

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
EASTERN REGION**



DRAFT

**WRITTEN RE-EVALUATION OF
AUGUST 20, 2010 ENVIRONMENTAL IMPACT STATEMENT
AND
DECEMBER 31, 2010 RECORD OF DECISION**

**CAPACITY ENHANCEMENT PROGRAM
PHILADELPHIA INTERNATIONAL AIRPORT
PHILADELPHIA, PENNSYLVANIA**

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1. INTRODUCTION AND SUMMARY

The Federal Aviation Administration (FAA) issued a Record of Decision (ROD) on December 31, 2010, which approved the construction of a new runway parallel to the current Runways 9L-27R and 9R-27L; the extension of Runway 8-26 and current Runway 9R-27L; associated taxiway improvements; terminal upgrades and reconfiguration; an automated people mover; and the relocation of on and off-airport facilities at Philadelphia International Airport (PHL), Philadelphia, Pennsylvania. Collectively, these projects are known as the Capacity Enhancement Program (CEP). The ROD, which is available at www.faa.gov/airports/environmental/records_decision, followed an Environmental Impact Statement (EIS), completed on August 20, 2010, and notice that was published in the Federal Register on August 27, 2010. Copies of both documents are available at the FAA Eastern Regional Office, 1 Aviation Plaza, Jamaica, New York (718-553-2511) and at the Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill, Pennsylvania (717-730-2841).

The CEP, as evaluated in the Final EIS and depicted on PHL approved 2011 Airport Layout Plan, required the relocation of the UPS hub facility to accommodate the new east-west parallel runway on the south side of the airport. The UPS hub facility was to be relocated in an area west of the airport on property to be acquired from Tinicum Township, Delaware County, PA. Just east of the relocated UPS, Cargo City would be redeveloped in its current location with some expansion into the existing International Plaza area. The International Plaza property would also need to be acquired. Airfield and roadway modifications were also designed to accommodate the CEP changes in this area.

The property identified for acquisition to accommodate the relocation of UPS and expansion of Cargo City in the CEP is termed the West Side Acquisition Area, which extends from the western-most airport boundary to 4th Avenue in Tinicum Township. It totals 301.4 acres and includes 72 residences and 12 businesses that were proposed for relocation prior to UPS development (See Figure 1).

In April 2015, the City of Philadelphia, (the airport sponsor), approached FAA seeking approval to modify the CEP relocations of Cargo City and UPS. These modifications, known as the Cargo City Reconfiguration Plan, were developed in concert with Tinicum Township officials in order to avoid or minimize residential and business relocations associated with the West Side Acquisition Area, while still accommodating the CEP. In accordance with the National Environmental Policy Act (NEPA), the FAA completed this Written Re-Evaluation for reconfigurations to the UPS and Cargo City areas; and the construction sequence. The basis for FAA's Written Re-evaluation was an Environmental Technical Report (June 2015), which analyzed and compared potential impacts associated with the Cargo City Reconfiguration Plan as compared to impacts associated with the CEP. A copy of the Environmental Technical Report can be found in Appendix A.

1.1 Proposed Cargo City Reconfiguration Plan/Comparison of Airport Layout Plans

The fundamental change proposed under the Cargo City Reconfiguration Plan is the exchange of location between the relocated UPS hub facility and the redeveloped Cargo City facility (See

Figure 2). The Cargo City Reconfiguration Plan maintains the assumptions presented in the CEP, including operational forecasts, aircraft fleet mix, design aircraft, and runway configurations. While the layout of the individual buildings changes, the overall size and scope of the UPS and Cargo City operations remain relatively the same. One notable difference is that in order to meet Tinicum Township Green Space requirements, the UPS apron area would be built in two phases, with the second phase possibility requiring a modification or waiver to the Green Space requirements. Under the Cargo City Reconfiguration Plan, the total area for UPS and Cargo City is reduced by 276,103 square feet. The total area for related projects such as roads and maintenance hangars is reduced by 414,810 square feet. The table below provides a detailed comparison of the changes.

Comparison of CEP and Cargo City Reconfiguration Footprint Areas			
<i>All figures are in Square Feet (SF)</i>			
Airport Component or Facility	Final EIS	Cargo City Reconfiguration	Difference in Footprint
Cargo City:			
Taxiways	1,220,800	1,364,800	+ 144,000
Aprons/Ramps	1,792,200	1,425,300	- 366,900
Cargo Buildings	1,034,000	931,200	- 102,800
UPS:			
Taxiways	126,500	30,350	- 96,150
Aprons/Ramps	2,088,800	2,186,347	+ 97,547
Main Operations Building	680,000	678,500	- 1,500
Sorting and Freight Forwarding Buildings	88,400	138,100	+ 49,700
Total Cargo/UPS Footprint:	<u>7,030,700</u>	<u>6,754,597</u>	<u>- 276,103</u>
Related Projects:¹			
Public Roads	565,200	461,700	- 103,500
Small Maintenance Hangar	30,530	30,450	- 80
Large Maintenance Hangar	106,750	140,000	+ 33,250
Demolition of Existing Large Maintenance Hangar	Not Required	- 140,000	- 140,000
Demolition of the US Postal Service Building	Not Required	- 204,480	- 204,480
Total Related Projects:	<u>702,480</u>	<u>287,670</u>	<u>- 414,810</u>
¹ Two Glycol Tanks are required to be relocated in the <i>Cargo City Reconfiguration</i> plan; this was not required in the Final EIS plan. Source: Final EIS 2010, PHL Master Plan 2011 and <i>Cargo City Reconfiguration</i> Airport Layout Plan 2014			

1.2 Comparison of Land Acquisition

The 2010 EIS and ROD identified 301.4 acres in the West Side area needed for acquisition. The surveyed area needed under the Cargo City Reconfiguration Plan is 208.3 acres or 93.1 acres less than what was anticipated in the CEP. A small percentage of this reduction is attributed to actions such as sub-division of parcels and actual survey results, which are independent of the Cargo City Reconfiguration, but majority of the reduction comes from the smaller footprint of the reconfigured layout. The Cargo City Reconfiguration Plan would also avoid the relocation of 72 residences and 5 businesses in Tincum Township that are required under the current approved CEP plan.

1.3 Comparison of Construction Schedule

The duration of construction related to the Cargo City Reconfiguration Plan is essentially the same as that of the CEP. The sequencing or order of demolition and construction for the UPS hub facility and Cargo City facility differs from what is presented in the EIS and ROD. Under both the CEP and the Cargo City Reconfiguration Plan, various components of the UPS facility and Cargo City facility are constructed during the first ten years of the CEP construction. The revised construction sequence only pertains to actions under the Cargo City Reconfiguration Plan. All other CEP construction activities remain unchanged in terms of duration and phasing. The table below provides a detailed comparison of the construction schedules.

Summary of Changes to Construction Schedule				
<i>In terms of Construction Year number</i>				
Activity	Final EIS Start Year	Final EIS End Year	Cargo City Reconfiguration Start Year	Cargo City Reconfiguration End Year
Build new UPS facility	1	4	7	10
Demolish existing Cargo City facilities	4	4	7	7
Build new Cargo City facilities	4	10	1	7
Demolish existing UPS facility	10	10	10	10
Build small maintenance hangar	1	2	2	3
Build large maintenance hangar	5	7	1	4
Relocate Tincum Island Road	2	2	2	2
Relocate glycol tanks	N/A	N/A	1	1
Demolition of existing	N/A	N/A	4	4

large maintenance hangar				
Demolish US Postal Service building	N/A	N/A	7	7

2. LEGAL STANDARDS

To ensure full compliance with the National Environmental Policy Act (NEPA), the FAA is evaluating the change in environmental impacts, in order to determine if a supplemental EIS is required. This Written Re-Evaluation follows guidance provided by FAA Environmental Orders 1050.1E and 5050.4B. Both Orders reference re-evaluating NEPA documents when there are new circumstances or information relevant to environmental concerns that come to light after the FAA has issued a ROD.

Pursuant to 40 C.F.R. 1502.9(c)(1) “agencies shall prepare supplements to either draft or final environmental impact statements if...there are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts.” FAA Orders 1050.1E and 5050.4B provide guidance as to the circumstances under which it is necessary to supplement an EIS. FAA Order 1050.1E, paragraph 515 provides that where there are changes in the proposed action, or new information relevant to environmental concerns, the FAA may prepare a written evaluation that will either conclude the contents of previously prepared environmental documents remain valid or that significant changes require the preparation of a supplement or new EIS.

FAA Order 1050.1E, paragraph 515a, states “The preparation of a new EIS is not necessary when it can be documented that the:

- (1) Proposed action conforms to plans or projects for which a prior EIS has been filed and there are no substantial changes in the proposed action that are relevant to environmental concerns;
- (2) Data and analyses contained in the previous EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts; and
- (3) Pertinent conditions and requirements (all) of the prior approval have, or will be, met in the current action.”

Paragraph 516a of FAA Order 1050.1E defines significant information as “information that paints a dramatically different picture of impacts compared to the description of impacts in the EIS.

If the proposed changes do not meet the criteria in paragraph 515 a (1)-(3), then further analysis is necessary.”

Per FAA Order 5050.4B, paragraph 1402 (b):

A supplement to the FEIS for this project is required if:

- (1) The airport sponsor or FAA makes substantial changes in the proposed action that could affect the action's environmental effects; or
- (2) Significant new changes, circumstances or information relevant to the proposed action, its affected environment, or its environmental impacts becomes available.

Order 5050.4B also discusses the format and circulation of a Written Re-Evaluation:

d. Format and circulation. The responsible FAA official should develop a format to prepare a written re-evaluation. The re-evaluation should be reviewed internally. The responsible FAA official should place a copy of the re-evaluation in the project's administrative file. The responsible FAA official need not make the written re-evaluation available to the public. However, that document may be made available to the public at the discretion of the responsible FAA official.

3. COMPARISON OF PROJECT IMPACTS (SUMMARY)

The proposed Cargo City Reconfiguration Plan layout, when compared to the CEP layout, is very similar. Under both scenarios, the UPS facilities and the Cargo City facilities would be replaced in kind. However, by exchanging the locations of the UPS and Cargo City facilities, the overall footprint is reduced, which results in several changes to impacts depicted in the CEP EIS. These include:

- Avoidance of the relocation of all 72 residences and 5 of the 12 businesses in Tincum Township;
- Increased distance between Tincum Township homes and the new UPS facility;
- Reduced noise impacts on Tincum Township from UPS aircraft ground operations;
- Reduced UPS truck travel time to and from Interstate 95;
- Reduced overall average UPS aircraft taxi time to and from runway ends;
- Reduced construction and operational air emissions; and
- Reduced amount of new impervious surfaces thereby, reducing rainfall runoff and local area flood area potential.

4. SUMMARY OF CHANGES TO ENVIRONMENTAL IMPACTS & MITIGATION

The following resources are not present in the West Side Acquisition Area and, therefore, were not considered in the Written Reevaluation.

- Farmlands
- Section 4(f) and Section 6(f) Resources
- Historic, Architectural, Archaeological, and Cultural Resources
- Wild and Scenic Rivers
- Federal Threatened and Endangered Species

4.1 Noise

4.1.1 Aircraft Flight Operations Noise

Under the proposed Cargo City Reconfiguration Plan, none of the aircraft fleet mix, operations, runway use, or flight tracks would change from what was analyzed in the EIS. Therefore, there would be no changes in the noise contours. There is one reporting change. The CEP required the acquisition of 72 residences in Tincum Township. These residences qualified for sound attenuation under the airport's Residential Sound Insulation Program (RSIP) but were not reported as impacted under the CEP because they were assumed to have been acquired. Of the 72 residences, 11 opted not to participate in the RSIP. These residences will be offered sound attenuation again under the proposed Cargo City Reconfiguration Plan.

4.1.2 Ground-Based Aircraft Noise

Under the Cargo City Reconfiguration Plan, the UPS ground-based aircraft operations will move approximately 1,400 feet farther away from the nearest residential parcel as compared to the CEP plan. The Cargo City Reconfiguration Plan will not change the taxiway, queuing, runway use, or engine maintenance run-up procedures discussed in the EIS. In addition, auxiliary power unit and ground power unit noise sources will remain the same. As stated in the EIS, the predominant noise impact is from aircraft flight operations, so this change to the ground-based operations does not affect the total aircraft noise exposure.

4.1.3 Surface Transportation Noise

Consistent with the projected growth in truck traffic associated with the CEP, the proposed Cargo City Reconfiguration Plan will result in incremental increases in noise from trucks. This is due to forecasted vehicle traffic growth and the realignment of Tincum Island Road. The Cargo City Reconfiguration Plan will change the realignment of Tincum Island Road, resulting in noise increase of approximately 7 A-weighted decibels Day Night Average Sound Level (dBA DNL) at some receptor points and decreases in noise at other noise receptors. None of these changes will result in significant increases in surface transportation noise levels because the noise levels at these receptor points remain below 60 dBA DNL, even with the Cargo City Reconfiguration Plan.

4.1.4 Temporary (Construction) Noise

Temporary construction-related noise can result from aircraft flight changes resulting from airfield construction work-around procedures, such as runway closures and from construction equipment noise. The Cargo City Reconfiguration Plan would not affect the schedule of runway closures and, therefore, have no effect on aircraft flight noise levels. Noise from construction activities would still occur in the northwest quadrant of the airport. The changes in construction noise would be to the years during which the maximum sound levels occur. The maximum sound levels are associated with pile driving for facility foundations. Under the CEP, the loudest sound levels would occur during Construction Years 1 and 2. Under the Cargo City Reconfiguration Plan, pile driving would occur during Construction Years 1 and 2 (for Cargo City facility foundations) and Construction Years 7 and 8 (for UPS facility foundations). The mitigation measures described in the Final EIS (i.e. mufflers on equipment, pneumatic exhaust silencers, portable or temporary noise barriers, and best management practices) will be used where practical to reduce noise during construction.

4.2 Social and Economic Impacts

The Cargo City Reconfiguration Plan reduces the amount of Tinicum Township property required for acquisition by approximately fourteen acres, avoids acquiring 72 residential properties, and reduces business relocations from twelve to seven. Under the CEP, as presented in the EIS, Tinicum Township, the Interboro School District, and Delaware County taxing districts would be negatively impacted by the loss of taxes from properties acquired to support the project. The Cargo City Reconfiguration Plan scales back the number of properties to be acquired reducing the annual tax impact by \$35,256 for Tinicum Township, \$267,552 for Interboro School District, and \$44,587 for Delaware County. The reduction in business acquisitions results in ninetyseven jobs remaining in the area. No other social or economic impact will change as a result of the reconfiguration.

4.3 Compatible Land Use

The Cargo City Reconfiguration Plan would not result in any additional incompatible land uses. Although the Cargo City Reconfiguration Plan reports an additional 72 homes within an area of significant noise levels (65 dBA DNL), these homes were already impacted by noise but not counted in the EIS since they were assumed to be acquired. Residences within the 65 dBA DNL contour that are not already sound insulated will also be offered the opportunity for sound insulation. The reconfiguration will not increase or create any wildlife hazards.

4.4 Environmental Justice and Children's Health and Safety

There are no new or greater impacts to minority or low-income populations as a result of the Cargo City Reconfiguration Plan. There would also be no impacts to drinking water, recreational waters, or other products or substances that a child may come in contact. Therefore, the finding of no significant impact as presented in the CEP EIS remains valid.

4.5 Surface Transportation

The analysis and data pertaining to off-airport surface transportation would be unchanged under the Cargo City Reconfiguration Plan. Traffic coming and going to and from the Airport; the volume of traffic; and traffic signal timing at the off-airport intersections and roadways will not change when compared to the CEP. On-airport surface transportation would be altered to accommodate the exchanged locations of UPS and Cargo City. UPS would be closer to Scott Way, the entrance used by UPS trucks, thereby, reducing the travel time, planned under the CEP, away from Tinicum Township. As with CEP, there will be no significant impacts to surface transportation.

4.6 Air Quality

The only potential changes to air emissions attributed to the Cargo City Reconfiguration Plan are those connected to changes in construction activities and schedules, cargo aircraft taxi distances, and cargo truck traffic associated with the UPS and Cargo City facilities. All other air emissions, i.e. those related to things such as aircraft operations, construction in other locations or for other components, aircraft idling, etc. remain the same.

4.6.1 Construction Emissions

The technical report provides a comparison of construction air emissions between the Cargo City Reconfiguration Plan and the CEP for the 13-year construction period. On a cumulative basis,

the total emissions will be lower under the Cargo City Reconfiguration Plan. On an annual basis, total emissions under the Cargo City Reconfiguration Plan are greater during construction years 4, 5, 8, 9 and 11 when compared to CEP. These increases however, are still well below the applicable de-minimis thresholds. During construction years 2, 3, 6, 7 and 10 annual emissions under the Cargo City Reconfiguration Plan are lower than CEP for the same years. During construction years 1, 12, and 13, there are essentially no differences in annual construction emissions between the Cargo City Reconfiguration Plan and CEP.

Consistent with the analysis for the CEP and the General Conformity Determination, the emissions inventories for both CEP and Cargo City Reconfiguration Plan include previously approved AERCs (airport emission reduction credits) and ERC (emission reduction credits). The AERC's were acquired over the years through PHL's participation in FAA's Voluntary Airport Low Emissions (VALE) program. Under this program, emission reductions can be converted to AERCs for use in meeting General Conformity requirements. The ERCs were purchased through the PA Department of Environmental Protection ERC registry (PA Administrative Code §127.209). These AERCs and ERCs are used to reduce or offset construction related emissions to levels below the de minimis thresholds during certain construction years. Since the airport has already undertaken the emission reduction projects needed to generate the AERCs and acquired the ERCs, no new or additional AERCs or ERCs will be needed for the Cargo City Reconfiguration Plan.

4.6.2 Operational Emissions

The only operational changes attributed to the Cargo City Reconfiguration Plan are the changes in cargo aircraft taxi distances and cargo truck travel distances associated with the change in locations. The Cargo City Reconfiguration Plan would position UPS and Cargo City facilities in a manner that would reduce the average aircraft taxiway paths. The reduced taxing time will result in lower aircraft emissions. The Cargo City Reconfiguration Plan would also reduce cargo truck travel distances by approximately a half of a mile. This reduced travel distance will reduce vehicle emissions.

4.7 Wetlands and Waterways

The Cargo City Reconfiguration Plan would result in slightly greater impacts to the Long Hook wetland and waterway system, including the need to fill and grade portions of the wetland, and rerouting and adding culverts within parts of the waterway. Under the Cargo City Reconfiguration Plan, the Creek would be rerouted along the airport boundary near Seminole, Manhattan, and Iroquois Streets in Tinicum Township, and then farther south along the west and south sides of the relocated cargo facility, connecting into an existing ditch near the west end of existing Runway 9R-27L. Within the CEP project area, there are 155.7 acres of Section 404 jurisdictional wetlands. The CEP would have impacted a total of 35 acres of wetlands (22.5% of the total wetlands); whereas the Cargo City Reconfiguration Plans will impact 36.3 acres of wetlands (23.3% of the total wetland). There are also 52.2 acres of Section 404 jurisdictional waterways within the CEP project area. The CEP would have impacted a total of 23.1 acres of waterways (44.2% of the total waterways); whereas the Cargo City Reconfiguration Plans will impact 23.2 acres of wetlands (44.4% of the total waterways). These increased impacts represent a very small percentage change, a 1.1 percent increase in total wetland impacts and a 0.2 percent increase in total waterway impacts. These impacts will be off-set by mitigation.

4.8 Coastal Resources

The entire airport property is located within the Delaware Estuary Coastal Zone. Therefore, all projects must be consistent with the state's Coastal Zone Management Program (CZM). The Pennsylvania CZM Plan considers several policies that are relevant to the airport. These policies are: Coastal Hazard Areas; Dredging and Spoil Disposal; Fisheries Management; Wetlands; Public Access for Recreation; Historic Sites and Structures; Port Activities; and Public Involvement. The Cargo City Reconfiguration Plan will result in changes to the policy categories listed below:

- Coastal Hazard Areas: The Cargo City Reconfiguration Plan reduces floodplain impacts.
- Wetlands: The Cargo City Reconfiguration Plan would increase non-tidal wetland impacts. Mitigation for impacts would take place within the PA Coastal Zone.

Affects to all other PA CMZ categories remain as presented in the CEP EIS. The NJ Coastal Management Plan (CMP) also considers dredging in the PA side of the Delaware River. Consistency with the NJ CMP is not affected by the Cargo City Reconfiguration Plan since purposed changes are not in the Delaware River area and have no impact on dredging.

4.9 Water Quality

Airport features or activities that can affect water quality include: deicing, refueling, maintenance, road and parking lot runoff, river fill, and total impervious surface area. For everything except impervious surface area, all anticipated impacts would be identical to CEP. Under the Cargo City Reconfiguration Plan, impervious surface area would decrease by 7.2 acres. This decrease in impervious surface area is a positive change.

4.10 Floodplains

The entire PHL property lies within the 100- or 500-year tidal floodplains of the Delaware River. Because of this, impacts to floodplains are unavoidable under the CEP and with the modifications outlined in the Cargo City Reconfiguration Plan. Under the CEP, floodplain impacts amounted to 347 acres. The Cargo City Reconfiguration Plan impacts 7.2 fewer acres of floodplains for a total of 339.8 acres.

4.11 Biotic Communities

There are several state-listed Threaten and Endangered Species habitat in the northwest area of the UPS and Cargo City locations within the Long Hook Creek watershed. Threatened and Endangered Species whose habitat may be impacted by CEP and the Cargo City Reconfiguration Plan include the Threespine Stickelback, the Eastern Mudminnow, and the Red-bellied Turtle. Of the known Threaten and Endangered Species in the area, impacts to the Red-bellied Turtle habitat will increase as a result of the Cargo City Reconfiguration Plan. The CEP estimated 9.0 acres of Red-bellied Turtle habitat would be impacted, whereas the Cargo City Reconfiguration Plan would impact 9.22 acres of habitat. This additional 0.22 acres of habitat impact is continuous with, and serves the same functions as, those existing throughout the Long Hook Creek watershed. As with the CEP, mitigation for impacts to Red-bellied Turtle habitat would be addressed in accordance with permit conditions.

4.12 Hazardous Materials and Solid Wastes

The potential for impacts to hazardous materials and the generation of solid wastes is associated with construction. Within the area of the Cargo City Reconfiguration Plan there are four sites of concern. These sites are: the Hertz Maintenance Facility, the existing Cargo Building C-5, the PHL maintenance and storage building, and International Plaza. These sites are identical to the ones identified in the CEP. Impacts to these sites would be same under the CEP or the Cargo City Reconfiguration Plan.

4.13 Light Emissions

Light emissions can potentially cause annoyance and/or interfere with normal activities. Under the CEP, lighting associated with the UPS facility would be the closest to neighboring areas. The Cargo City Reconfiguration Plan relocates UPS farther from residents but moves the Cargo City facility in its place. The Cargo City facility has a smaller footprint and a lower operational density than UPS therefore, light emissions under the Cargo City Reconfiguration Plan will be equal to or less than CEP. The CEP stipulated that lighting fixtures would include downcast hoods to avoid light propagation to neighboring areas. This same stipulation would apply to the proposed Cargo City Reconfiguration Plan.

4.14 Energy Supply and Natural Resources

The CEP determined that there would be an increase in electrical use due to the increase in terminal space and the additional lighting associated with the added airfield components. The use of aircraft and vehicle fuels was projected to decrease due to more efficient operations. Ground support equipment usage and associated fuel consumption will increase as aircraft operations increase. Freight train fuel use will also increase under the CEP. None of these changes in energy and natural resources consumption were considered significant, nor will the Cargo City Reconfiguration Plan alter any of these findings.

5. COMPARISON OF THE PROPOSED PROJECT, THE NO-ACTION ALTERNATIVE, AND OTHER ALTERNATIVES EVALUATED IN THE FINAL EIS

The FAA has considered whether the modifications proposed under the Cargo City Reconfiguration Plan would have influenced the selection of the preferred alternative in the EIS. The ROD, Section 7.3, page 16-18, describes why Alternative A was selected, and how it was preferable to Alternative B. As discussed in the EIS, both alternatives resulted in the need to relocate UPS and acquire the West Side Acquisition Area. The proposed Reconfiguration of Cargo City, and the resulting environmental changes, would apply to both EIS alternatives. The Cargo City Reconfiguration Plan modifications will not result in any significant environmental impacts. Therefore, the FAA's selection of a Preferred Alternative remains unchanged.

6. PUBLIC NOTIFICATION

The Cargo City Redevelopment Plan was a result of numerous meetings between Tincum Township officials and PHL officials. A primary reason for this modification was to reduce the overall footprint of the project and, thereby, avoid or lessen impacts to residents and business in Tincum Township. A technical report, (Appendix A), was prepared by PHL to assess the potential impacts associated with Cargo City Reconfiguration Plan. The updated information described above, along with the draft Written Reevaluation, was made available to the public and resource agencies for a period of thirty days. In addition; this Written Reevaluation was posted on the PHL website and the FAA Eastern Region website. A Notice of Availability will be published in the Federal Register.

7. CONCLUSION

The proposed action conforms to the plans included in the EIS. There are no substantial changes that are relevant to environmental concerns. Except as described above, the data and analyses contained in the EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. Pertinent conditions and requirements of the prior approval have, or will be, met in the current action. The preparation of a new or Supplemental EIS is not necessary.

Responsible Federal Official:

Susan L. McDonald
Environmental Protection Specialist
FAA Eastern Region, Airports Division,
Harrisburg Airport District Office

Date

8. DECISION AND ORDER

This document is prepared pursuant to FAA Orders 1050.1E, Environmental Impacts: Policies and Procedures, Paragraphs 515 and 516, and 5050.4B, National Environmental Policy Act Implementing Instructions for Airport Actions, Paragraph 1401.

After careful and thorough consideration of the facts contained in this Written Re-Evaluation, the 2010 Final Environmental Impact Statement and the 2010 Record of Decision for the Capacity Enhancement Program at the Philadelphia International Airport, the undersigned makes the following findings:

(1) The proposed action conforms to plans or projects for which a prior EIS has been filed, and there are no substantial changes in the proposed action that are relevant to environmental concerns.

The primary change associated with proposed Cargo City Reconfiguration Plan is the switching of locations between the UPS hub and the Cargo City facilities. The overall footprint of the CEP will be reduced, thus avoiding the taking of 72 residences and 5 business. All other components of the CEP remain as presented in the Final EIS and ROD.

(2) Data and analyses contained in the previous EIS are still substantially valid, and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impact.

The proposed Cargo City Reconfiguration Plan reduces the amount of Tinicum Township property required for acquisition by approximately fourteen acres, avoids 72 residential acquisitions, and reduces business relocations from twelve to seven. This scaling back of properties to be acquired reduces the annual tax impact by \$35,256 for Tinicum Township, \$267,552 for Interboro School District, and \$44,587 for Delaware County. The reduction in business acquisitions results in ninety-seven jobs remaining in the area. There are also changes in noise impacts that are associated with modifications to the surface transportation routes and time of construction. None of these changes will result in significant increases in noise, although there will be some noise receptors that will experience either increases or decreases in noise levels. Changes in the construction schedule will alter the years during which the maximum construction noise occurs, but will not result in a longer construction period. The years in which air quality emissions are highest, yet still below applicable de-minimis thresholds, will also change with the modified construction schedule.

When compared to the CEP, impacts to Section 404 jurisdictional wetlands will increase by 1.3 acres under the Cargo City Reconfiguration Plan, for a total impact of 36.3 acres. There will also be a 0.1 acre increase in Section 404 jurisdictional waterway impacts for a total impact of 23.2 acres. These increased impacts represent a very small percentage change, a 1.1 percent increase in total wetland impacts and a 0.2 percent increase in total waterway impacts. With the changes to Long Hook Creek watershed, there will be an additional 0.22 acres of Red-bellied Turtle habitat impacted. This will be off-set with mitigation. The impervious surface area will decrease by 7.2 acres, thus reducing any potential impacts to water quality and floodplains. Impacts, or changes, to all other resources will remain essentially the same as what was presented in the EIS and ROD. For these reasons, the updated information presented in this Written Re-evaluation does not paint a dramatically different picture of the proposed action or its impacts compared to the description presented in the EIS and ROD.

(3) All pertinent conditions and requirements of the prior approval have, or will be, met in the current action.

The projects that were the subject of the FAA's 2010 Record of Decision were approved with certain requisite findings, and conditions, including implementation of mitigation measures outlined in the Record of Decision to address unavoidable environmental consequences of the FAA's decision. The FAA has reviewed the status of the findings it made in the 2010 Record of Decision and has determined that these findings remain valid. Additionally, the FAA has reviewed the status of the PHL's compliance with the conditions of approval associated with the project and finds that the PHL is in compliance with them and/or will comply with them.

Accordingly, under the authority delegated to me by the Administrator of the FAA, I conclude that there is no requirement to complete a new or supplemental EIS to support this ROD. I hereby direct that PHL ALP be revised and unconditionally approve to reflect the Cargo City Reconfiguration Plan pursuant to 49 U.S.C. § 40103(b) and § 47107(a)(16).

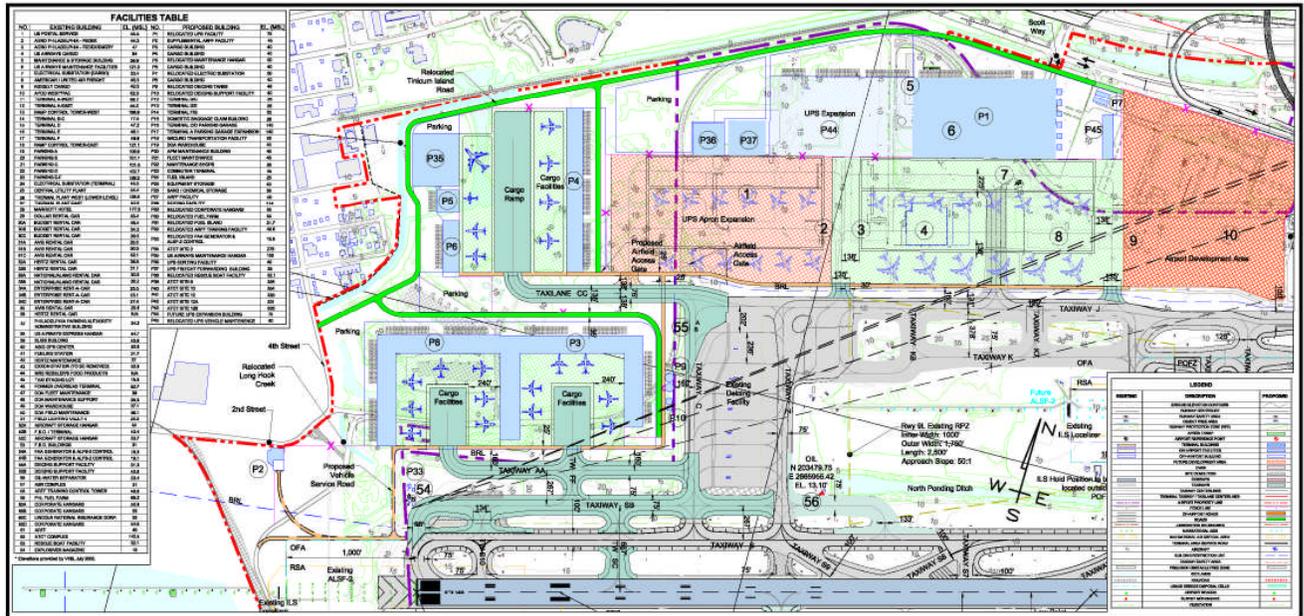
Approving Official:

Carmine Gallo
Regional Administrator, FAA Eastern Region
For Federal Aviation Administration

Date

This decision presents the Federal Aviation Administration's final decision and approvals for the actions identified, including those taken under the provisions of Title 49 of the United States Code, Subtitle VII, Parts A and B. This decision constitutes a final order of the Administrator subject to review by the Courts of Appeal of the United States in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay the implementation of this ROD must file an application with FAA prior to seeking judicial relief, as provided in Rule 18(a), Federal Rules of Appellate Procedure.

Figure 2
Cargo City Reconfiguration



Appendix A
Environmental Technical Report