Elevation Mitigation & Commitment** – Mitigation for the 3,482 (2012) and 3,802 (2020) residents that live within the 60-65 DNL that are predicted to be significantly elevated by +3.0 DNL or greater due to the project was not addressed. We believe that such residents should be considered for suitable noise exposure mitigation such as home soundproofing. The ROD should clarify with specifics and a commitment. (Ref: Tables 6.C.1-31 (pg. 6.C-53) and 6.C.1-66 (pg. 6.C-103))

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Moreover, as suggested above and consistent with the FLL Streamlining MOU associated with this project, cooperating agency signatories such as EPA, are asked for concurrence or non-concurrence at various decision points – including mitigation – during the development of the EIS. While FAA coordinated with us throughout the NEPA process, concurrence of a final noise mitigation plan has not yet occurred. This step should occur *before* the issuance of the ROD to help insure a coordinated noise mitigation plan. While NEPA only requires that mitigation be considered, EPA believes that the public disclosure process would be better served if noise mitigation specificity and commitments are included in the FEIS as well as in the ROD.

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Given that mitigation specificity was deferred to the ROD, we continue to recommend closer consideration and implementation of our above DEIS noise mitigation approach together with the above four FAA mitigation measures identified in the FEIS during the FAA development of the ROD. We further recommend individual application of the

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final noise mitigation plan to all affected residents within the 65+ DNL contours and the 60-65 DNL contour. Such specifics include enumeration – by mitigation measure – of the eligible residents inside and outside the 65 DNL to whom the FAA/Sponsor will offer home and/or property acquisition, soundproofing, avigation easements, and other mitigation measures (i.e., how many residences/residents inside and outside the 65 DNL will be targeted for acquisition, soundproofing, etc.). Procedurally, it is our understanding from FAA that implementation of the noise mitigation plan would start with residences within the highest contours (70 DNL). Also, FAA's mitigation for noise exposures is based on the 2020 noise condition as opposed to the 2012 condition. Since the number of residents exposed to aircraft noise is greater for the 2020 condition, EPA agrees with this procedural approach unless there are some eligible residents in the 2012 condition that would not be covered by the 2020 condition and its mitigation.

For the benefit of the public, we also recommend that the ROD be made available to all affected parties and participants of the EIS process so that the finalized version of what the Sponsor and FAA intend to do to mitigate aircraft noise at FLL for the proposed expansion will be well distributed to the public. Moreover, we suggest that the Sponsor and/or FAA conduct follow-up meetings to further coordinate the final noise mitigation plan with the affected residents to accommodate their individual needs.

Also related to noise mitigation, we understand from Appendix P (Response 8.9) that "Broward County is currently conducting a 14 CFR Part 150 Study" and "[t]he Record of Approval for the 14 CFR Part 150 is not anticipated before the FAA issues its Record of Decision (ROD) on this EIS." EPA commends the Sponsor for conducting its Part 150 Study and FAA for its funding; however, we wish to emphasize that the noise mitigation for the present FLL expansion EIS should fully mitigate its noise exposure impacts and not depend on the Part 150 process for such noise mitigation. The Part 150 process is a voluntary process intended to mitigate residual noise impacts that were left unmitigated by previous projects or that accrued incrementally between projects. However, the NEPA and Part 150 processes should complement each other to mitigate both existing and proposed noise exposure impacts at FLL.

Wetland Impacts

In addition to noise exposure, B1b would impact wetlands. Mitigation for unavoidable wetland losses (15.41 ac) should continue to be coordinated with the U.S. Army Corps of Engineers (COE), EPA and other resource agencies. We appreciate that the Sponsor and FAA included the conceptual wetland mitigation plan as part of the FEIS. Based on our review, we recommend the conceptual wetland mitigation plan include in-kind mitigation to offset impacts to freshwater wetlands or justify why out-of-kind mitigation is appropriate. Furthermore, we recommend that the Sponsor coordinate with the EPA and the other regulatory resource agencies to finalize the total amount and type of mitigation credits which may be available at the West Lake Park Mitigation site.

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Other Comments

EPA has also reviewed FAA's responses to our comments on the DEIS. A copy of our letter ("AC001") and FAA's responses to our comments (pg. P.1-1) are provided in Appendix P. Our comments on selected responses are provided in the enclosed *Detailed Comments*.

Summary

We appreciate the progress that the Sponsor and FAA have made in the development of a noise mitigation plan and that FAA's four mitigation measures identified in the FEIS incorporate some of EPA's recommendations outlined in EPA's NEPA comments on the DEIS. Together with our noise mitigation recommendations, we believe that the four noise mitigation measures that FAA finds "appropriate to address incompatible land uses within the 2020 65 DNL noise contour of the FAA's preferred alternative" is a workable approach for completion of FAA's final mitigation plan. However, specificity and commitments for the noise mitigation for residents living within and outside the 65 DNL were deferred to the FAA ROD. Cooperating agency concurrence with the mitigation plan, consistent with the FLL Streamlining MOU as a EIS concurrence point, was also deferred until after the FEIS, but should occur *before* the issuance of the ROD. Until a noise mitigation plan is finalized, EPA continues to have concerns about residents in nearby residential areas experiencing aircraft noise exposure due to the project.

EPA continues to recommend closer consideration and implementation of our DEIS noise mitigation approach together with the four identified FAA mitigation measures during the FAA development of the ROD. A clear mitigation plan should be developed in the ROD for all residents living within the 65 DNL contours as well as for those residents that may experience significant elevation within the 60-65 DNL. Specificity and commitments in the final noise mitigation plan of the ROD should include enumeration – by mitigation measure – of the eligible people living in residences inside and outside the 65 DNL to whom the FAA/Sponsor would offer home/property acquisition, soundproofing, avigation easements, and other mitigation measures. The priorities and timing of the mitigation should also be specified. We recommend that the ROD also be made available to all interested parties and the Sponsor and/or FAA should conduct follow-up public meetings to further coordinate the final noise mitigation plan with the affected residents to accommodate their individual needs. These EIS mitigative actions should complement – but be independent from – the Sponsor's ongoing Part 150 Study.

We appreciate FAA's coordination of this proposed project with us. Because of the noise mitigation specifics to be included in the ROD, we request a copy of the ROD for our files. Should you have overall questions on our comments, feel free to coordinate with Chris Hoberg of my staff at 404/562-9619 or hoberg.chris@epa.gov. Also, air quality issues may be directly addressed to Brenda Johnson of our Air, Pesticides and Toxics Management Division (APTMD: 404/562-9037 or johnson.brenda@epa.gov).

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air toxics issues to Paul Wagner (APTMD: 404/562-9100 or wagner.paul@epa.gov), and wetland issues to Ron Miedema (South Florida Office: 561/616-8867 or miedema.ron@epa.gov).

Sincerely,



Heinz J. Mueller, Chief
NEPA Program Office
Office of Policy and Management

Enclosure - Detailed Comments

F-A-C-003

DETAILED COMMENTS

EPA offers these remaining comments on the following selected FAA responses found in Appendix P of the FEIS.²

► **FAA Response 4.3 (Touchdown Point)** – EPA defers to FAA and the Sponsor regarding the touchdown point of the proposed runway as well as other aspects of airport safety. However, we do not suggest that the touchdown point (striped on the runway) be located directly over US 1 to minimize the startle effect of motorist (particularly tourist motorists new to the area) traveling through the proposed US 1 "tunnel" when aircraft are landing on the runway/taxiway bridge directly overhead. Even though Response 4.3 suggests that the touchdown point should appropriately be addressed in the project design phase, we believe this is too late since by then the length and configuration of the runway is already set in the ROD and the touchdown point is presumably a defined FAA standard distance from the end of the runway. 4.0

Our experience with the recent EIS for the fifth runway expansion of Hartsfield-Jackson Atlanta International Airport (ATL), which has a similar runway bridge over an interstate highway, was that the touchdown point was not directly over the highway. Instead, the touchdown point – and therefore most landings – occurred earlier such that aircraft had already landed and could roll across the runway bridge rather than land directly over the highway. This would seem less startling to motorists, especially if additional screening of the runway bridge from the highway perspective was provided. Locating the stress point of the touchdown on fill versus bridge portions of the runway would also be sound from an engineering standpoint.

► **FAA Response 4.6 (RPZs)** – Again, EPA defers to FAA and the Sponsor regarding airport safety. However, it is unclear how I-95 can be located within the Runway Protection Zone (RPZ) since it is an *elevated* highway. It is our understanding that RPZs are to be clear zones intended to "enhance the safety for aircraft operations" (pg. xii) for emergencies such as aircraft overshooting the end of the runway. 4.1

► **FAA Response 7.3 (HAP)** – We note that Chapter 6, Section 6.B (*Air Quality*), page 6.B-102 mid-paragraph, states that "[t]he NAAQS comparative assessment provides the analysis that translates the emission inventories into pollutant concentrations for comparison to the NAAQS." A similar approach is warranted to estimate the potential impacts from HAP. An emission inventory of HAP sources is a foundation. HAP emissions should be evaluated using dispersion modeling and toxicity values in a screening level assessment for locations in the vicinity of the airport. While we do not have national ambient air quality standards to serve as benchmarks for HAP, a screening 7.1

² EPA can appreciate the organizational problems associated with the voluminous comments received by FAA on the DEIS and the need to summarize or "bundle" similar comments for a streamlined response. However, the process of matching the responses to our numbered comments would have been more user-friendly if EPA (and any other commenters providing the same general comment) had been identified in the bundled comment.

F-A-C-003

level analysis can identify potential health risks that can be compared with acceptable risk ranges. EPA does not concur with FAA that "scientific uncertainties and lack of established standards and methodologies" justifies eliminating a screening level analysis from the information that should be presented in the FEIS.

► FAA Responses 7.4 & 7.15 (GHG) – These two FAA responses appear to be contradictory. That is, Response 7.4 states that "[a]lthough strategies to reduce emissions at the airport could be implemented as part of the Airport's overall environmental awareness plan, such a plan or strategies of a plan that could reduce emissions were not discussed in the EIS because the project already reduces emissions" and "[t]herefore, no plans to minimize or mitigate air quality impacts are necessary or required." In contrast, Response 7.15 states that "[t]he FAA is seeking more guidance from the U.S. Environmental Protection Agency (USEPA) on how to address greenhouse gas (GHG) emissions, particularly carbon dioxide emissions, at airports." EPA suggests that the proposed FLL expansion offers an excellent opportunity for further "greening" of the airport by reducing GHGs. EPA appreciates that – as also stated in Response 7.15 – some GHG reduction actions (coordination, studies, guidance, etc.) are ongoing within FAA.

For FLL, EPA continues to recommend the following actions excerpted from our DEIS comment letter of May 17, 2007. We recommend consideration of these programs and approaches that could be used to minimize or mitigate the air quality impacts from airport emissions (EPA Region 4 technical assistance is available through Dale Aspy at 404/562-9041 or aspv.dale@epa.gov):

- * Electrification of all contact gates and ground support equipment (GSE), especially for terminal redevelopment;
- * Use of auxiliary power units (APU) by aircraft at gates;
- * Use of alternative fuels (such as compressed natural gas: CNG), electricity and diesel retrofits for airport shuttle buses and other on-airport vehicles;
- * Use of reduced idling practices, cleaner fuels (such as biodiesel), and emission retrofits for diesel construction equipment used by FAA contractors;
- * Use of more recent concepts such as "cell phone waiting areas" to minimize circling or idling traffic for passenger pick-ups;
- * Use of other innovative approaches to avoid or minimize emissions from mobile and stationary sources associated with airports and its traffic;
- * Promotion (e.g., airport practices and signage) of increased awareness of greenhouse gases (GHG) relative to their effects on climate change and their reduction through energy conservation, alternative fuels and biofuels use, and reduced vehicular mileage and fuel strategies.

► FAA Response 7.27 (HAP) – EPA does not concur that airport expansion alternatives cannot be evaluated in an EIS based on potential health effects. FAA's rationale for its position seems to be that a single source (or collection of sources such as an airport) would be difficult to evaluate at a local level given the many other sources that could affect a neighborhood. For the purposes of an EIS, the alternatives can be compared with

one another regardless of other sources that may exist. EPA offers advice on how to do such an evaluation in the Air Toxics Risk Assessment Reference Library which is available at http://www.epa.gov/ttr/fera/risk_atra_main.html.

► FAA Responses 8.1 & 8.2 (New Noise Exposures) – Response 8.1 indicates that new residents would be exposed to noise even by the No Action Alternative. EPA does not consider this relevant to the need for airport noise mitigation. That is, we believe the Sponsor and FAA are responsible for mitigating substantive aircraft noise exposures of residents within the 65+ DNL contours and for significant increases (as defined by the Federal Integrated Committee on Noise: FICON) within and outside the 65+ DNL contours. Mitigation should be addressed in response to proposed projects (NEPA documents) and periodically for substantive incremental increases between projects (Part 150 Program or other means). Also, while the noise information cited in Response 8.2 (Section 6.C.1) includes excellent documentation of the residences located in project noise exposure areas inside and outside the 65 DNL, it does not necessarily identify the requested enumeration of the new residences affected by noise (within the 65 DNL or significantly elevated within the 60 DNL) by the preferred alternative B1b (or those residences that would perhaps no longer be affected).

► FAA Response 8.6 (D1 & D2) – We appreciate that FAA has provided a full range of onsite alternatives. However, the fact that Alternatives D1 and D2 would not be fully constructed or operational by the 2012 design year makes their selection unlikely for a "Vision 100" project that emphasizes streamlined relief from long airport departure delay times. We nevertheless agree that these alternatives, which combine construction of both the north and south runways, should have been considered at some level within the NEPA document.

► FAA Response 8.8 & 8.10 (2020 Noise Data) – We much appreciate the addition of the requested 2020 noise data (Table 6.C.1-66; pg. 6.C-103) for significant elevations within the 60 and 65 DNL contours that were not presented in the DEIS. This table complements Table 6.C.1-31 for 2012 presented in the DEIS and the FEIS (pg. 6.C-53). We note that these data show that in addition to some residences being significantly elevated (per the +1.5 DNL or greater FICON criterion) within the 65 DNL contours, some residences within the 60 DNL contour would also be significantly elevated (per the +3.0 DNL or greater FICON criterion). While those residences in the 65 DNL contours would presumably be mitigated, we believe that residents significantly elevated in the 60 DNL contour should also be considered for suitable noise exposure mitigation such as soundproofing.

► FAA Response 10.1 & 10.6 (Wetland mitigation) – We appreciate that the Conceptual Wetland Mitigation Plan is addressed in Appendix M.3 and look forward to reviewing and providing comments on the detailed mitigation plan when it becomes available.

► FAA Response 10.5 (Biscayne Aquifer) – This response does not specifically refer to the prevention of the contamination of the Biscayne Aquifer – a sole source aquifer – although compliance with NPDES permitting and the Stormwater Pollution Prevention

Plan (SWPPP) would certainly be beneficial to aquifer water quality. Other factors to consider would be the shallow depth of the Biscayne Aquifer in the Ft. Lauderdale area and the use of containment basins for any surface petroleum storage tanks or refueling stations. Also, as indicated in this response, we are aware that EPA authorized the NPDES program to the State of Florida; however, for completeness, the response should have also indicated that EPA retains federal oversight of the program.

► FAA Response 13.1 (EJ) – We appreciate that socioeconomic, children’s health and EJ were addressed in Section 5.H.1.

* EJ: Page 5.H-5 compares the study area to Broward County, which was identified as the “reference population” used in the EJ analysis and was “...determined by FAA to be the appropriate unit of geographic area under analysis.” We note that the minority and low-income populations compare well within these areas. However, although requested in our DEIS comments, additional comparison to adjacent counties and the State of Florida were not found. Such comparisons would have shown if Broward County represented a concentration of minorities or low-income populations, or if the demographics of Broward County was similar to neighboring Dade, Palm Beach, Hendry and Collier Counties (alternatively, smaller geographic units could be used such as U.S. Census (2000) Block Groups (BG) adjacent to the BG(s) incorporating the FLL 65 DNL contours). Accordingly, this information would have determined if FLL was an area with relatively comparable, elevated or reduced EJ populations within the region. As such, these demographics would have helped determine if the impacts of the proposed FLL expansion (e.g., noise exposure) would or would not be a potentially disproportionate impact in the region. Therefore, FAA should consider neighboring demographics in the development of its ROD and also provide an overall EJ conclusion, which is currently missing in Section 5.H.1.2.

* Children’s Health: The FEIS indicates that the main concern for children statewide is asthma and respiratory diseases (ailments that are effected by air quality). Page 5.H-8 also states that “[w]hile this air quality analysis does not address a specific population, it is assumed that if *de minimis* thresholds are not exceeded there would be no significant adverse effect on children populations resulting from the implementation of the Airport Sponsor’s Proposed Project or its alternatives.” Since the *de minimis* levels of the NAAQS are not predicted to be exceeded, EPA notes that there should be no significant adverse effect on children health related to the six criteria pollutants (screening level HAP risk evaluations were not determined). The primary NAAQS set limits that are designed to protect public health, including the health of “sensitive” populations such as asthmatics, children, and the elderly.

However, despite the air quality considerations, page 5.H-8 does not consider the impacts of aircraft noise exposure on children’s health. In future FAA EISs, this impact should be considered for major airport expansions or new construction projects. Based on our independent review, EPA notes that there appear to be no schools or noise sensitive public facilities frequented by children in the immediate project area. This information should have been captured or referenced in this section of the document.

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* Socioeconomics: Page 5.H-5 briefly describes FAA Order 5050B, Airport Environmental Handbook and the social and economic impacts that were considered as part of this project. In addition, the FAA policy and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act regarding fair compensation for residential and business displacement and related relocation assistance was also described. However, this section does not quantify residential or business relocations, or provide the demographic characteristics of those that will be displaced. Other issues, such as disruptions of established communities are also not discussed. If this information is located in other sections of the FEIS, it should be referenced in this section. If not, this information should be summarized in the ROD.

► FAA Responses 14.1 & 14.2 (Cumulative Impacts) – EPA appreciates that Chapter 7 was dedicated to cumulative impacts and was modified for the FEIS.

We note that certain FLL operational changes have already been approved by FAA in an Environmental Assessment/Finding of No Significant Impact (EA/FONSI) prepared concurrently with the present EIS (*Proposed Use of Runways 9R/27L and 13/31 When the Preferred Runway Cannot Efficiently Accommodate existing Operations at the Fort Lauderdale-Hollywood International Airport*). Although we acknowledged receipt of the document, EPA has deferred NEPA comments on the draft and final EA until this review of the FEIS for the FLL expansion.

To the extent feasible, EPA recommends that other airport actions occurring in a similar timeframe as an EIS project at the same airport should be lumped into one EIS so their impacts can be cumulatively considered. For dynamic airports like FLL, EIS actions may be frequent enough to allow this. However, when an EA action is necessary between EISs (e.g., it has independent utility or its implementation would be beneficial before the next airport EIS action) or has separate funding, the project and its EA should still be given adequate public review. Moreover, the direct/indirect impacts of such actions should also be summarized in subsequent NEPA documents in a cumulative impacts section (i.e., past, present and reasonably foreseeable project impacts on the same resources within the project area). EPA also believes that incremental increases in impacts (e.g., incremental noise increases and “creeping” expansion of noise contours over time) should periodically be assessed even if an airport project EA or EIS is not being proposed. Such incremental increases would also have a cumulative effect.

Among the numerous on-airport and off-airport projects documented in Chapter 7, we are pleased to note that page 7-15 documents the referenced EA/FONSI. The purpose of the operational modification was to already reduce congestion at FLL before the present FLL expansion project. The purpose of the EA/FONSI was to document potential impacts of this action. Since a FONSI was issued, FAA did not consider impacts significant. However, in the cumulative impacts analysis, a brief description of the positive or negative environmental impacts would have been appropriate for this project, as well as for the others similarly discussed.

13.2

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FACSIMILE TRANSMISSION

SFRPC FACSIMILE NO. (954) 985-4417

RECIPIENTS FAX NO. 407-812-6978

TO: Ms Virginia Loe DATE: 7/28/08

FROM: Ehat Orlando Airport District Office TIME:

SUBJECT: Karen Hamilton

This transmission contains 6 page(s) including this cover sheet.

COMMENTS:

If any problems occur in receiving this message, please call this office at (954) 985-4416. Thank you.

3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
Broward (954) 985-4416, Area Codes 305, 786, 407 and 561 (800) 985-4416
Fax (954) 985-4417, e-mail stadmin@sfrpc.com

F-A0004

14.0
More importantly, the focus of the cumulative impacts section should be to determine and document how the nearby past, present and foreseeable future projects (on-airport and off-airport) would affect (negatively or positively) relevant resources together with the proposed FLL expansion. The primary impacts of the proposed FLL expansion appear to be noise, air quality and wetlands such that the resources of primary concern would be the FLL noise environment, airshed, wetlands and perhaps others like Essential Fish Habitat (EFH). We therefore appreciate that Table 7.1 documents impacts of off-airport projects to wetlands and EFH and provides comments on mitigation. For air quality (pg. 7-21), the emphasis in the FEIS appeared to be on on-airport projects. Additional quantitative or qualitative discussion of off-airport sources or projects (e.g., emissions from Port Everglades cruise and container/tanker vessels, overall motor vehicular traffic, nearby power plants, etc.) relative to overall Broward County air quality would have been appropriate. For noise (pg. 7-22), on-airport projects were also emphasized, although off-airport projects were addressed by the conclusion that "...there were no noise impacts associated with the other projects disclosed in this chapter" (pg. 7-23). While it is certainly plausible that airport aircraft would generate most of the local noise and could essentially mask other sources (particularly during single-events like takeoffs), other important off-airport noise sources do exist locally. These include vehicular traffic, trains, cruise and container/tanker vessels, dredging and construction activities, and others. As such, most of the other off-airport projects discussed in Chapter 7 would have a noise component, although presumably less locally and regionally significant than the airport.

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FAA Response 22.2 (HAD) - There are a number of comments that EPA offered concerning the DEIS, that were identified in Appendix P of the FEIS with the number 22.2. Response number 22.2, on page P.22-1 of the FEIS, indicates that the text in the FEIS has been revised according to our comments. However, for some of these comments, the text was not changed in the FEIS. The ROD should address these.

13.3
FAA Response 22.3 (Induced Impacts) - This response is EPA's DEIS discussion that a lag time may exist between the induced impacts of the FLL expansion and supporting infrastructure (e.g., traffic intersection may not be upgraded immediately to accommodate additional airport-related traffic such that air quality could be reduced). However, EPA's comment was dismissed as an "opinion". While we realize that FAA may have little control over local traffic upgrades, this response could have been better addressed by referring to Broward County's economic impact study in Section 5.H.2 on Secondary (Induced) Impacts, or acknowledging that the FLL expansion could induce further local growth which in turn would have its own additional developmental impacts.

F-A0003



South Florida Regional Planning Council
July 28, 2008

Virginia Lane, AICP
Environmental Specialist
Orlando Airports District Office
U.S. Department of Transportation - Federal Aviation Administration
5950 Hazeltine National Dr., Suite 400
Orlando, FL 32822-5024

RE: SFRPC #08-0625, FL#200806204295C - Notice of Availability of the Final Environmental Impact Statement for the Development and Extension of Runway 9R/27L and other Associated Airport Projects at Fort Lauderdale-Hollywood International Airport

Dear Ms. Lane:

The South Florida Regional Planning Council (SFRPC) has reviewed the above-referenced Final Environmental Impact Statement and has the following comments:

- The project site is within an approved Development of Regional Impact (DRI).
- The applicant should work closely with affected localities to address impacts and mitigation.
- The project should be consistent with the goals and policies of the Broward County Comprehensive Plan and its corresponding land development regulations. It is important for the applicant to coordinate permits with all governments of jurisdiction.

Staff recommends that, if this project is approved, the appropriate mitigation strategies are employed to sufficiently address the impacts identified below. The goals and policies of the *Strategic Regional Policy Plan for South Florida (SRPP)*, in particular those indicated below, should be observed when making decisions regarding this project.

Impacts

Affordable Housing

Surrounding properties that have structures and uses that cannot be mitigated for noise impacts have been deemed incompatible with the expansion efforts. Mobile home parks are an example of an incompatible land use. Some of these properties may be acquired by the applicant.

Mobile home parks are currently a source of affordable housing within the affected area. If mobile homes are purchased by the applicant, the number of affordable housing units will be reduced. Additionally, if the expansion creates new job opportunities there may not be sufficient affordable housing for new employees. Provisions should be made to ensure an adequate supply of affordable housing units within close proximity to the airport.

Goal 6 Ensure the availability and equitable distribution of adequate, affordable housing for very low, low, and moderate-income households within the Region.

Policy 6.1 Address the needs of the growing population requiring affordable housing, including those of moderate-income households, and the resulting impacts on economic

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Ms. Virginia Lane
July 28, 2008
Page 2

development activities, transportation and public transportation networks, and the quality of life for South Florida residents by developing a Regional Housing Plan by December 31, 2005. The Regional Housing Plan will assure a fair distribution of housing throughout the Region, so that every local government provides an opportunity for a mix of housing affordable to all income ranges.

Environmental

The expansion will impact surrounding natural systems. These impacts should be minimized to the greatest extent feasible. The applicant should determine the extent of sensitive wildlife and vegetative communities in the vicinity of the project and require protection and or mitigation of disturbed habitat. This will assist in reducing the cumulative impacts to wetlands, native plants and animals.

If additional potable water is required, the applicant should demonstrate availability to meet water supply needs. Given the region's limited water supply, the applicant should also employ conservation methods and consider including capacity to reuse water on site. Additionally the applicant should ensure water quality is minimally impacted by surface water runoff.

The applicant should consider utilizing alternative fuel vehicles to reduce greenhouse gas emissions from increased traffic and improve existing air quality conditions.

Goal 7

Protect, conserve, and enhance the Region's water resources.

Policy 7.5

Implement stormwater quantity and quality level of service standards consistent with those recommended by the South Florida Water Management District.

Policy 7.6

Ensure that the recharge potential of land is not reduced as a result of a proposed modification in the existing uses by incorporation of open space, pervious areas, and impervious areas in ratios which are based upon analysis of on-site recharge needs.

Policy 7.9

Restore and improve water quality throughout the system by:

- a. requiring stormwater treatment and management;
- b. protecting wetlands, native uplands, and identified aquifer recharge areas; and
- c. implementing best management practices, such as utilization of low phosphorus fertilizers.

Policy 7.12

Encourage additional water conservation techniques, which discourage excessive use of infrastructure and services in the Region while considering social and economic equity standards.

Policy 7.13

Utilize measures such as those outlined in the South Florida Water Management District's *Model Water Shortage Ordinance* and the Florida Department of Environmental Protection's *Florida Water Conservation Initiative* to address water usage and require adoption of these measures by local governments so that a reduction in the per capita use of water is realized.

Policy 7.14

Implement water conservation measures including but not necessarily limited to:

- a. adoption of local government Xeriscape/Florida friendly landscape ordinances requiring landscaping methods that maximize the conservation of water by the use of site-appropriate plants and efficient watering systems;
- b. utilization of native plant material as a first priority in landscaping;
- c. implementation of a water conservation public education program;

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Page 3

- d. implementation of a leak detection and repair program for public water supply systems;
- e. adoption of a water conservation-based rate structure by utilities that provides a financial incentive for users to reduce demand;
- f. implementation of water loss prevention programs including adoption of a rain sensor device ordinance for automatic sprinkler systems;
- g. adoption of an ultra-low volume fixtures ordinance;
- h. adoption of an irrigation hours ordinance and reduction in the use of potable water for irrigation; and
- i. utilization of reuse water wherever and whenever possible based upon the ecological and technical factors involved, and analysis of reclaimed water feasibility by potable water supply utilities.

Goal 9 Develop clean, sustainable, and energy-efficient power generation and transportation systems.

Develop and implement sustainable energy conservation strategies.

Improve regional air quality through a reduction of transportation and electrical power generation related impacts.

Improve regional air quality and energy conservation by promoting the use of alternative fuel and hybrid vehicles and less polluting vehicles, utilizing Transportation Demand Management alternatives, increasing the use of public transportation, and other strategies.

Establish greenhouse gas emission reduction goals and implement renewable energy measures to minimize the risks posed by sea-level rise and other effects of global climate change.

Goal 14 Preserve, protect, and restore Natural Resources of Regional Significance.

Address environmental issues, including the health of our air, water, habitats, and other natural resources, that affect quality of life and sustainability of our Region.

Protect native habitat by first avoiding impacts to wetlands before minimizing or mitigating those impacts. Development proposals should demonstrate how wetland impacts are being avoided and what alternative plans have been considered to achieve that objective.

Quality Of Life

The expansion of the airport will significantly increase noise levels from aircraft activity. The applicant is still updating their Noise Study. Resulting mitigation efforts should consider varying flight paths and schedules. Noise impacts to existing structures, especially residential and "noise sensitive" facilities, should be adequately addressed.

Goal 11

- Encourage and support the implementation of development proposals that conserve the Region's natural resources, rural and agricultural lands, green infrastructure and:
 - utilize existing and planned infrastructure where most appropriate in urban areas;
 - enhance the utilization of regional transportation systems;
 - incorporate mixed-land use developments;
 - recycle existing developed sites; and
 - provide for the preservation of historic sites.

8.19

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Policy 11.9

Address the full range of redevelopment impacts, including the displacement of existing populations, the loss of historic structures and neighborhood character, and the overburdening of existing infrastructure.

Policy 11.10

Decisions regarding the location, rate, and intensity of proposed development shall be based on the existing or programmed capacity of infrastructure and support services or on capacity which will be programmed to serve that proposed development; in addition, consideration, should be given to the impact of infrastructure and support services on natural resources.

Goal 21

Assume a leadership role to enhance regional cooperation, multi-jurisdictional coordination, and multi-issue regional planning to ensure the balancing of competing needs and long-term sustainability of our natural, developed and human resources.

Policy 21.1

Implement better coordination of land use, natural resource, and infrastructure planning, with special attention to regional and ecosystem management approaches

Policy 21.5

Strengthen the linkage between land use and transportation/air quality planning.

Policy 21.6

Achieve mutually supportive transportation planning and land use planning that promotes mobility, efficiency, and accessibility, fosters economic development, preserves natural systems, improves air quality, increases access to employment centers and affordable housing, and promotes safety.

Safety and Security

The applicant should ensure that the potential danger of a raised runway over US1 will be adequately mitigated.

Ensure increases in hazardous materials and waste will be transported, handled and stored in the safest and most secure manner possible.

Goal 3 Promote the health, safety, and welfare of South Florida's residents.

Policy 3.7

Reduce exposure to environmental contaminants and hazards in the Region's ground, air, and water.

Transportation

If the proposed expansion will increase vehicular traffic and the need for parking, several transit options should be considered to alleviate traffic and improve connectivity. Transit connections to surrounding areas should be incorporated to provide access to employees and travelers without cars, as well as reduce parking demand. The applicant should collaborate with relevant transportation agencies to incorporate transit solutions.

Goal 4

Enhance the economic and environmental sustainability of the Region by ensuring the adequacy of its public facilities and services.

Policy 4.3

Utilize the existing infrastructure capacity of regional facilities to the maximum extent consistent with applicable level of service (LOS) standards before encouraging the expansion of facilities re the development of new capacity.

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Ms. Virginia Lane
July 28, 2008
Page 5

- Goal 8 Enhance the Region's efficiency, safety, quality of life, and economic health through improvements to road, port, and public transportation infrastructure.
- Policy 8.1 Maintain the Florida Intrastate Highway System, other state road, local roadways, and public transportation systems to preserve the Region's investment in infrastructure; support daily use and needs; enhance the Region's global competitiveness and economic health; increase safety; ensure emergency access and responses; and provide for evacuation purposes.
- Policy 8.3 Plan land use in and around airports and seaports to minimize unnecessary social, environmental, or economic conflicts and costs.
- Policy 8.4 Expand use of public transportation, including buses, commuter rail, waterborne transit, and alternative transportation modes that provide services for pedestrians, bikers, and the transportation disadvantaged, and increase its role as a major component in the overall regional transportation system.
- Policy 8.8 Ensure the safety of the transportation system by implementing measures to reduce vehicle, pedestrian, and bicycle crashes, and increase the safety of commercial vehicle operations.

Thank you for the opportunity to comment. The SFRPC would appreciate being kept informed on the progress of this project. Please do not hesitate to call if you have any questions or comments.

Sincerely,


Karen D. Hamilton
Regional Planner

KDH/kai

cc: Lauren Milligan, FDEP-Florida State Clearinghouse

F-A0004



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Charlie Crist
Governor
Jeff Roark
Lt. Governor
Wendell Ford
Attorney General
D. Bush
Secretary

RECEIVED AUG 0 1 2008

July 28, 2008

Ms. Virginia L. Lane, AICP
Orlando Airports District Office
Federal Aviation Administration
5950 Hazelhine National Drive, Suite 400
Orlando, FL 32822-5024

RE: Federal Aviation Administration - Final Environmental Impact Statement for the Development and Expansion of Runway 9R/27L and Other Associated Airport Projects at Fort Lauderdale-Hollywood International Airport - Broward County, Florida.
SAI # FL200806204295C (Reference SAI # FL200703223172C)

Dear Ms. Lane:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4231, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced final environmental impact statement (FEIS).

The South Florida Water Management District (SFWMD) notes that while a general overview of potential secondary impacts is provided, the FEIS does not provide a comprehensive summary of all potential secondary impacts to wetlands resulting from the proposed runway extension. Upon development of construction documentation, secondary impacts to adjacent wetlands resulting from the proposed project must be fully addressed as part of the SFWMD's Environmental Resource Permit (ERP) application review process, pursuant to Section 4.2.7 of the SFWMD ERP Basis of Review. Based on the submitted project construction information, the runway expansion opening date is proposed to be completed until March, 2013. The proposed off-site wetland mitigation must be completed prior to or concurrently with any authorized wetland impacts.

The Florida Department of Environmental Protection (DEP) Southeast District's ERP Section has deferred comments to the SFWMD, which will require modification of ERP No. 06-00339-S for impacts to jurisdictional wetlands. The Southeast District's Air Section also offers the following comments:

State Partnership Loan Program
www.fps.state.fl.us

F-A0005

Ms. Virginia L. Lane
July 28, 2008
Page 2 of 3

- **Appendix G Air Quality - HAP EMISSION INVENTORY**
Tables G.1.B-8 through G.1.B-26, which report "Annual HAP Emissions by Source," do not include the particulate matter (PM) contribution from aircraft. PM from Motor Vehicles and Ground Support Equipment is included under "Diesel Particulate Matter" but under "Aircraft" there is no data for PM. With the primary non-volatile component of jet engine exhaust being PM and a good approximation that transport aircraft's PM is less than 2.5 micrometers, listing this information would be beneficial. PM contributions from "Aircraft" are included within Tables 6.B-3 through 6.B-11 and could be referenced to provide this information. 7.15
- **Appendix P - Response to Comments 7.0 AIR QUALITY**
Comment 7.33 asks whether the DEP will require Air Quality Permits for the stationary sources at the airport. No new stationary air sources are planned for this EIS. Future stationary sources or major modifications to equipment or operations of existing sources would require appropriate permits. 7.16

The Florida Department of Transportation's (FDOT) District Four office in Fort Lauderdale has reviewed the document and notes the following:

- Executive Summary page 6 of 51: Due to proximity of several FHWA limited access facilities, please verify that the preferred alternative will not require coordination/approval from FHWA. 13.13
- ES 1.5: There is a statement in the surface transportation section that says there are no impacts to surrounding roads with respect to level of service; however, the preferred alternative will close Airport Perimeter Road. This will divert traffic to other facilities that may have capacity deficiencies. Please provide further clarification on this matter. 13.14
- As the design proceeds on the runway expansion, close coordination will be required with the FDOT regarding impacts to US 1 and Griffin Road. Please note that permits from FDOT will be required for the related runway work in the right-of-way for these two roadways. Please contact Becky Mainardi at (954) 777-4404 to coordinate this work with FDOT. A FDOT general use permit will be necessary if an alternative impacts roads. Please contact Sofie Sariol, at (954) 940-7605 prior to developing detailed design plans in order to learn about requirements that may pertain to the project improvements located within and in proximity to state owned right-of-way. 13.15
- Please coordinate with the Florida East Coast Railroad (FEC) for comments. If the runway expansion requires construction near or over the FEC railroad tracks, approval and permits will be required from FEC. Please contact Charles Stone at (904) 538-6057 for further assistance. 13.16

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Ms. Virginia L. Lane
July 28, 2008
Page 3 of 3

- Please note that if the runway expansion requires any shifts of the existing FEC tracks in the immediate area, then this may impact the preliminary layout for the future FEC station at the Airport-Seaport Intermodal Center. These impacts should be closely coordinated with Scott Seeburger of FDOT at (954) 777-4632, and David Anderton of Port Everglades at (954) 468-0144. 13.17

Please contact Andrew Riddle at (954) 777-4605 for further information.

Based on the information contained in the FEIS and the enclosed state agency comments, state has determined that, at this stage, the proposed activity is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by our reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final review of the project's consistency with the FCMP will be conducted during the environmental permitting stage. 10.8

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Mr. Christopher Stahl at (850) 245-2169.

Yours sincerely,

Sally B. Mann

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/gjs
Enclosures

cc: Tim Gray, DEP, Southeast District
Jim Golden, SFWMD
Lisa Stone, FDOT

F-A6065

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Project Information	
Project:	FL200806204295C
Comments:	07/21/2008
Due:	07/28/2008
Letter Due:	07/28/2008
Description:	FEDERAL AVIATION ADMINISTRATION - FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE DEVELOPMENT AND EXPANSION OF RUNWAY 9R27L AND OTHER ASSOCIATED AIRPORT PROJECTS AT FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT - BROWARD COUNTY, FLORIDA.
Keywords:	FAA - FEIS, RUNWAY 9R27L AT FT. LAUDERDALE-HOLLYWOOD AIRPORT - BROWARD CO.
CFDA #:	20.106
Agency Comments:	
SOUTH FL RPC - SOUTH FLORIDA REGIONAL PLANNING COUNCIL	
No Comments	
BROWARD - BROWARD COUNTY	
No Comments	
FISH AND WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
No Comments Received	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comments Received	
TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION	
Executive Summary page 6 of 51: Due to proximity of several FHWA limited access facilities, please verify that the preferred alternative will not require coordination/approval from FHWA. ES 1.5: There is a statement in the surface transportation section that says there are no impacts to surrounding roads with respect to level of service; however, the preferred will close Airport Partner Road. This will divert traffic to other facilities that may have capacity deficiencies. Please provide further clarification on this matter. Please coordinate with the Florida East Coast Railroad (FEC) for any comments that may be required from FEC. Please contact Charles Scott at (904) 538-6057. As the design proceeds on the runway expansion, close coordination will be required with the FDOT regarding impacts to US 1 and Griffin Road. Please note that permits from FDOT will be required for the related runway work in the right-of-way for these two roadways. Please contact Becky Mainardi at (954) 777-4404 to coordinate this work with FDOT. FDOT general use permit will be necessary if alternative impacts roads. Please contact Sofia Saino, at 954-940-7605 prior to developing detailed design plans in order to learn about requirements that may pertain to the project improvements located within and in proximity to State owned right-of-way. Please note that if the runway expansion requires any shifts of the existing FEC tracks in the immediate area, then this may impact the preliminary layout for the future FEC station at the Airport-Seaport Intermodal Center. These impacts should be closely coordinated with Scott Seeburger from FDOT at 954-777-4632, and David Anketon from Port Everglades at 954-468-0144. Please contact Andrew Riddle at 954-777-4605 for further ICAR coordination.	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
The DEP Southeast District's ERP Section has deferred comments to the SPWMD, which will require a modification to Environmental Resource Permit (ERP) No. 08-00339-3 for impacts to jurisdictional wetlands. Modification to the National	

F-Ac005

Pollutant Discharge Elimination System (NPDES) permit will also be coordinated through the SPWMD. Also, listed below are a few comments from the District's Air Section. Appendix G Air Quality - HAP EMISSION INVENTORY Tables G.1.8-8 through G.1.8-26, which report "Annual HAP Emissions by Source", do not include the particulate matter (PM) contribution from aircraft. PM from Motor Vehicles and Ground Support Equipment is included under "Diesel Particulate Matter" but under "Aircraft" there is no data for PM. With the primary non-volatile component of jet engine exhaust being PM and a good approximation that transport aircraft's PM is less than 2.5 micrometers, listing this information would be beneficial. PM contributions from "Aircraft" are included within Tables 6.8.3 through 6.8.11 and could be referenced to provide this information. Please refer to the response to Comments 7.0 AIR QUALITY Comment 7.33 asks whether the DEP will require Air Quality Permits for the existing sources at the airport. No new stationary air sources are planned for this EIS. Future stationary sources or major modifications to equipment or operations of existing sources would require appropriate permits.

SOUTH FLORIDA WMD - SOUTH FLORIDA WATER MANAGEMENT DISTRICT

While a general overview of potential secondary impacts is provided, the FEIS does not provide a comprehensive summary of all potential secondary impacts to wetlands resulting from the proposed runway extension. Upon development of construction documentation, secondary impacts to adjacent wetlands resulting from the proposed project must be fully addressed as part of the SPWMD's Environmental Resource Permit (ERP) application review process, pursuant to Section 4.2.7 of the SPWMD's ERP Basis of Review. Based on the submitted project construction information, the runway expansion opening date is 2012-2013. However, construction of the referenced off-site wetland mitigation area is not proposed to be completed until March, 2013. The proposed off-site wetland mitigation must be completed prior to or concurrently with any authorized wetland impacts.

For more information or to submit comments, please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD, M.S. 47
 TALLAHASSEE, FLORIDA 32309-3000
 TELEPHONE: (850) 245-2161
 FAX: (850) 245-2180

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F-Ac005



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

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 (727) 824-5317; FAX (727) 824-5300
<http://sero.nmfs.noaa.gov/>

July 25, 2008 F/SER4:JK/pw

Virginia Lane
 Environmental Specialist
 U.S. Department of Transportation
 Federal Aviation Administration
 5950 Hazeltine National Drive
 Orlando, Florida 32822-5024

Dear Ms. Lane:

NOAA's National Marine Fisheries Service (NMFS) reviewed the final Environmental Impact Statement (EIS), dated June 17, 2008, for the development and extension of runway 9R/27L and other associated projects at Fort Lauderdale-Hollywood International Airport (FLL). The final EIS prepared by the Federal Aviation Administration (FAA) describes the environmental impacts associated with airport projects proposed by the Broward County Board of County Commissioners (Broward County), owner and operator of FLL. According to the final EIS, the existing airfield at FLL lacks sufficient capacity to accommodate existing and forecasted demand. In order to address this need, Broward County proposes to: Redevelop Runway 9R/27L to a length of 8,000 feet and a width of 150 feet. An Engineered Materials Arresting System (EMAS) would be used at each runway end in place of a standard runway safety area. The use of EMAS allows the overall length of the runway to be reduced to 8,000 feet and would eliminate the need for declared distance while improving the runway operational capability. The eastern end of Runway 9R/27L would be elevated over the Florida East Coast Railway and U.S. Highway 1. The western extent of the runway would be the Dania Cut-Off Canal. Runway 13/31 would be permanently closed to accommodate elevation of Runway 9R/27L. In addition this alternative includes implementation of the operational noise abatement actions described in the County's Airfield Development Program Objective Statement (October 26, 2004). This set of changes is referred to as "Alternative B1c" in the final EIS.

The final EIS presents an analysis of several on-site and off-site site alternatives, in addition to the no-action alternative. The FAA does not present a preferred alternative in the final EIS, however Broward County's preferred alternative is Alternative B1c. This alternative would impact approximately 15.41 acres of wetlands including 3.05 acres of estuarine emergent vegetation (mangroves), which are essential fish habitat (EFH). Other alternatives (i.e., Alternative D1) could adversely affect as much as 21.87 acres of wetlands. The airport



F-A C006

expansion activities are located in waters of the United States adjacent to the Dania cut-off canal and Atlantic Intracoastal Waterway (AIWW) in Broward County, Florida. As the nation's federal trustee for the conservation and management of marine, estuarine, and anadromous fishery resources, the following comments and recommendations are provided pursuant to authorities of the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

Consultation History

By letter dated May 17, 2007, NMFS provided the FAA with comments and recommendations in response to the draft EIS. Please see this letter for a complete consultation history and a description of the habitats designated as EFH. In our comments on the draft EIS, NMFS specifically requested that the final EIS include a full assessment of cumulative effects; the FAA or lead federal agency's views regarding the effects of the action on EFH; a compensatory mitigation plan; and Unified Mitigation Assessment Method (UMAM) scores of the mitigation site. In addition, we provided two EFH conservation recommendations:

- (1) A plan shall be developed for providing full, in-kind compensation for unavoidable adverse impacts to wetlands. The plan shall address compensation for loss of productivity and habitat functions that occur during the period between elimination/degradation of existing wetlands and establishment of functionally compatible mangrove habitat that would be protected in perpetuity; and
- (2) A monitoring plan shall be developed to assess the ecological success of the offsite, compensatory mitigation. Annual monitoring of the mitigation site shall take place for five years following completion of the mitigation project. In the event it is determined that the implemented mitigation measures do not completely offset the destruction of mangrove wetlands, the plan shall include contingency measures, such as additional planting or exotic vegetation removal, in order to provide functionally suitable replacement habitat. The mitigation/monitoring plan shall be forwarded to the NMFS for review and approval prior to initiation of construction.

Responses to Information Requests and EFH Conservation Recommendations

A full assessment of cumulative effects. In our comments on the draft EIS, we noted that several past, present, and reasonably foreseeable future activities were not included in the discussion of cumulative effects. The final EIS (chapter 7) provides a more thorough evaluation of cumulative effects. NMFS concludes that this information need has been sufficiently addressed.

The FAA's, or lead federal agency's, views regarding the effects of the action on EFH. The final EIS (section 6.F.1.7) states that the FAA has determined there will be no significant impacts to EFH resulting from the implementation of any of the runway development alternatives. This determination considered the project design; the minimal short-term and permanent impacts associated with the installation of light tower foundations, utility cables, and access roads required for the proposed runway approach light configurations; and the mitigation proposed for unavoidable wetland impacts. While we believe that additional information about the mitigation proposal is needed (see section below) before NMFS could agree with the FAA's determination, NMFS finds that the FAA has met the requirement for making a determination.

F-A C006

11.6
A compensatory mitigation plan. The final EIS includes conceptual mitigation measures that the FAA would consider as part of the proposed project or alternatives (Section 6J). Specifically, the final EIS states that the FAA has developed conceptual wetland mitigation during this EIS process based on input from and in coordination with the U.S. Army Corps of Engineers, the South Florida Water Management District, and the U.S. Environmental Protection Agency. The final EIS also states that it will be Broward County's responsibility to apply for permits required by these regulatory agencies for the preferred alternative.

While NMFS is familiar with the restoration proposed at West Lake Park associated with Department of the Army permit number 2002-0072 (IP-LAO), we are also aware of other projects by the Broward County Board of County Commissioners (such as the Port Everglades Expansion) that propose to use this mitigation as well. The EFH assessment should fully describe how mangrove impacts would be mitigated. While we agree with the general approach of the conceptual plan, more detail is needed, including Unified Mitigation Assessment Method (UMAM) scores at the mitigation sites, to determine that all functional losses would be mitigated. NMFS concludes that this information need has not been sufficiently addressed.

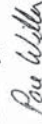
11.7
Unified Mitigation Assessment Method (UMAM) scores. In response to our review of the draft EIS, NMFS noted that the UMAM scores for the wetland areas proposed for impact under Broward County's preferred alternative were provided. However, the only way to determine the amount of mitigation necessary to offset 3.05 acres of mangrove wetlands would be to have UMAM scores for the mitigation site, which were not included in the draft EIS nor are they provided in the final EIS. The compensatory mitigation plan should include all necessary UMAM scores to determine that all functional losses can be mitigated. We conclude that this information need has not been sufficiently addressed.

11.8
EFH Conservation Recommendations provided in response to review of the draft EIS. The EFH assessment section in the final EIS does not make any reference to the EFH conservation recommendations provided in response to our review of the draft EIS. As mentioned above, the FAA maintains that it is Broward County's responsibility to develop the permits for the mitigation. However, the EFH section did not summarize the analysis that led the FAA to this conclusion. Section 305(b)(4)(B) of the Magnuson-Stevens Act and its implementing regulation at 50 CFR Section 600.920(k) require that, in the case of a response that is inconsistent with NMFS conservation recommendations, the agency must explain its reasons for not following the recommendations, including the scientific rationale for any disagreements with NMFS over the anticipated effects of the proposed action and the measures needed to offset such effects. NMFS believes the FAA, as the federal action agency, is responsible for documenting that the mitigation would fully offset the lost wetland functions through the National Environmental Policy Act process.

11.9
In closing, NMFS can not conclude that the habitat conservation goals of the Magnuson-Stevens Act have been met for this project nor can we conclude that the FAA has met the procedural requirements of the Magnuson-Stevens Act. We maintain our recommendations to develop a compensatory mitigation plan and the associated monitoring. We would be willing to work with the FAA in the development of these plans. We also can advise on the most effective path to completing the EFH consultation.

Thank you for the opportunity to provide comments. Related correspondence should be directed to the attention of Ms. Jocelyn Karaszia at our West Palm Beach office, which is co-located with the US Environmental Protection Agency at USEPA, 400 North Congress Avenue, Suite 120, West Palm Beach, Florida, 33401. She may be reached by telephone at (561) 616-8880, extension 207, or by e-mail at Jocelyn.Karaszia@noaa.gov.

Sincerely,



/ for

Miles M. Croom
Assistant Regional Administrator
Habitat Conservation Division

cc: (via electronic mail)

EPA, Miedema.Ron@epa.gov
FWS, Paul_Souza@fws.gov
FWCC, Lisa.Gregg@MyFWC.com
Broward County, JKRAWCZYK@broward.org
SAFMC, Roger.Pugliese@safmc.net
NOAA PPI, ppi.nepa@noaa.gov
F/SER, David.Keys@noaa.gov
F/SER3, Eric.Hawk@noaa.gov
F/SER4, David.Dale@noaa.gov
F/SER47, Jocelyn.Karaszia@noaa.gov

July 15, 2008

Via Fax 407/812-6978

Ms. Virginia Lane
FAA Orlando Airports District Office
5950 Hazeltine National Dr., #400
Orlando, FL 32822-5024

RE: FEIS at Ft. Lauderdale/Hollywood International Airport
Runway 9R/27L - South Runway Extension at FLL

Dear Ms. Lane:

Where does anyone begin? It's all been said before and it seems like no one is listening to the families that will be impacted by the airport expansion.

It's very personal to me. I became a widow at the early age of 29 with two daughters, one and five. We had no plans for such a catastrophe. I feel fortunate that I have been able to survive but have always lived on a fixed income. I have been in my home since 1972 and cannot imagine moving. I certainly can't afford the drastic increase in monthly rent or mortgage payments. Even more worrisome is the increase in property taxes that would put me over the top. Any yet, staying at the property will not be as it was. Yes, the homes can be soundproofed but what about the time spent outside. The noise and pollution will change all that. *P/16/16*

This airport expansion of the Southern runway has been going on for so long. Each time there is a change in the factors for and against it. Now because of the energy crisis, we hear that some airlines will drop flights and even complete service to and from the Ft. Lauderdale/Hollywood International Airport while others will increase their number of flights. Thus, no major variation in the number of flights. This doesn't warrant an expansion. *P/20*

I watched Good Morning America the other day. They mentioned John U. Lloyd Park as being one of the most visited and best national parks in the country. An expansion of the airport will not only destroy the serenity of this park but will eventually affect the birds and other wildlife that make the park their home. *P/158*

Of course, I wonder why the FAA and others continue to discuss an expansion when there is no commitment of funds available for such an expansion. People's lives are continually disrupted time and time again over the years for someone's dream. Yes, a few will reap the benefits, but so many more will be devastated emotionally and financially. Then again, has a decision already been determined and all of our efforts are in vain? *P/3:37*

A worried homeowner,

Sharon D
Sharon Dunham
817 NW 8th Avenue
Dania Beach, FL 33004

F-LC001

RECEIVED JUL 23 2008

Mr R.P. O.K. Higgs
4580 SW 34th Ave.
Ft. Lauderdale
FL 33312
954 9666147
07/20/08


ATT: -
Ms. Virginia Lane

As a resident at this address for the last 30 yrs., Broward Government fails me in the public interest. To explain: -
From University Drive west to State Rd 27 is 22 miles. At that time I believe there were approximately four homes on State Rd. 84, being your only route to Alligator Alley. However at that time Interstate 595 E.W. and Interstate 75 N.S. were on their plans.

The government of Broward County was aware of the counties population growth. Why wasn't an airport built or considered when the City of Western is today? If the interest is the safety of the population of Broward County, why did they put a passenger train station under the flight path? I live approximately two miles west of Malibuca Isles. The residents of these Isles, who live in irreplaceable homes, where the impact will be most profound, the airport expansion therefore must be stopped from any further expansion. *P/416*

F-LC002

Our sincere thanks for your time and energy over this very important issue.

Yours Sincerely
Dawn Hill

07/20/08

REF: FEIS- FLL SOUTH RUNWAY EXT.

RECEIVED JUL 23 2008

To Whom It May Concern,

I can not understand why the insistence on lengthening the South Runway. In the "Assessment of Airfield Development Alternatives" Final Report dated November 2003; it clearly shows that a parallel runway to the north will only marginally change the noise footprint. This alternative also avoids going into environmentally sensitive areas; It avoids uprooting and moving families. It avoids buying insulated windows. Bringing a lot of people must be getting weary on this deal while our beautiful quiet neighbor hoods are destroyed. The South Runway makes no sense in anyway.

7/19/08

Thank You,
MICHAEL CARPENTER
M. Carpenter
516 N.E. 3 ST
DANIA FL 33004

F-10002

F-10003

RECEIVED JUL 23 2008

7/19/08

Ms. Virginia Lane
FAA Orlando Airport District Office
5050 Hazeltime National Drive Suite 400
Orlando, FL 32822-5024

Dear Ms. Lane:

I'm a resident of Melaleuca Gardens in Broward County, FL. I have been watching this debate to expand the South runway at the Fort Lauderdale/Hollywood Airport go on for the past 10+ years that I have lived here and I know that a decision is forthcoming. I want to express my SINCERE concern about expanding the south runway. I know it will directly impact over 400 of our homes in the Melaleuca Gardens neighborhood plus countless others in the surrounding areas. The offers to "sound proof" our homes or possible buy them is unacceptable to me. I worked hard over the last several years and spent thousands of dollars to make my house a "home" and now my home is now being threatened due to an expansion that could be accommodated in other ways. Why aren't other options being looked at like the north parallel runway that will impact far less homes? Has this south runway expansion been reconsidered now that the airline industry has cut flights to FL? United Airlines has totally ceased operations at FLL and several other airlines have cut capacity like Jet Blue, Frontier and Delta. I believe the airport runway capacity and proposed "waiting times" for the future MUST be reconsidered in light of these current issues. Also, Broward county has lost over 13,000 residents this past year and that pattern is predicted to increase over the next several years. Lastly, John Lloyd Beach State Park, which was recently listed by ABC's Good Morning America as one of the top state parks in the US, will most likely be obliterated because of the south runway expansion. Thousands of locals and tourists use visit this state park yearly not to mention the home it

provides to hundreds of wildlife species. I ask you PLEASE consider all options to this runway expansion and reconsider if it is even needed in light of current economic pressures and issues affecting this area and the airline industry. I personally invite you and other members of the FAA to our neighborhood so you can see how the airport noise currently affects our homes. You will then be able to get a glimpse into how the proposed south runway noise will affect our neighborhood and quality of life. Put yourself in our situation. Would you want your home devalued and made barely liveable?

I will continue to pray to God and believe He will work this situation out for the good of those who live here. As the Bible states in Romans 8:28, "All things work together for good to those who love the Lord and are called according to His purpose". He is the ultimate authority. I place my full trust in Him. Take care and thank you for reading my letter.

Sincerely,
Dan Fiore
530 NW 8th Street
Dania Beach, FL 33004
(954) 929-6607

F-LC004



↑ BEFORE ↑
530 NW 8th St.
Dania Beach FL 33004



↑ AFTER ↑

F-LC004

RECEIVED JUL 29 2008

To: Virginia Lane
FAA Orlando Airports District Office
5950 Hazeltine National Drive
Suite 400
Orlando, FL 32822-5024

Date: July 18, 2008

From: Pamela Hurley
4501 SW 34th Drive
Fort Lauderdale, FL 33312

Re: FEIS - FLL South Runway Extension

Dear Virginia,

How can the government in good conscience decide to spend billions of dollars on an airport expansion that, according to recent economic indicators, is not necessary? Airlines are drastically cutting back operations at FLL and, according to a recent Sun-Sentinel article, people are LEAVING Broward County. [Redacted] R00/3,10

Plus all this concern about the environment. One wonders where that all went when the destruction of John U Lloyd Beach State Park seems a certainty if this unnecessary south runway extension is allowed to proceed. [Redacted] P/8,58

Sincerely,

Pamela M. Hurley
4501 SW 34th Drive
Fort Lauderdale, FL 33312

F-LL005

RECEIVED JUL 21 2008

Dear Ms Lane: Safety?

I'm writing in response to the FAA decision to continue the misguided plan to extend the south runway at the Fort Lauderdale airport. I continue to ask about the practicality of this project but never get a straight answer. How do you rescue a burning plane with its passengers when at the east end of the elevated runway? Any ocean breeze will blanket the sole approach in smoke. The north, east and south access is up a steep forty-four foot embankment compounding the difficulty of the emergency. How does the closing of the crosswind runway make this airport safer? If I were a passenger in a damaged plane low on fuel I'd want my pilot to have every option possible. [Redacted] R/LL109,3

All I ask of you is to keep an open mind. Weigh the facts and make the right decision.

Sincerely,

Gary Pelletier

F-LL000

RECEIVED JUL 23 2008

July 20, 2008

Fax: 407-812-6978

Ms Virginia Lane
FAA Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, FL. 32822-5024

Re: FEIS - FLL South Runway Extension- Fort Lauderdale, Florida

The impact of the South Runway on our vegetation, trees, ocean (fish species, turtles and our precious coral reef), not to mention the quality of life for thousands of residents will ruin South Florida's future for us and our children. F 110 b1
1161

The value of our homes is already lowered by the housing crunch and this runway will be the death blow to the value of our homes. Where are we to go????

Our future, must allow us to save creatures, trees, and animal life.

A reduction of plane travel already indicates that a new runway is not necessary. Air lines are removing their routes from Fort Lauderdale already. The future of the airline industry indicates a future with less flights and a reduction of air lines. ROD 13.10

LOOK AHEAD ... THIS RUNWAY IS NOT NECESSARY AND IT'S OUR LIVES THAT ARE BEING RUINED, NOT YOURS.

Along with the Calypso gas pipe line from the Bahamas. This airport expansion will ruin a way of life and endanger much of the local population and neither is needed. R20

WHERE WILL IT STOP???

Frank and Barbara Marino
625 N E 2 Place
Dania Beach, FL. 33004

F-LC007

RECEIVED JUL 24 2008

Ms. Lane,

My name is Michelle Darbro. I live at 5311 SW 22 Terrace, Dania Beach FL.

I am writing regarding the official FEIA - FLL South Runway.

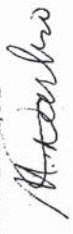
I would like to go on record as opposing (again and still) the runway construction suggested. R20.0

In these difficult economic time and considering the environmental impact, airport expansion seems unnecessary for many reasons:

1. The economy does not warrant more air travel in our area. Resent newspaper reports indicate a drop in travel to and from our area (and for most Americans). P 13.10
2. The environmental impact on our beach, specifically John U. Lloyd Park will be irreparable. P 18.58
3. The noise (as we have been trying to tell you) impact for the residents here in the east part of Broward County will be intolerable, immeasurable, and unrelenting. P 22.6

Please consider slowing the course and reconsidering your options.

Thank you,
Michelle Darbro
Resident
Dania Beach, FL



F-LC008

Ms. Virginia Lane,

I am commenting on the proposed expansion of FFL Airport.

RECEIVED JUL 23 2008

This proposal is devastating to the entire city of Dania. The old neighborhoods of NE and SE Dania will turn into slums. These homes were built 50 and 60 yrs ago when airport traffic was insignificant. Although some of these homes are outside the unrealistic noise contour, the homes adjacent to it will see depreciated property values which will affect the entire city. P 13.14 & 18.14

The raised runway will increase noise and pollution over the entire area. When winds are from the north or northwest, we already experience such affects. P 6.5

Insulationing and sound proofing does not work! Personally, we have already done these upgrades. And not to mention that occasionally citizens actually go outside! Do you know what it is like to have a plane overhead every 2 minutes??

How do you propose to finance the relocation of citizens if this should become necessary? It is costly to spend time finding new homes, moving, loss of work time, additional taxes, remodeling and relocation expenses. How do you handle the replacement of homes that people have owned for 20 plus years? waterfront properties, rental properties. Many families will be uprooted which will be detrimental both physically and emotionally. P 8.3

At a time when Florida is experiencing an economic upheaval, and the airline industry is experiencing major financial problems, this expansion is an abuse of taxpayers money as well as impoverishing an entire city.

The FAA must be held accountable for any infringement of a citizens right to peace and tranquility.

Airport Expansion NO!
Jaylice Reed
Dania, FL

F-LC009

Dear Ms Virginia Lane,

4/22/08
RECEIVED JUL 24 2008

We would like to

address the FES - FFL South Runway Extension

My Husband and I are against this having

lived in other states where our relatives were

forced out of their homes for this same reason.

Even if homes are overpriced the Outside isn't

You become a prisoner in your own home. No

more enjoying your own yard or seeing neighbors

outside to talk to or the BBG get together's -

We will be unable to attend the meeting but

hope this letter can be counted on show we

are against the FES - FFL Runway Extension

Thankyou so much

Mr. Mrs James N. Baker

5 W Hgine Terrace

Nania Brook

Fl. 33314

F-LC010

Felixxiong@cs.com
07/28/2008 12:19 PM



To
cc
bcc
Subject: Fll eis comments

July 28, 2008

Virginia Lane
FAA Orlando Airports District Office
5950 Hazeltime National Drive
Orlando, Florida 32822-5024

Regarding the FEIS-FLL South Runway Extension

Dear Ms. Lane,

My name is Ron Mitcham and I reside at 4925 SW 33RD Ave. Hollywood Fl. 33312.

First, throughout the industry Executives/Analysts/Airlines believe the Aviation Industry is in a fundamental change due to high fuel prices. Please explain how the FAA can rationalize unprecedented growth? ROD 3.10
P14/73

Second, the airport currently has 3 runways. The expansion of the south runway reduces the airfield to 2 runways. This moves operations from the crosswind runway to the south runway. This is not growth. Recently an EA was completed on the diagonal runway with no significant finding. The south runway expansion is the most impacted according to the FEIS. Please explain?

Third, a GAO report to Congressional Requesters entitled Aviation and the Environment dated April 2000 outlines what the FAA should do. The FAA accepts the conclusions of the report. The report is inconsistent with the FEIS. Below are included by not limited to:

A) (FAA GOAL) is reasonably consistent with achieving the goal of reducing incompatible land use and preventing the introduction of new incompatible land uses. The County/Airport/FAA have been trying to expand the south runway for well over 10 years. No zoning has been changed to not allow incompatible uses. In fact thousands of homes have been built within the 65/70 D.L. Some homes will be eligible for mitigation with not never having a person reside in the house. New construction homes are currently being built in impacted areas. Please explain? P18.1

B) FAA recognizes the fact that impacts do exist outside the 65DNL. However, the FEIS shows no impacts exist. Please explain? ROD 8.0

C) When mentioning about lowering the 65 DNL the FAA answers "there is not enough money to mitigate to the current 65 DNL." Impacts do exist outside the 65 DNL. In fact the FAA has funded projects outside the 65 DNL. My name is Ron Mitcham, I currently reside at 4925 SW 33rd Ave in Hollywood FL. 33312. Included in the ROD. I want all of the options available to me that are included for residents who live in the 65/70/75 DNL to be extended to my home. ROD 15.0

F-LC011

C) Supplemental information: I am requesting that the top 25 aircraft in operation at the FLL airport have single event contour maps generated. I am also requesting a 55 DNL noise contour map be generated. Once again above are just examples and other do exist. Please respond? P 4.53, 2.6, 8.7, 6.5

Fourth, The EPA (Environmental Protection Agency) says that for Health/Safety/Well Being no one should be exposed to higher than the 55 DNL. Again, I hereby request a 55 DNL contour map be produced.

Fifth, the city of Dania Beach and the County entered into an interlocal agreement in "good faith". However, the County and the FAA are doing everything possible to get out of it. Please Explain?

Sixth, the contour maps generated are at ground level and not at the elevation of the proposed project. I am hereby requesting noise contour maps at the elevation of the proposed project.

Seventh, FAA only address impacts through 2020 but benefits through 2030. Please explain? P 6.0

Eighth, If BCAD/County has written any letters excluding/commenting on any option it should be part of this process and public comment should be allowed. P 22.4

Ninth, If other options are available that have less of an impact on John Lloyd Park. Why are they not being chosen? P 18.58

Tenth, many residents have domestic animals such as dogs/cats as part of their family. These animals hear differently than humans. I am requesting a study be done to make sure it is safe for all family members/animals within impacted areas. P 11.6

Eleventh, in the event of a ground evacuation how will passengers/crew be able to get to a safe minimum distance away from the aircraft if the runway is elevated 45 feet and is so narrow. I hereby request a supplemental be done to answer by questions. R 11.09.23

I would like to thank the FAA for allowing me the opportunity to make these comments and look forward to your response.

Sincerely,

Ronald J. Mitcham

F-LC011