5.17 HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE

This section assesses the potential exposure to hazardous materials, pollution prevention measures, and solid waste that would occur as a result of implementing the Sponsor's Proposed Project or its alternatives. Appendix Q, *Hazardous Materials*, includes supplemental information regarding the analysis of hazardous materials.

5.17.1 HAZARDOUS MATERIALS

A waste is considered hazardous if it exhibits hazardous characteristics, such as corrosivity, reactivity, ignitibility, or is specifically listed as such by the U.S. Environmental Protection Agency (USEPA). Wastes excluded from regulation as hazardous waste include household wastes, animal wastes, flyash, slag, and wastes from ore processing. There are several Federal acts that regulate the handling of hazardous materials.

The Resource Conservation and Recovery Act of 1976 (RCRA) is intended to provide "cradle to grave" management of hazardous and solid wastes and regulation of underground storage tanks (USTs) containing chemical and petroleum products. The RCRA allows the USEPA to set standards for entities producing, storing, handling, transporting, and disposing of hazardous waste. The RCRA was amended with the Hazardous and Solid Waste Amendments of 1984 (HSWA) that addressed corrective actions and permitting of hazardous waste issues.

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) provides the authority with which the Federal government can compel people or companies responsible for creating hazardous waste sites to clean them up. Nicknamed "Superfund," it created a public trust fund to assist with the cleanup of inactive and abandoned hazardous waste sites and accidentally spilled or illegally dumped hazardous materials. Only sites listed on the National Priorities List (NPL) are eligible for funding from the "Superfund."

The Toxic Substances Control Act of 1976 (TSCA) was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens for these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. In addition, the USEPA can ban the manufacture and import of those chemicals that pose an unreasonable risk.

The Pollution Prevention Act of 1990 (PPA) established the national policy that pollution should be prevented or reduced at the source whenever feasible. The PPA was established to reduce or eliminate waste at the source by modifying production processes, promoting the use of non-toxic or less-toxic substances, implementing conservation techniques, and re-using materials rather than putting them into waste streams.

In addition, Executive Orders (E.O.) associated with the PPA include E.O.s 12088 (*Federal Compliance with Pollution Control Standards*), 13101 (*Greening the Government through Waste Prevention, Recycling, and Federal Acquisition*), and 13148 (*Greening the Government through Leadership in Environmental Management*) and were created to support methods to prevent and control pollution in the environment. Additionally, the Federal Aviation Administration (FAA) must comply with applicable pollution control statutes and requirements that may include, but are not limited to those listed in Appendix 2 of FAA Order 1050.10B (*Prevention, Control, and Abatement of Environmental Pollution at FAA Facilities*), FAA Order 1050.14A (*Polychlorinated Biphenyls in the National Airspace System*), FAA Order 1050.15A (*Underground Storage Tanks at FAA Facilities*), and FAA Order 1050.18 (*Chlorofluorocarbons and Halon Use at FAA Facilities*).

Finally, the Ohio Voluntary Action Program (OVAP) was created in September 1994 and was implemented as a State environmental program in 1997. The OVAP program was created to provide methods to investigate environmental contamination and remediate it, if determined necessary. It also provides an assurance from the State of Ohio that no more environmental remediation of a site is needed when final actions are confirmed. Final actions are determined when soils, surface water, and ground water are compared to OVAP cleanup standards (Ohio Administrative Code (OAC) Chapter 3745-300-008). The standards reflect contaminant levels that are not shown to affect human health in residential, industrial, and/or commercial settings.[1]

5.17.1.1 Existing Conditions: 2006

Nine areas located on or near Port Columbus International Airport (CMH or Airport) were considered relative to the proposed action or its alternatives and were reviewed for hazardous materials. These areas were selected based on their inclusion in future plans for Airport expansion and were named according to past or current land use or by location. The nine sites are: Airport Golf Course Area, Southeast Airport Area, Former Air Force Plant 85 Area, Western Runway Protection Zone Area, Hertz Rental Car Facility Area, FAA Area, Blue Lot Area, the Former Fire Training Pit Area, and the Hotel Area (see **Exhibit 5.17-1, *Hazardous Materials Survey Areas***). A summary of the potential hazardous materials or possible environmental contamination that may be encountered at CMH is presented in **Table 5.17-1,** on page 5.17-21.

The existing conditions of the nine listed property areas were prepared using a variety of different research techniques and sources available that followed the guidance of FAA Order 1050.19 (*Environmental Due Diligence Audits (EDDA) in the Conduct of FAA Real Property Transactions*).

[1] *Ohio EPA. Ohio's Voluntary Action Program Fact Sheet, Columbus, OH*, 2001, Ohio EPA.

Table 5.17-1
SUMMARY OF HAZARDOUS MATERIALS CONCERNS
Port Columbus International Airport

	Hazardous Materials Concerns							
	ACM	**Pb**	**PCB**	**AST**	**UST**	**Drum**	**Carcinogenic Risk**	**Other**
Airport Gold Course Area								
Southeast Airport Area								
Vacant Hangar	X				X			
Flight Safety Hangar	X	X			X			
Cargo Building								
FAA-owned Antenna	X	X	X					X
Former Air Force Plant 85								
Building 144		X		X				
Building 26		X		X	X	X		
Cargo Truck Area								
Canopy Area								
Former Buildings 5 and 13								
Jet Engine Test Cell		X						
Building 25	X	X	X					
Mason Run				X				
Ammunition Storage Bunker		X						
Waste Water Treatment Plant	X	X		X				
Taxiway B3						X		
CIAC (Buildings 3 and 7)	X	X	X				X	
Western Runway Protection Zone	X	X				X		X
Hertz Rental Car Facility Area				X	X			
FAA Area				X				X
Blue Lot Area			X	X				X
Former Fire Pit Training Area								
Hotel Area								

Notes: **ACM** - Asbestos Containing Materials; **Pb** - Lead-based Paint/Dust; **PCB** - Polychlorinated Biphenyl; **AST** - Aboveground Storage Tank; **UST** - Underground Storage Tank

Source: Gresham, Smith and Partners, 2007.

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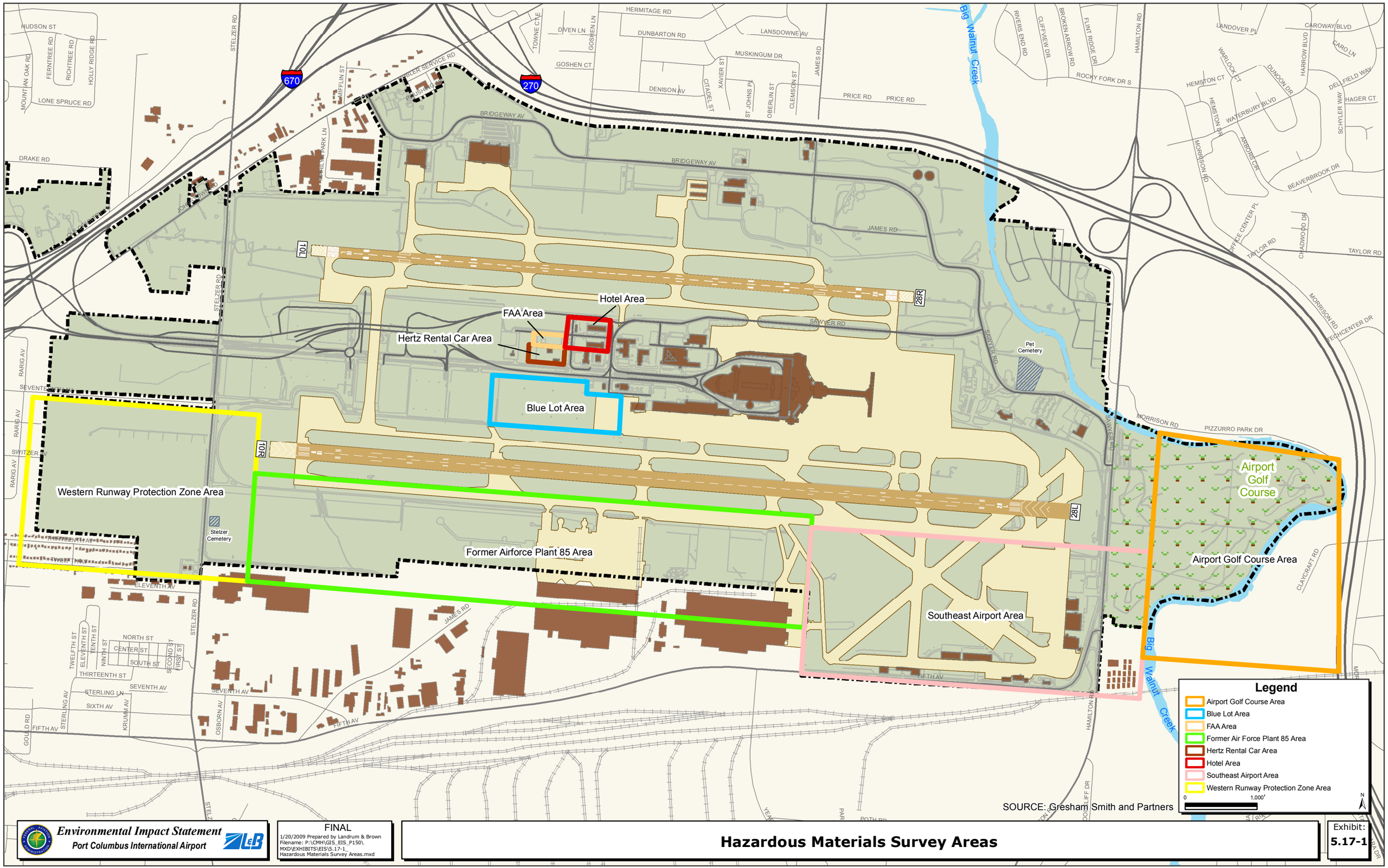

Environmental Impact Statement
Port Columbus International Airport

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Filename: P:\CMH\GIS_EIS_P150\MXD\EXHIBITS\EIS\5.17-1_Hazardous Materials Survey Areas.mxd

Hazardous Materials Survey Areas

Exhibit: **5.17-1**

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An EDDA is conducted in order to minimize and manage the FAA's environmental liabilities associated with the acquisition, disposal, or other property transfer. EDDAs serve a two-fold purpose under CERCLA. First, they allow the FAA to fulfill its legal responsibilities under Section 120(h) of CERCLA, to report hazardous waste activities when selling or transferring FAA-owned property. Second, because current owners and operators of facilities are liable under CERCLA, EDDAs minimize the FAA's and the Airport's potential liability for remediating contaminated property.

EDDAs are also used to implement the Community Environmental Response Facilitation Act of 1982 (CERFA). The CERFA was enacted to expedite deed transfers by requiring Federal agencies to identify uncontaminated property at facilities slated for closure. The CERFA act details specific steps taken to certify that a property is free from contamination which is consistent with the activities specified in the EDDA process.

The following methods were utilized, following the guidance of the EDDA, to gather information to determine the potential for existing hazardous materials at CMH: landowner data review/interviews, computer database search, local government agency review, State regulatory review, Federal government records review, property inspections, chain of title search, and historical aerial photograph review. In addition, a walk-through was conducted in November 2006.

A review of various databases revealed a number of sites involving past, present, and potential releases of hazardous materials into the surrounding environment. **Exhibit 5.17-2, *Hazardous Materials Sites,*** identifies the potential locations where hazardous materials may still be of concern. These concerns include aboveground storage tanks (ASTs), USTs, transformers, lead-based paint, asbestos containing materials, organic and/or inorganic chemicals, buried drums, etc.

AIRPORT GOLF COURSE AREA

The Airport Golf Course Area is located at 900 North Hamilton Road and bordered by Big Walnut Creek to the north and east, Big Walnut Creek and the Anderson Concrete Plant to the south, and Hamilton Road and CMH to the west. The property is a public golf course managed by the City of Columbus since 1966. The Columbus Regional Airport Authority (CRAA) has installed runway approach lighting for Runway 10R/28L on portions of the golf course fairways in order to provide adequate navigational safety for approaching aircraft. During the November 2006 walk-through at the Airport Golf Course Area, no hazardous materials were found to be produced or stored.

SOUTHEAST AIRPORT AREA

The Southeast Airport Area is located southeast of Runway 10R/28L on Airport property. This area includes a former runway and associated taxiways. The majority of the area is paved and includes hangars and a cargo building.

Hangar 3, located at 645 North Hamilton Road, is owned by the CRAA. This hangar was investigated in August 1991 during a Phase I Environmental Assessment (EA).[2] The results of the assessment identified that insulation, floor tiles, and/or ceiling tiles may contain asbestos. A Phase II EA was also completed for this building in November 1991.[3] During the assessment, this area was investigated to determine areas of abandoned or unknown USTs. Soil analyses indicated that concentrations (62 ppm) of Total Petroleum Hydrocarbon (TPH) exceeded the Ohio EPA (OEPA) TPH clean level criteria of 40 ppm. As a result, the assessment identified that USTs may be present in this area.

The Flight Safety Hangar (also known as Hangar 2) is located at 625 North Hamilton Road and is south of Hangar 3. A phone interview was conducted to identify information on the presence of hazardous materials. The interviewee indicated that current activities within the Flight Safety Hangar include aircraft maintenance and storage and that lead-based paint may be present. A Phase I EA was completed at the Flight Safety Hangar in 1991.[4] This investigation identified that two USTs associated with boilers were present at the site and the insulation, floor tiles, and/or ceiling tiles may contain asbestos.[5]

The cargo building is located west of Hangars 2 and 3 and contains ramp equipment such as taxiway signs, fencing, and lighting that is used by CMH personnel on the existing runways and property. There appeared to be no hazardous materials in the cargo building during the November 2006 walk-through.

An FAA-owned antenna and three oil-filled transformers (approximately 50 gallons each) are currently located within the Southeast Airport Area. These transformers were identified to contain Polychlorinated Biphenyls (PCBs). Additionally, a building is located adjacent to the FAA-owned antenna and transformers. The building has signage indicating that asbestos materials and lead-based paint are present. There is also signage that identifies the building as a chemical battery storage area.[6]

FORMER AIR FORCE PLANT 85 AREA

Former Air Force Plant 85 is located south of Runway 10R/28L. Approximately 96 acres of Air Force Plant 85 property was transferred to CRAA on December 31, 2002. The transferred site was formerly involved with the generation, storage, and release of hazardous materials from the United States Department of Defense operations and is currently listed on the USEPA NPL. Several environmental investigations for this area were conducted between 1984 and 2005. The results of many of these investigations concluded soil and/or

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2 *Phase I Environmental Audit Report, Port Columbus International Airport and Bolton Field, Columbus Ohio,* 1991, Metcalf & Eddy, Inc.

3 *Phase I Environmental Audit Report, Port Columbus International Airport and Bolton Field, Columbus Ohio,* 1991, Metcalf & Eddy, Inc.

4 *Ibid*.

5 Interview between GS&P and Michelle Eckles of Resource International, Inc. was conducted on November 21, 2006.

6 October 29, 2007, GS&P received information from Mr. Paul Kennedy, Environmental Safety and Health Supervisor, CRAA.

Investigations for the presence of hazardous materials have been conducted for various areas at the airport. The hazardous materials identified are those that may be potentially present at the facility. Investigations which identified concentrations of hazardous materials less than OVAP standards or those areas recommended for no further action by Ohio EPS are not included on this exhibit

Western Runway Protection Zone Area A L D O

Jet Engine Test Cell L

Former Building 5 A L

Mason Run AST

Taxiway 3B D

Cargo Truck Area

Former Building 13 A L

Building 26 L AST D UST

FAA Antenna PCB

Ammunition Storage Bunker L

Building 25 A L AST PCB

Building 7

Wastewater Treatment Plant A L AST

Former Building 3 A L PCB R

Building 144 L AST

Columbus International Aircenter A L O PCB

FAA Area O

AST UST

A UST

A L UST

Legend

- A Asbestos Containing Materials
- AST Aboveground Storage Tank
- D Drum
- L Lead Paint/Dust
- O Other
- PCB Polychlorinated Biphenyls
- R Carcinogenic and/or Non-Carcinogenic Risk
- UST Underground Storage Tank

0 1,000' N

SOURCE: Gresham Smith and Partners

Environmental Impact Statement
Port Columbus International Airport

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1/20/2009 Prepared by Landrum & Brown
Filename: P:\CMH\GIS_EIS_P150\MXD\EXHIBITS\EIS\5.17-2_Hazardous Material Sites.mxd

Hazardous Material Sites

Exhibit: **5.17-2**

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ground water contamination was present. As a result, remediation for identified areas took place and currently most contaminated sites have been identified by OEPA for No Further Action or are below OVAP industrial land use action standards. The following summaries describe areas and buildings that may be impacted by one or more of the alternatives. Most of the buildings are owned by the CRAA with the exception of Buildings 3 and 7. Based on the agreement between the Air Force and the CRAA regarding the transfer of this property, any future remediation of hazardous materials is the responsibility of the Air Force, except for issues related to asbestos containing materials and lead-based paint.

Building 144

Building 144 is a small building, built in 1953, located on the eastern portion of the former Air Force Plant 85 area. A review of the 1996 Environmental Baseline Survey and 2002 Updated Environmental Baseline Survey indicated there are three ASTs, two 250-gallon Jet A tanks (144-103, 144-104) and one 250-gallon fuel oil tank (144-105) in this area that are potentially still in use and have not been closed.[7,8] It could not be verified during the November 2006 walk-through if the three ASTs were present because there was no access into Building 144.

On January 11, 2007 Mr. Paul Kennedy, the CRAA Environmental Safety and Health Supervisor, and Mr. Kelly Kaletsky, the CRAA Environmental Coordinator, entered and inspected Building 144 for the presence of the three ASTs. Mr. Kennedy indicated there were three fuel filtering vessels with drains going directly into floor drains and supply lines coming from underground. Mr. Kennedy also indicated that the floor drains are most likely connected to the storm sewer system. The ASTs have not been closed and likely still contain fuel.[9]

Soil investigations were conducted for the area where a former UST was located (UST 3-105 was removed prior to 1988)[10] near Building 144. The results of the analyses identified organics, Polycyclic Aromatic Hydrocarbons (PAHs), Semi-Volatile Compounds (SVOCs), and TPHs were present in soil samples but did not exceed OVAP Generic Soil Standards. Ground water analyses concluded organics, PAHs, SVOCs, and TPHs were also present in samples. The results concluded OVAP Generic Unrestricted Potable Use Standards were not exceeded for PAHs but were exceeded for organics.[11] In an attempt to identify if the organics exceedance remained, the CRAA and personnel at Wright Patterson Air Force Base who might have additional insight or documentation for this area were contacted. At the time this document was prepared, there had been no response regarding organics in ground water for this area.

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7 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.

8 *Environmental Baseline Survey Update,* 2002, United States Air Force, Air Force Materiel Command, Aeronautical Systems Center, Engineering Directorate, Environmental, Safety and Health Division, Wright-Patterson Air Force Base.

9 January 12, 2007, GS&P received information from Mr. Paul Kennedy.

10 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.

11 *Phase II Property Assessment Report, Air Force Plant 85,* March 2001, Earth Tech, Inc.

During the November 2006 walk-through, the paint on the interior walls within the building was chipping. The 1996 Environmental Baseline Survey confirmed the presence of lead-based paint for this building.[12] There are no records that indicate this building has asbestos containing materials.

Building 26

Building 26, built in 1943 as the eastern pump house, has been taken off-line. The building houses fire pumps, controls, and piping. West of Building 26 is a large AST that contained water to feed the fire pumps and is no longer in service.[13] During the November 2006 walk-through, two 55-gallon tanks were located adjacent to the AST.

During the November 2006 walk-through, two ASTs were identified outside the building. The ASTs were approximately three-fourths full of what appeared to be a petroleum product. On January 10, 2007, Mr. Kennedy indicated these two tanks would be pumped dry of their contents at a future date.[14] Additionally, Mr. Kennedy and Mr. Kaletsky identified the presence of a UST located east of Building 26.[15] This UST was not documented in the 1996 Environmental Baseline Survey and potentially stored a petroleum product.[16, 17] The CRAA has informed the Air Force of the presence of this UST and potential undiscovered contamination within the vicinity. The Air Force is responsible for pumping and removing the contents from these tanks and the building. At this time the removal date is unknown, but it would be done prior to construction of the runway project.

The November 2006 walk-through identified that paint on the interior walls of the building was chipping. The 1996 Environmental Baseline Survey confirmed the presence of lead-based paint for this building.[18] There are no records that indicate this building has asbestos containing materials.

Cargo Truck Area

The Cargo Truck Area is south of Runway 10R/28L and is a paved parking lot for cargo trucks. No hazardous materials were found to be produced or stored on the existing paved Cargo Truck Area.

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12 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.
13 November 16, 2007, GS&P received information from Mr. Paul Kennedy, CRAA.
14 January 10, 2007, GS&P received information from Mr. Paul Kennedy, CRAA.
15 January 12, 2007, GS&P received information from Mr. Paul Kennedy, CRAA.
16 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.
17 November 16, 2007, GS&P received information from Mr. Paul Kennedy, CRAA.
18 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.

Canopy Area

The Canopy Area is located west of the Cargo Truck Area and has a metal canopy over electrical equipment. During the November 2006 walk-through, there was no fueling island currently on the site, no indication of a previous fueling island, and no ASTs or signs of USTs in the area. A former transformer and a transformer switch were identified in the 1996 Environmental Baseline Survey and were located west of the Canopy Area near Building 13.[19] The transformer and switch were removed in October 1994.

Former Buildings 5 and 13

Building 5, formerly used as a paint shop, has been demolished and the area is now paved and used for aircraft parking. It was identified in the 1996 Environmental Baseline Survey that two transformers and three transformer switches were located within the building, but had been removed in October 1994.[20] Two USTs (5-159, 5-160) located north of Building 5 containing lacquer and solvents, were removed prior to 1988.[21] Soil investigations were conducted for the area around USTs 5-159 and 5-160. The results of the analyses identified PAHs, SVOCs, and Volatile Organic Compounds (VOCs) present in soil samples, but did not exceed OVAP Generic Soil Standards (industrial land use). Ground water was not investigated because it was not encountered during soil borings. The investigation concluded that the potential for ground water contamination was unlikely.[22]

The paint stripping shop, Building 13, was demolished between December 1997 and January 1998 and is now paved and used for aircraft parking. Investigation of the soil in this area found no elevated concentrations of hazardous materials exist compared to OVAP industrial land use standards and no further action was recommended.[23] The OEPA concurred with the results.[24]

Jet Engine Test Cell

The Jet Engine Test Cell, built in 1961, was used to test aircraft engines and equipment. The 1996 Environmental Baseline Survey confirmed the presence of lead-based paint in this building.[25] There are no records that indicate this building has asbestos containing materials. Soil and ground water in this area was investigated and results identified that SVOCs, TPHs, and VOCs were detected in samples but no elevated concentrations of hazardous materials exist compared to

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19 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.
20 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.
21 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.
22 *Phase II Property Assessment Report, Air Force Plant 85,* March 2001, Earth Tech, Inc.
23 *Phase II Property Assessment Report, Air Force Plant 85,* March 2001, Earth Tech, Inc.
24 *Environmental Baseline Survey Update,* 2002, United States Air Force, Air Force Materiel Command, Aeronautical Systems Center, Engineering Directorate, Environmental, Safety and Health Division, Wright-Patterson Air Force Base.
25 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.

OVAP industrial land use standards and Generic Unrestricted Potable Use Standards.[26] The 2002 Environmental Baseline Survey Update documents that the OEPA concurred with the results.[27]

A fenced concrete pad is located north of the Jet Engine Test Cell. The November 2006 walk-through identified that this area was used to store propane tanks. Valves and abandoned piping were present outside of the fencing. Nothing indicates that ASTs or USTs were ever located in this area.

A UST (270-289) located northeast of the Jet Engine Test Cell containing fuel oil was removed prior to 1988.[28] Soil investigations were conducted for the area around the former location of UST 270-289. The results of the analyses identified organics, SVOCs, and TPHs present in soil samples but did not exceed OVAP industrial land use standards. Ground water analyses for the area around the former location of UST 270-289 identified Diesel Range Organics (DRO) and SVOCs present in samples, but these also did not exceed OVAP Generic Unrestricted Potable Use Standards and no further action was recommended.[29] The 2002 Environmental Baseline Survey Update documents that the OEPA concurred with the results.[30]

A transformer was identified in the 1996 Environmental Baseline Survey that was located east of the Jet Engine Test Cell. This transformer was removed in October 1994.[31]

Building 25

Building 25, built in 1943 as the western pump house, has been taken off-line. The building houses fire pumps, controls, and piping. Three ASTs, two 250-gallon diesel fuel tanks (25-UNK1, 25-UNK2), and one 550-gallon oil fuel tank (49-UNK1) were identified in the 1996 Environmental Baseline Survey.[32] The 1996 records indicated that the 250-gallon tanks are active and the 550-gallon tank is inactive. The 1996 Environmental Baseline Survey identified that a transformer and two transformer switches were located northwest of Building 25, but were removed in October 1994. The transformer contained Pyranol and one of the transformer switches had a PCB label. There are records that document the removal of the

[26] *Phase II Property Assessment Report, Air Force Plant 85,* March 2001, Earth Tech, Inc.
[27] *Environmental Baseline Survey Update,* 2002, United States Air Force, Air Force Materiel Command, Aeronautical Systems Center, Engineering Directorate, Environmental, Safety and Health Division, Wright-Patterson Air Force Base.
[28] *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.
[29] *Phase II Property Assessment Report, Air Force Plant 85,* March 2001, Earth Tech, Inc.
[30] *Environmental Baseline Survey Update,* 2002, United States Air Force, Air Force Materiel Command, Aeronautical Systems Center, Engineering Directorate, Environmental, Safety and Health Division, Wright-Patterson Air Force Base.
[31] *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.
[32] *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.

transformer and the transformer switch with the PCB label. However, there are no records that indicate the second transformer switch was removed. During the November 2006 walk-through, the second transformer switch was not found and most likely was removed at the same time the transformer was removed.

The walk-through did identify that paint on the interior walls within the building was chipping. The 1996 Environmental Baseline Survey confirmed the presence of lead-based paint for this building. Also, the walk-through identified the building has been tested and that piping within the pump house contains asbestos materials.

As a result of vandalism on December 27, 2006, a fuel spill in Turkey Run located near the existing Columbus International Aircenter (CIAC) property was reported to the OEPA.[33] OEPA and the City of Columbus responded to the area and took proper emergency measures to contain the spill. OEPA determined the source of the spill was on Airport property, originating from one of the diesel ASTs in Building 25. FeeCorp, an environmental remediation company, was immediately notified to contain and remediate areas that were impacted by the spill. The spill resulted in a sheen on the surface waters of Turkey Run but did not penetrate into the soil. The three ASTs at Building 25 were pumped dry of their contents and FeeCorp power washed the area around the pump house. Remediation activities were completed by FeeCorp in January 2007 and the OEPA was consulted throughout the remediation process. Although no confirmation sampling of the remediation activities were completed, the OEPA indicated they were satisfied with the remediation activities and cleanup of the area was complete.[34]

Mason Run

Mason Run enters the former Air Force Plant 85 property from the north, flows in a southerly direction to a series of box culverts passing under Runway 10R/28L and under former Air Force Plant 85 (currently the CIAC). Mason Run is enclosed for approximately 2,000 feet under former Air Force Plant 85 until it leaves the Plant 85 location on the southern boundary. Several ASTs and USTs have been located at the northern portion of Mason Run on the former Air Force Plant 85 property and have been closed in accordance with OEPA guidelines. There were two 250-gallon fuel oil (141-UNK1, 141-UNK2) ASTs identified in the 1996 Environmental Baseline Survey.[35] During the November 2006 walk-through, the ASTs were not found. There are no records that indicate the ASTs were removed. The CRAA and Wright Patterson Air Force Base have been contacted for further information on these ASTs.

[33] January 3, 2007, GS&P was notified by Mr. Paul Kennedy, CRAA.
[34] August 27, 2007, GS&P was notified by Mr. Paul Kennedy, CRAA.
[35] *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.

Ammunition Storage Bunker

The Ammunition Storage Bunker, built in 1959, is an empty concrete bunker overlain with soil and vegetation. The 1996 Environmental Baseline Survey confirmed the presence of lead-based paint in this building.[36] Additionally, lead-based dust from ammunition may be present in this area. There are no records that indicate this building has asbestos-containing materials.

Waste Water Treatment Plant

The former Air Force Plant 85 Waste Water Treatment Plant (WWTP) was an on-site water treatment facility built in 1965. The 1996 and 2002 Environmental Surveys indicated three ASTs (282-282D, 282-282F, and 282-282G) at the facility. [37, 38] The November 2006 walk-through verified that all three tanks were present. Records indicate these tanks may still contain waste chrome, a lime slurry solution, and coal pile leachate. Three ASTs (282-282A, 282-282B, 282-282C) contained process water at the WWTP and are currently inactive.[39] Additionally, soil in this area was investigated and results identified that mercury, numerous inorganics, and VOCs were detected in samples but no elevated concentrations of hazardous materials exist compared to OVAP industrial land use standards.[40] The 2002 Environmental Baseline Survey Update provides information that the OEPA concurred with the results.[41] Also, the 1996 Environmental Baseline Survey confirmed the presence of lead-based paint and asbestos-containing materials for this building.[42]

Taxiway B3

After portions of former Air Force Plant 85 were acquired by the CRAA, relocation and straightening construction activities took place on Taxiway B in 1992.[43] Soil contamination, particularly trichloroethylene (TCE) and 1, 2-dichloroethane (1,2-DCA), and several buried drums were discovered by CRAA personnel during excavation of the soil southeast of Taxiway B3. TCE and 1,2-DCA are common solvents and were used in the aircraft manufacturing business. This portion of land was owned by the Air Force, but was leased to Rockwell International, an aircraft manufacturer, from 1950 to 1988 when McDonnell-Douglas took over operations at

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36 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.
37 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.
38 *Environmental Baseline Survey Update,* 2002, United States Air Force, Air Force Materiel Command, Aeronautical Systems Center, Engineering Directorate, Environmental, Safety and Health Division, Wright-Patterson Air Force Base.
39 *Environmental Baseline Survey Update,* 2002, United States Air Force, Air Force Materiel Command, Aeronautical Systems Center, Engineering Directorate, Environmental, Safety and Health Division, Wright-Patterson Air Force Base.
40 *Phase II Property Assessment Report, Air Force Plant 85,* March 2001, Earth Tech, Inc.
41 *Environmental Baseline Survey Update,* 2002, United States Air Force, Air Force Materiel Command, Aeronautical Systems Center, Engineering Directorate, Environmental, Safety and Health Division, Wright-Patterson Air Force Base.
42 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.
43 Interview between GS&P and CRAA personnel, Dave Gotchall, CRAA Senior Project Manager, and Paul Kennedy, was conducted on December 12, 2006.

Air Force Plant 85. Aircraft manufacturing continued to take place until 1995.[44] Paper documentation on the drums indicated they were buried during the 1950s. The CRAA has excavated the contaminated soil within the area. No formal documentation about the official conclusions/closure requirements from the OEPA exists.

Camp Dresser & McKee (CDM) performed an extensive soil and ground water monitoring regime that was published in a 2002 report for a 90-acre portion of former Air Force Plant 85.[45] Samples were taken at approximately 23 sites, arranged in east-west rows at 230-foot intervals in the general vicinity of Taxiway B3. The samples were analyzed and compared against OVAP standards. Specifically, samples were compared to the construction/excavation OVAP standards because the expected exposure scenario is that of a construction/excavation worker. A cancer risk ratio and non-cancer hazard ratio were calculated to identify a cumulative cancer risk or non-cancer hazard for future construction/excavation workers in association with soil contamination at the site. The results from the study concluded there was no cumulative cancer or non-cancer hazard risk based on the samples analyzed from the sample sites. Ground water analyses identified arsenic and barium in samples. Although detected, it is unlikely that ground water at the site will be used for potable purposes. In the unlikely event that ground water would be consumed at the site, the ground water data was compared to OVAP standards. The results indicate the ground water would not represent a health hazard or cancer risk if consumed. The report concludes there is no extensive contamination within the area surveyed.

Columbus International Aircenter (Buildings 3 and 7)

Most of the aircraft production processes that occurred at the former Air Force Plant 85 were in the Defense Construction Supply Center, Building 3. The property is owned by the CIAC. All information provided in this section, except as noted, was included in the 1996 Environmental Baseline Survey.[46]

Building 3

Building 3 was primarily used for manufacturing operations, which generated hazardous materials (i.e., petroleum fuels/oil, paint refuse, metal etching and finishing byproducts, etc.) and included hazardous material storage within and adjacent to the building. The building was built in 1941 and is identified to contain asbestos materials and lead-based paint. The building is currently the Schottenstein/Value City Building.

Past releases of petroleum products and hazardous wastes are documented for this area. Most of the hazardous materials generated were stored until licensed waste haulers could remove and transport the waste to permitted waste disposal facilities.

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[44] *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.
[45] *Columbus Airport Authority, Additional Site Investigation of Plant 85: 90-Acre Investigated Parcel and Future Runway Project,* 2002, Camp Dresser and McKee.
[46] *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.

Tanks and equipment containing hazardous materials (i.e., ASTs, USTs, transformers, transformer switches, and capacitors) were also located within and adjacent to Building 3. The areas of potential concern within Building 3 that required further investigation are described below.

The 2002 Environmental Baseline Survey Update indicated that before the construction of the on-site WWTP (1965), industrial wastewater was discharged into the sanitary sewer system.[47] Sanitary sewer investigations identified metals, PCBs, SVOCs, TPHs, and VOCs were detected in soil samples but no elevated concentrations of analytes exist compared to OVAP industrial land use standards. No further action was recommended.[48] The 2002 Environmental Baseline Survey Update provides information that the OEPA concurred with the results.[49] Also, the process lines that connected Building 3 to the on-site Waste Water Treatment Plant have been investigated. The investigation identified metals were detected in ground water samples but no elevated concentrations of analytes exist compared to OVAP Generic Unrestricted Potable Use Standards.[50] The 2002 Environmental Baseline Survey Update provides information that the OEPA concurred with the results.[51] The process and sanitary sewer lines were cut and capped in 1997.[52]

The 2002 Environmental Baseline Survey Update identified further investigation or remediation was required for an equipment pit (3-HTA) and the Detail Paint Shop (3-DPSHOP) within Building 3.[53] The results of the investigations are presented below.

The equipment pit area contained four quench tank pits within Building 3. This area was investigated in 2001.[54] The results of the assessment identified OVAP Generic Unrestricted Potable Use Standards were exceeded for arsenic, TCE, and chloroform in soil and TCE in ground water. A risk assessment was also conducted in December 2002 to estimate the risk to humans in this area and to determine if additional corrective actions are necessary.[55] This risk assessment included selecting chemicals of potential concern, an exposure assessment, toxicity assessment, risk characterization, and an uncertainty analysis. The results of the

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47 *Environmental Baseline Survey Update,* 2002, United States Air Force, Air Force Materiel Command, Aeronautical Systems Center, Engineering Directorate, Environmental, Safety and Health Division, Wright-Patterson Air Force Base.

48 *Phase II Property Assessment Report, Air Force Plant 85,* March 2001, Earth Tech, Inc.

49 *Environmental Baseline Survey Update,* 2002, United States Air Force, Air Force Materiel Command, Aeronautical Systems Center, Engineering Directorate, Environmental, Safety and Health Division, Wright-Patterson Air Force Base.

50 *Phase II Property Assessment Report, Air Force Plant 85,* March 2001, Earth Tech, Inc.

51 *Environmental Baseline Survey Update,* 2002, United States Air Force, Air Force Materiel Command, Aeronautical Systems Center, Engineering Directorate, Environmental, Safety and Health Division, Wright-Patterson Air Force Base.

52 *Environmental Baseline Survey for Air Force Plant 85,* 1996, Earth Tech, Inc.

53 *Environmental Baseline Survey Update,* 2002, United States Air Force, Air Force Materiel Command, Aeronautical Systems Center, Engineering Directorate, Environmental, Safety and Health Division, Wright-Patterson Air Force Base.

54 *Phase II Property Assessment Report, Air Force Plant 85,* March 2001, Earth Tech, Inc.

55 *Phase II Property Assessment Report, Air Force Plant 85,* March 2001, Earth Tech, Inc.

study indicated that concentrations of VOCs in soil posed unacceptable carcinogenic risk to future on-site construction workers and on-site indoor workers. The results of this study also identified that concentrations of VOCs in the ground water posed unacceptable carcinogenic and non-carcinogenic risk to future on-site construction workers.

The 3-DPSHOP was investigated in 2001 and 2002.[56] The results of these studies identified OVAP Generic Unrestricted Potable Use Standards were exceeded for TCE and the potential for ground water contamination existed. Therefore, further investigation was conducted to determine the extent of TCE contamination in soil and potential ground water fouling. The results of the study detected arsenic, benzene, TCE, and vinyl chloride in soil samples that exceeded site-adjusted OVAP industrial land use soil standards. In addition benzene, cis-1, 2-DCA, methylene chloride, and TCE in ground water samples exceeded OVAP Generic Unrestricted Potable Use Standards. A baseline risk assessment was conducted to determine the potential for exposure to these chemicals of concern. The results of this study identified the concentrations of VOCs in the subsurface soil posed unacceptable carcinogenic risk to future on-site construction workers and unacceptable carcinogenic and non-carcinogenic risk to future on-site indoor workers. In addition, the study also identified that concentrations of VOCs in the ground water posed unacceptable carcinogenic and non-carcinogenic risk to future on-site construction workers and future on-site indoor workers. Additional research did not identify records that indicated VOCs in soil and ground water have been remediated. If this structure is demolished, the CRAA would be required to re-assess the concentrations of VOCs in ground water and, if still present, the Air Force would be required to remediate the site.

Building 7

The former Building 7 is west of the CIAC and now Million Air is a tenant. The building was constructed in 1943 and is identified as containing asbestos materials and lead-based paint. The 2002 Environmental Baseline Update provided information that a 20,000-gallon JP-4 UST (7-257) was located near the building.[57] The UST was removed in 1993 and several investigations were conducted to determine soil contamination. The results of the studies indicated that BTEX (benzene, toluene, ethylbezene, and xylenes), PAHs, and TPHs were present at the site. Although these analytes were present, the site assessments indicated that soil contamination was limited to the fill material that was excavated and disposed during tank removal and that ground water had not been impacted. The Bureau of Underground Storage Tanks Regulations (BUSTR) issued a determination of no further action for this area.[58]

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[56] *Phase II Property Assessment Report, Air Force Plant 85,* September 2002, Earth Tech, Inc.

[57] *Environmental Baseline Survey Update,* 2002, United States Air Force, Air Force Materiel Command, Aeronautical Systems Center, Engineering Directorate, Environmental, Safety and Health Division, Wright-Patterson Air Force Base.

[58] Ohio Department of Commerce, Division of the State Fire Marshal, Bureau of Underground Storage Tank Regulations Letter (Kelly Gill) to 4300 East Fifth Avenue LLC (William Kugel), 11 July 2001 (revised 20 August 2002). Release #25002069-N00001, Old Inc #2531387-00.

The 1996 Environmental Baseline Survey identified 16 oil-filled transformers and 11 transformer switches in use at Building 3 and six oil-filled transformers and 10 transformer switches in use at Building 7. Several of the transformers and transformer switches contained PCBs. In February 1997, S.D. Myers, Inc. was contracted to remove transformers at the former Air Force Plant 85 area.[59] One transformer located within Building 3 and one switch located within Building 7 were removed during these activities. The remaining transformers and transformer switches may still potentially remain within and outside of the CIAC.

Portions of the former Air Force Plant 85 (specifically Buildings 3 and 7) that were not acquired by the CRAA are south of the future runway construction area, listed on the NPL, and may contain hazardous materials. Surface and ground water flow in a southerly direction into Turkey Run located on the western portion of the facility and to Mason Run located on the central portion of the facility. Both creeks flow in a southerly direction until they reach Big Walnut Creek. Therefore, pollutant migration toward Airport property (i.e., northerly direction) via surface and ground water flow is unlikely.

Western Runway Protection Zone Area

The western runway protection zone for Runway 10R/28L encompasses a grassed and forested lot that is located west of Stelzer Road and south of 17th Avenue. Currently, the area is vacant except for lighting associated with Runway 10R/28L. During the November 2006 walk-through of the Western Runway Protection Zone, no hazardous materials were found to be produced or stored in the area. A review of the historical aerial photos from the site indicates that in April 1961 this area was used for farmland. The aerial photograph from July 1979 indicates the farmland became fallow.[60]

The CRAA may need to acquire up to 36 properties located west of CMH as part of the proposed construction activities. A limited Phase I EDDA has been conducted for these areas to evaluate the presence or absence of an existing release, past release, or a material threat of a release of hazardous substances or petroleum products into structures on the properties or into the soil, ground water, or surface water of the property. The results of the assessment identified the potential presence of recognized environmental conditions for the area.[61] Specifically, equipment, miscellaneous materials, drums and/or storage containers, piles of debris stored outside; stained pavement; and solid waste disposal areas were identified. In addition, based on the age of the structures, asbestos containing materials and lead-based paint may be present. Based on a report provided by Environmental Data Resources, Inc. (EDR), radon gas may be present in this area and spills of potentially hazardous materials have occurred in the vicinity.[62]

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59 *Certification of Destruction / Recycle: Tallmadge, OH,* February 1997, SD Myers.

60 The EDR Aerial Photo Decade Package, 13th Avenue Homes, Columbus, OH: Environmental Data Resources, Inc., August 2007.

61 *Environmental Review of East 13th Avenue Homes, Columbus Ohio*, September 2007, Gresham, Smith and Partners.

62 The EDR Radius Map with GeoCheck, 13th Avenue Homes, Columbus, OH: Environmental Data Resources, Inc., August 2007.

Hertz Rental Car Facility Area

The Hertz Rental Car Facility Area is located at 4200 International Gateway and is on CMH property. The facility contains a fenced parking lot, car wash, vehicle maintenance building, rental office, and fuel island.

A review of the facility indicates there is one 10,000-gallon gasoline UST that is currently in use. A release from this tank (Release No. 25003048-N00001) occurred on February 12, 1990.[63] The site was remediated and is currently not an active release site. Review of the BUSTR records from March 18, 2004 indicate no further action status was issued for this site.[64] A review of historical aerial photographs indicates the Hertz facility was constructed subsequent to 1980, after the Consumer Product Safety Commission banned lead-based paint.[65] Therefore, the paint on the interior walls within the building is not suspected to be lead-based. There are no records that indicate this building has asbestos containing materials.

Several ASTs outside of the car wash were identified during the November 2006 walk-through. The products within the tanks were identified as soap, windshield washer fluid, and motor oil.

FAA Area

The FAA Area is a small fenced area located north of International Gateway adjacent to the Hertz Rental Car Facility. The area is slightly less than one acre. The November 2006 walk-through identified a storage cabinet within the area. The contents of the cabinet could not be verified during the walk-through. This cabinet potentially contains paints or petroleum products in association with the operations occurring in the area.[66]

Blue Lot Area

The Blue Lot Area is located south of International Gateway. Currently, the Blue Lot is one of three long-term parking lots for Airport passengers.

During the November 2006 walk-through, two drums containing windshield washer fluid and two gasoline cans were observed. A generator tank was also located within a fenced area inside the Blue Lot Area. Additionally, there were smaller five-gallon pails containing unknown materials. A transformer was also present within the area and was determined to be oil-filled. It is unknown whether the transformer contains PCBs.

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63 The EDR Radius Map with GeoCheck, Port Columbus International Airport, Columbus, OH: Environmental Data Resources, Inc., November 2006.

64 Corrective Actions Database Search. Retrieved November, 2006, from The Bureau of Underground Storage Tanks. https://www.com.state.oh.us/sfm/bustr/CorrectiveActions.asp

65 The EDR Aerial Photo Decade Package, Port Columbus International Airport, Columbus, OH: Environmental Data Resources, Inc., November 2006.

66 November 16, 2007, GS&P received information from Mr. Paul Kennedy, CRAA.

Former Fire Training Pit Area

The Former Fire Training Pit Area is located west of the Gate Gourmet facility at CMH and is bordered by Sawyer Road to the north, Gate Gourmet facilities to the east, an access road to the south, and the Outfall 004 ravine to the west. The City of Columbus operated a fire training pit at CMH from the 1960's to the early 1980's. Waste aviation fuel was used in the training exercises at the site. This area would be physically disturbed for the creation of a stormwater detention basin as a result of implementing the Sponsor's Proposed Action, and Alternatives C2a/b and C3a. Gresham Smith & Partners contacted the OEPA on October 17, 2007 and spoke with Mr. Randy Sheldon of the Division of Hazardous Waste Management.[67] According to Mr. Sheldon, the fire pit was closed without any restrictions. No hazardous materials are known to be present at the site and based on the correspondence with OEPA, hazardous materials are not expected to be present in the area. Therefore, it is assumed that no hazardous material impacts would occur in this area as a result of implementing the Sponsor's Proposed Action or any of its alternatives.

Hotel Area

Comfort Suites is a hotel located at 4270 Sawyer Road. Currently, the Comfort Suites area includes a hotel and parking lot. During the November 2006 walk-through, no hazardous materials were found to be produced or stored in the area. Baymont Inn and Suites is a hotel located at 4240 International Gateway. Currently, the Baymont Inn and Suites area includes a hotel and parking lot. During the November 2006 walk-through, no hazardous materials were found to be produced or stored in the area.

A review of historical aerial photographs indicated the Comfort Suites and Baymont Inn and Suites were constructed subsequent to 1980.[68] The paint on the interior walls within the building is not suspected to be lead-based. There are no records that indicate this building has asbestos containing materials.

[67] Interview between GS&P and Randy Sheldon of the Ohio EPA Division of Hazardous Waste Management was conducted on October 17, 2007.

[68] The EDR Aerial Photo Decade Package, Port Columbus International Airport, Columbus, OH: Environmental Data Resources, Inc., November 2006.

5.17.1.2 Future Conditions: 2012

This section presents the impacts from the Sponsor's Proposed Project and its alternatives to the existing or potential hazardous materials at CMH and surrounding properties.

Alternative A:
2012 No Action

Because the 2012 No Action Alternative would not result in further development, this alternative would have no impacts on the existing hazardous materials at CMH.

Alternative C2a:
2012 Relocate Runway 10R/28L 800 Feet to the South – Noise Abatement Scenario A

The construction of replacement Runway 10R/28L 800 feet to the south of existing Runway 10R/28L would have hazardous material impacts in the Southeast Airport Area, Former Air Force Plant 85 Area, and the Western Runway Protection Zone Area. Although there are hazardous material impacts, long-term runway operations could be beneficial because the runway/taxiways and the associated underdrain systems would reduce the amount of storm water infiltration, thereby acting as a cap for any potentially impacted soils (i.e., lowers groundwater elevation/hinders contaminant transport). Additionally, long-term runway operations could be beneficial because the Taxiway/Runway Object Free Areas (TOFA/ROFA) must remain free of "fixed or movable objects." Because this area is restricted, it limits the type of buildings and infrastructure that can be constructed. Therefore, it is expected that limited numbers of individuals will be present in the area, thereby reducing exposure to hazardous materials. The impacts for hazardous materials for 2012 Alternative C2a are outlined for each area below.

Southeast Airport Area

The relocation of Runway 10R/28L 800-feet to the south would impact two buildings in the Southeast Airport Area. These buildings include Hangar 3 and the Flight Safety Hangar (also known as Hangar 2). Both hangars would be removed by the CRAA to provide adequate clearance for the eastern Runway Protection Zone. Each hangar is suspected to contain asbestos materials within the building's insulation, floor tiles, and/or ceiling tiles. Also, lead-based paint is likely to be present within the Flight Safety Hangar. There is evidence that suggests two USTs are located near Hangar 3 and the Flight Safety Hangar that would have to be removed. The removal of these hangars is not expected to result in a release of hazardous materials.

It is also expected that removal of the FAA-owned antenna will be required due to its location near the Runway Safety Area (RSA). Demolition of the building and removal of the transformers will be required.

The most current standards regarding the handling and disposal of asbestos-containing materials, lead-based paint, and USTs would be followed to minimize impact to the environment and workers.

Former Air Force Plant 85 Area

Two building areas (a portion of Building 3 and Building 7) would need to be demolished in order to allow CAT II/III operations on Runway 10R/28L. These buildings include portions of the CIAC property, specifically the Schottenstein/Value City building and Million Air facilities. Currently, the eastern building (Building 3) is comprised of a series of bays that would need to be removed. The north section of the building contains a long open bay, which would require removal. The entire western building (Building 7) would need to be demolished.

Building 3 (Schottenstein/Value City building) and 7 (Million Air facilities) are not currently owned by the CRAA. Implementation of 2012 Alternative C2a would require modification and/or demolition of these buildings, which are located on an NPL site. According to historical documents, the equipment pit area (3-HTA) and 3-DPSHOP located in Building 3, pose unacceptable carcinogenic and/or non-carcinogenic risks to future on-site construction workers and on-site indoor workers. Based on the review of these documents, there is insufficient data related to the horizontal and vertical extent of contamination for Building 3. Buildings 3 and 7 have also been documented to contain asbestos materials and lead-based paint. Also, several transformers and transformer switches are present and in use at Buildings 3 and 7. In accordance with Appendix A, Section 10 of FAA Order 1050.1E (*Environmental Impacts: Policies and Procedures*), FAA action involving the acquisition of property located at an NPL site is considered a major action with significant impacts, in most circumstances. However, the majority of the former Plant 85 Area has been remediated to criteria set forth by the OEPA. Therefore, if any remaining areas impacted with hazardous materials are appropriately mitigated (i.e., mitigated below regulatory thresholds) before acquisition of the land, this action would not be considered a major action with significant impacts. The Air Force would be responsible for remediation of any areas formerly located in Air Force Plant 85, except for issues related to asbestos containing materials and lead-based paint.

In addition to Buildings 3 and 7, there are a number of other structures, remnants of structures, or sites located between the existing Runway 10R/28L and Buildings 3 and 7 that would have to be removed. These include the ammunition storage bunker, jet engine test cell, Mason Run, Taxiway B3, Building 25, former Building 5, former Building 13, cargo truck area, Building 26, and Building 144. The potential for the presence of hazardous materials for each of these sites is described above in Section 5.17.1.1.

Western Runway Protection Zone Area

For 2012 Alternative C2a, the Airport would have to acquire 36 properties currently located on East 13th Avenue in the City of Columbus, Ohio. Current land use consists of privately-owned homes and yards. Hazardous material concerns identified in this area include: equipment, miscellaneous materials, drums and/or storage containers, piles of debris stored outside, stained pavement, solid waste disposal areas, potential asbestos containing materials, potential lead-based paint, potential radon gas, potential controlled substances, and potential spills. Additionally, because the investigation of this area did not include a site walkthrough inside the residences, the presence of additional hazardous materials indoors could not be fully assessed. The more complete assessment would occur as part of the implementation of the acquisition program after the FAA issues a Record of Decision on the project.

Mitigation Commitments

For 2012 Alternative C2a, the presence of asbestos-containing materials and lead-based paint would need to be confirmed for Hangar 2, the Flight Safety Hangar, Buildings 3 and 7, and houses located on East 13th Avenue. If present, the hazardous materials from demolition activities would be removed in accordance with 40 CFR Parts 260-280 and 49 CFR Parts 171-199. The OAC Chapter 3745-20 includes State regulations for asbestos removal and cleanup. Lead-based paint from households, such as those located on East 13th Avenue, are exempt from lead-based abatement under OAC Chapter 3745-51-04(B)(1). However, lead-based paint from the other identified areas would be considered demolition debris. The CRAA would be responsible for insuring that all laws and guidelines are followed concerning the demolition and removal of the debris.

If 2012 Alternative C2a is implemented, a comprehensive investigation for the presence of USTs at Hangar 2 and the Flight Safety Hangar would take place before demolition activities commence. If USTs are present, their contents would be characterized and disposed of as part of their closure in accordance with BUSTR regulations (OAC Chapter 1301-7).

The soil and ground water around Building 3 have been determined to pose unacceptable carcinogenic and/or non-carcinogenic risks to future on-site construction workers and on-site indoor workers. Building 3 is constructed with a thick concrete slab floor and is currently occupied by personnel associated with CIAC operations. The concrete slab limits exposure to contaminated soil and/or ground water. Demolition of Building 3 may be completed so that the concrete slab is not removed or disturbed. However, if the concrete slab becomes removed or disturbed during demolition, personnel associated with demolition activities may be exposed to soil and ground water contamination. Specifically, arsenic, benzene, chloroform, TCE, and vinyl chloride may be present in soil and benzene,

dichloroethene, methylene chloride, and TCE may be present in ground water. A Health and Safety Plan for the abovementioned chemicals would be completed to supplement the awareness of potential environmental contamination in this area and would be implemented before and during demolition activities.

Removal and destruction of the oil-filled equipment at the FAA-owned antenna and in Buildings 3 and 7 would be completed in accordance with TSCA requirements before demolition activities commence. Specifically, 40 CFR Part 761 identifies the applicable regulatory requirements such as marking, disposal, storage, remediation waste, cleanup requirements, etc. for transformers. Special consideration would be taken to minimize the number of workers and further contaminant releases associated with the remediation of the antenna and Buildings 3 and 7.

The majority of the former Air Force Plant 85 Area has been remediated to criteria set forth by the OEPA, however due to the nature of the Air Force operations, there may be areas of localized contamination that remain. To reduce the potential for exposure to hazardous materials and minimize contaminant releases, the CRAA would commit to using pollution prevention design methods to limit soil excavation and other ground disturbance to the extent practical. Personnel involved in the implementation of 2012 Alternative C2a would be made aware of known site conditions and informed to remain cognizant of potential changes in those conditions.

If the CRAA were to acquire the properties located on East 13th Avenue to implement 2012 Alternative C2a, a comprehensive Phase I EDDA would be prepared to identify hazardous materials potentially used or stored in the area, particularly indoor areas. If the release or the presence of hazardous materials were identified, remediation of the site would take place for materials found before demolition activities commence.

The wastes generated from abatement and/or demolition may be required to be evaluated or characterized to determine if they are hazardous, pursuant to OAC Chapter 3745-52-11. Hazardous waste construction debris is regulated under Ohio Revised Code (Title 37 Chapters 3734 and 3745) and OAC Chapters 3754-49-57, 205, 266, 65, 66, 67, 68, 69, 256, and 270. Other hazardous wastes, if encountered during demolition activities would also have to be managed and disposed of in accordance with 40 CFR Parts 260-280 and 49 CFR Parts 171-199. The demolition and construction activities must also include appropriate safety precautions and training for construction personnel, especially at Building 3. These activities would be performed or overseen by individuals trained to monitor and identify the presence of hazardous materials. Specifically, Occupational Safety and Health Administration (OSHA) regulations 29 CFR § 1926.62 and 29 CFR § 1926.1101 applies to the demolition and cleanup of lead-based and asbestos areas. FAA requirements include those identified in AC 150/5370-2E, *Operational Safety on Airports During Construction*.

Construction activities associated with this action would also be regulated under the Pollution Prevention Act (42 U.S.C. §§ 13101,13102) for hazardous materials, hazardous wastes, and hazardous substances that are used, generated, or disturbed; in accordance with Executive Orders 12088, 13101, and 13148; and in accordance with FAA Orders 1050.10B, 1050.14A, and 1050.15A, and 1050.18. Additionally, in the event unknown contaminants are discovered or a spill occurs during construction, work in that area would stop until the National Response Center (NRC) is notified at (1-800-424-8802).

The mitigation measures previously described are intended to meet the most stringent applicable local, State, or Federal laws for hazardous waste management. Additionally, the mitigation commitments would be managed so as not to impede current Airport operations. A summary of the mitigation costs associated with 2012 Alternative C2a is provided in **Table 5.17-2**. The approximate cost for mitigation commitments for this alternative is $288,000. These costs include unavoidable actions that must take place and feasible measures for the removal and mitigation of hazardous materials. The costs identified are based on existing available data and may be greater or less than identified. Additionally, due to the uncertainty of hazardous materials in areas at the Airport and adjacent sites, a 50 percent contingency has been included in the total cost for mitigation.

Table 5.17-2
SUMMARY OF MITIGATION COSTS FOR 2012 ALTERNATIVE C2a
Port Columbus International Airport

Mitigation Activity	Cost Estimate
Asbestos and Lead-based Paint Survey	$135,000[1]
UST Investigation and Removal	$27,000[2]
Transformer Removal	$10,000[3]
Phase I Environmental Assessment of Residential Area	$20,000[3]
Total Cost for Mitigation (including 50% contingency)	$288,000

[1] Cost estimate provided by Astar Abatement, Inc.

[2] Cost estimate provided by Flynn Environmental, Inc.

[3] Cost estimate provided by Gresham, Smith and Partners.

Alternative C2b:
2012 Relocate Runway 10R/28L 800 Feet to the South – Noise Abatement Scenario B

The 2012 Alternative C2b includes the same relocation of Runway 10R/28L 800 feet to the south as the 2012 Alternative C2a, along with implementation of the operational recommendations of the 2007 Part 150 Noise Compatibility Study (2007 Part 150 Study). The implementation of the operational recommendations of the 2007 Part 150 Study would not alter the areas potentially impacted, and therefore would not change the potential impacts as described above for 2012 Alternative C2a.

Alternative C3a:
2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement Scenario A

The construction of replacement Runway 10R/28L 702 feet to the south of existing Runway 10R/28L would have hazardous material impacts in the Southeast Airport Area, Former Air Force Plant 85 Area, and the Western Runway Protection Zone Area. As with the 2012 Alternative C2a, although there are hazardous material impacts, long-term runway operation could be beneficial because the runway/taxiways and the associated under drain systems would reduce the amount of storm water infiltration, thereby acting as a cap for any potentially impacted soils (i.e., lowers groundwater elevation/hinders contaminant transport). Additionally, long-term runway operations could be beneficial because the TOFA/ROFA must remain free of "fixed or movable objects." Because this area is restricted, it limits the type of buildings and infrastructure that can be constructed. Therefore, it is expected that limited numbers of individuals will be present in the area, thereby reducing exposure to hazardous materials. The impacts on hazardous materials for 2012 Alternative C3a are outlined for each area below.

Southeast Airport Area

The relocation of Runway 10R/28L 702 feet to the south would impact Hangar 3 in the Southeast Airport Area. The hangar would be removed to provide adequate clearance for the eastern Runway Protection Zone. The hangar is suspected to contain asbestos material within the building insulation, floor tiles, and/or ceiling tiles. There is also evidence that suggests USTs were historically operated at the hangar; however their current status is unknown.

It is also expected that removal of the FAA-owned antenna will be required due to its location near the RSA. Demolition of the building and removal of the transformers will be required.

Former Air Force Plant 85 Area

For the 2012 Alternative C3a, the ramp tower on Building 7 would need to be removed in order to comply with the building height restrictions (35 feet) for 14 CFR Part 77. This building is a part of the Million Air facility. Building 7 is not currently owned by the CRAA. Implementation of the 2012 Alternative C3a would include removing the ramp tower, which is located on an NPL site. The building has been documented to contain asbestos materials and lead-based paint. Although there is no documentation that identifies the ramp tower having asbestos materials or lead-based paint, a detailed search would be conducted prior to demolition. Records indicate there are no transformers or transformer switches located within the tower. The majority of the former Air Force Plant 85 Area has been remediated to criteria set forth by the OEPA. Therefore, if any remaining areas impacted with hazardous materials are appropriately mitigated (i.e., mitigated below regulatory thresholds) before demolition, this action would not be considered a major action

with significant impacts. The Air Force would be responsible for remediation of any areas formerly located on Air Force Plant 85, except for issues related to asbestos containing materials and lead-based paint.

In addition to Buildings 3 and 7, there are a number of other structures, remnants of structures, or sites located between the existing Runway 10R/28L and Buildings 3 and 7 that would have to be removed. These include the ammunition storage bunker, jet engine test cell, Mason Run, Taxiway B3, Building 25, former Building 5, former Building 13, cargo truck area, Building 26, and Building 144. The potential for the presence of hazardous materials for each of these sites is described above in Section 5.17.1.1.

Western Runway Protection Zone Area

For 2012 Alternative C3a, the Airport would have to acquire 36 properties currently located on East 13th Avenue in the City of Columbus, Ohio. The current status for this area has been included in the description under 2012 Alternative C2a.

Mitigation Commitments

For 2012 Alternative C3a, the presence of asbestos-containing materials and lead-based paint would need to be confirmed for Hangar 3, Building 7, and houses located on East 13th Avenue. If present, the hazardous materials from demolition activities would be removed in accordance with 40 CFR Parts 260-280, 49 CFR Parts 171-199, and OAC Chapter 3745-20.

If the 2012 Alternative C3a is implemented, a comprehensive investigation for the presence of USTs at the vacant hangar would take place before demolition activities commence. If USTs are present, their contents would be characterized and disposed of as part of their closure in accordance with BUSTR regulations (OAC Chapter 1301-7). Other hazardous wastes, if encountered during demolition activities, would also have to be managed and disposed of in accordance with 40 CFR Parts 260-280 and 49 CFR Parts 171-199. Transformers were identified for the FAA-owned antenna. Special care would be taken to minimize the number of workers and further contaminant releases associated with the demolition of this facility.

The majority of former Air Force Plant 85 Area has been remediated to criteria set forth by the OEPA. However, due to the nature of Air Force operations, there may be areas of localized contamination that still remain. To reduce the potential for exposure to hazardous materials and minimize contaminant releases, the CRAA is committed to using pollution prevention design methods to limit soil excavation and other ground disturbance for the proposed project to the extent practical. Personnel involved in the implementation of 2012 Alternative C3a would be made aware of known site conditions and informed to remain cognizant of potential changes in those conditions.

As previously described, if the CRAA were to acquire the properties located on East 13th Avenue, a comprehensive Phase I EDDA would be prepared to identify hazardous materials potentially used or stored in the area, particularly indoor areas. If releases or the presence of hazardous materials were identified, remediation of the site would take place for materials found before demolition activities commence.

The wastes generated from abatement and/or demolition may be required to be evaluated or characterized to determine if they are hazardous, pursuant to OAC Chapter 3745-52-11. Hazardous waste construction debris is regulated under ORC Title 37 Chapters 3734 and 3745 and OAC Chapters 3754-49-57, 205, 266, 65, 66, 67, 68, 69, 256, and 270. Other hazardous wastes, if encountered during demolition activities would be managed and disposed of in accordance with 40 CFR Parts 260-280 and 49 CFR Parts 171-199. The demolition and construction activities would also include appropriate safety precautions and training for construction personnel. These activities would be performed or overseen by individuals trained to monitor and identify the presence of hazardous materials. Specifically, OSHA regulations 29 CFR § 1926.62 and 29 CFR § 1926.1101 applies to the demolition and cleanup of lead-based and asbestos areas. FAA requirements include those identified in FAA AC 150/5370-2E.

Construction activities associated with this action would also be regulated under the 42 U.S.C. §§ 13101, 13102) for hazardous materials, hazardous wastes, and hazardous substances that are used, generated, or disturbed; in accordance with Executive Orders 12088, 13101, and 13148; and in accordance with FAA Orders 1050.10B, 1050.14A, and 1050.15A, and 1050.18. Additionally, in the event unknown contaminants are discovered during construction, or a spill occurs during construction, work in that area would stop until the NRC is notified (1-800-424-8802).

The mitigation measures previously described are intended to meet the most stringent applicable local, State, or Federal laws for hazardous waste management. Additionally, the mitigation commitments would be managed so as not to impede current Airport operations. A summary of the mitigation costs associated with the 2012 Alternative C3a are provided in **Table 5.17-3**. The estimate includes conservative costs associated with the action. The total approximate cost for mitigation commitments for this alternative is $145,500. These costs include unavoidable actions that must take place and feasible measures for the removal and mitigation of hazardous materials. The costs are estimates based on existing available data and may be greater or lesser than identified. If the asbestos and lead-based surveys result in the presence of these materials, removal costs may vary depending on the extent of their presence. Costs may also increase if additional contamination is found within these areas which require mitigation. Additionally, due to the uncertainty of hazardous materials in areas at the Airport and adjacent sites, a 50 percent contingency has been included in the total cost for mitigation.

Table 5.17-3
SUMMARY OF MITIGATION COSTS FOR 2012 ALTERNATIVE C3a
Port Columbus International Airport

Mitigation Activity	Cost Estimate
Asbestos and Lead-based Survey	$61,000[1]
UST Investigation and Removal	$14,000[2]
Transformer Removal and Destruction	$2,000[3]
Phase I Environmental Assessment of Residential Area	$20,000[3]
Total Cost for Mitigation (including 50% contingency)	**$145,500**

1 Cost estimate provided by Astar Abatement, Inc.

2 Cost estimate provided by Flynn Environmental, Inc.

3 Cost estimate provided by Gresham, Smith and Partners.

Alternative C3b:
2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement Scenario B (Sponsor's Proposed Project)

The 2012 Alternative C3b includes the same proposed actions as the 2012 Alternative C3a described above, as well as the implementation of operational recommendations from the 2007 Part 150 Study. The implementation of the operational recommendations of the 2007 Part 150 Study would not alter the areas potentially impacted. Therefore, implementation of this proposed action would have the same potential impacts described above for 2012 Alternative C3a.

5.17.1.3 Future Conditions: 2018

Alternative A:
2018 No Action

Because the 2018 No Action Alternative would not result in further Airport development, this alternative will have no impacts on the existing hazardous materials at CMH.

Alternative C2a:
2018 Relocate Runway 10R/28L 800 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario A

The construction of replacement Runway 10R/28L 800 feet to the south of existing Runway 10R/28L would have hazardous material impacts in the Southeast Airport, Former Air Force Plant 85, and the Western Runway Protection Zone Areas. Because a portion of the property to be acquired is listed on the NPL, this action would typically be considered a major action with significant impacts. However, if appropriately mitigated before land acquisition, the action would not be considered a major action with significant impacts. These impacts and mitigation alternatives associated with the runway development are described above in detail in the 2012 Alternative C2a section. The 2018 Alternative C2a includes the terminal development envelope and would have additional hazardous material impacts in the Hertz Rental Car, FAA, and Blue Lot Areas. The potential presence of hazardous

materials and mitigation commitments for the terminal development is not expected to include significant impacts for hazardous materials. Although there are hazardous material impacts, terminal construction could be beneficial because the impervious building foundation would reduce the amount of storm water infiltration by acting as a cap for any potentially impacted soils, thereby reducing exposure to hazardous materials. The potential impacts for hazardous materials for 2018 Alternative C2a are outlined for each area below.

Hertz Rental Car Area

The Hertz Rental Car Facility Area is located within the terminal development envelope and includes a fenced parking lot, car wash, vehicle maintenance building, rental office, and fuel island. These facilities would have to be demolished to allow for terminal building development. Also, several ASTs located on the site would be removed.

FAA Area

The FAA Area is also located within the terminal development envelope and is adjacent to the Hertz Rental Car facility. A storage cabinet in the area potentially contains paints or petroleum storage containers. The storage cabinet and its contents would be removed prior to demolition of the building.

Blue Lot Area

A portion of the Blue Lot Area (current parking facility for Airport passengers) is located within the terminal development envelope. There were several ASTs, a generator tank, and 5-gallon pails containing unknown materials observed in this area. Also, an oil-filled transformer was present. It is unknown whether the transformer contains PCBs. The storage containers and transformer would be removed to facilitate terminal development. The parking lot pavement and associated infrastructure would also be demolished and removed as part of the terminal development.

Mitigation Commitments

The primary mitigation necessary for the Hertz Rental Car Area would include removal of the fuel island, a UST, and associated appurtenances that are currently located at the site.[69] The UST removal would be regulated under the BUSTR closure requirements (OAC Chapter 1301-7). As a result of the release of oil that occurred at the facility, a soil investigation was conducted by BUSTR that resulted in a NFA status. NFA status is established when the area investigated does not exceed BUSTR action levels. Therefore, the presence of soil or groundwater contamination is not expected in this area. However, because of ongoing fuel island operations, pavement within this area may be stained due to minor gasoline drips from fueling operations. The Blue Lot Area may also potentially have oil stained pavement from

[69] The facility is located on CRAA property and leased to the Hertz Corporation (Hertz). Any required mitigation for this area would be the responsibility of Hertz and should be completed in accordance with applicable regulatory requirements before demolition and construction activities commence.

leaky parked vehicles. Fuel and oil stained pavement may be removed during construction and demolition activities.

Several ASTs and storage containers were identified at the Hertz Rental Car Area, FAA Area, and Blue Lot Area. The containers would be removed and disposed of during construction and demolition activities. The Hertz Rental Car Area is expected to have ASTs associated with their operations that contain used oil. Used oil that is not intended to be recycled would be managed in accordance with the requirements of 40 CFR Part 279.

The transformer present in the Blue Lot Area would require the implementation of an Investigation and Sampling Plan to determine whether PCBs are present. If PCB-containing equipment is identified, decommissioning, removal, and destruction of the equipment would be completed in accordance with TSCA requirements (40 CFR Part 761) before other demolition activities commence.

The above-mentioned areas are not expected to result in significant releases of hazardous materials, however there may be areas of localized contamination. Additionally, the CRAA is committed to limiting soil excavation for the proposed terminal to the extent practicable. Personnel involved in the implementation of the 2018 Alternative C2a would be made aware of known site conditions and informed to remain cognizant of potential changes in those conditions.

Hazardous waste construction debris is regulated under ORC (3734 and 3745) and OAC Chapters 3754-49-57, 205, 266, 65, 66, 67, 68, 69, 256, and 270. Other hazardous wastes, if encountered during demolition activities would be managed and disposed of in accordance with 40 CFR Parts 260-280 and 49 CFR Parts 171-199. Special care would be taken to minimize the number of workers and further contaminant releases associated with the mitigation of these areas. Demolition and construction activities would also include appropriate safety precautions and training for construction personnel. These activities are described above in detail for 2012 Alternative C2a section. FAA requirements for this action include those identified in AC 150/5370-2E.

Construction activities associated with this action would be regulated under 42 U.S.C. §§ 13101, 13102) for hazardous materials, hazardous wastes, and hazardous substances that are used, generated, or disturbed; in accordance with Executive Orders 12088, 13101, and 13148; and in accordance with FAA Orders 1050.10B, 1050.14A, and 1050.15A, and 1050.18. Additionally, in the event unknown contaminants are discovered or a spill occurs during construction, work in that area would stop until the National Response Center is notified (1-800-444-8502).

The mitigation measures previously described are intended to meet the most stringent applicable local, State, or Federal laws for hazardous waste management. Additionally, the mitigation commitments would be managed so as not to impede current Airport operations. A summary of the potential mitigation costs associated with the 2018 Alternative C2a is provided in **Table 5.17-4**. The total cost for mitigation commitments for this alternative is $441,000, which includes the $288,000 for the runway relocation project described under 2012 Alternative C2a. These costs include unavoidable actions that must take place and feasible measures for the removal and mitigation of hazardous materials. The costs identified are estimates based on existing available data and may be greater or lesser than identified. Costs may also increase if additional contamination is found within the area that requires mitigation. Additionally, due to the uncertainty of hazardous materials in areas at the airport and adjacent sites, a 50 percent contingency has been included in the total cost for mitigation.

Table 5.17-4
SUMMARY OF MITIGATION COSTS FOR 2018 ALTERNATIVE C2a
Port Columbus International Airport

Mitigation Activity	Cost Estimate
UST Removal and Disposal	$6,000[1]
Runway Replacement (previously described under 2012 Alternative C2a)	$288,000
Total Cost for Mitigation (including 50% contingency)	$441,000

[1] Cost estimate provided by Flynn Environmental, Inc.

Alternative C2b:
2018 Relocate Runway 10R/28L 800 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario B

The 2018 Alternative C2b includes the same proposed action as the 2018 Alternative C2a described above, as well as the implementation of the operational recommendations from the 2007 Part 150 Study. The implementation of the operational recommendations of the 2007 Part 150 Study would not alter the areas potentially impacted. Therefore, implementation of this proposed action would have the same potential impacts as those described above for the 2018 Alternative C2a.

Alternative C3a:
2018 Relocate Runway 10R/28L 702 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario A

The 2018 Alternative C3a includes the same terminal development envelope and potential impacts as described in 2018 Alternative C2a. A summary of potential mitigation costs associated with the 2018 Alternative C3a is provided in **Table 5.17-5**. The approximate cost for mitigation commitments for this alternative, including the relocation of the runway, is $158,000. These costs include unavoidable actions that must take place and feasible measures for the removal and mitigation of hazardous materials. The costs identified are estimates based on existing available data and may be greater or lesser than identified. Costs

may also increase if additional contamination is found within the area that requires mitigation. Additionally, due to the uncertainty of hazardous materials in areas at the Airport and adjacent sites, a 50 percent contingency has been included in the total cost for mitigation.

Table 5.17-5
SUMMARY OF MITIGATION COSTS FOR 2018 ALTERNATIVE C3a
Port Columbus International Airport

Mitigation Activity	Cost Estimate
UST Removal and Disposal	$6,000[1]
Transformer Removal	$2,000[2]
Runway Replacement (previously described)	$146,000
Total Cost for Mitigation (including 50% contingency)	**$158,000**

[1] Cost estimate provided by Flynn Environmental, Inc.

[2] Cost estimate provided by Gresham, Smith and Partners.

Alternative C3b:
2018 Relocate Runway 10R/28L 800 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario B (Sponsor's Proposed Project)

The 2018 Alternative C3b includes the same terminal development envelope and potential impacts as described in 2018 Alternative C2a, as well as the implementation of operational recommendations from the 2007 Part 150 Study. The implementation of the operational recommendations of the 2007 Part 150 Study would not alter the areas potentially impacted. Therefore, implementation of this proposed action would have the same potential impacts as those described for 2018 Alternative C2a.

5.17.2 POLLUTION PREVENTION

FAA Order 1050.1E (Appendix A, Section 10) states that the RCRA, as amended by the Federal Facilities Compliance Act of 1992, governs the generation, treatment, storage, and disposal of hazardous wastes. The CERCLA, as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA or Superfund) and the Community Environmental Response Facilitation Act of 1992 provide for consultation with Natural Resources Trustees and cleanup of any release of hazardous substances (excluding petroleum) into the environment.

Executive Order 12088, *Federal Compliance with Pollution Control Standards*, as amended, directs Federal agencies to comply with applicable pollution control standards in the prevention, control, and abatement of environmental pollution; and consult with the USEPA, State, interstate, and local agencies concerning the best techniques and methods available for the prevention, control, and abatement of environmental pollution.

Executive Order 12856, *Federal Compliance with Right-to-Know Laws and Pollution Prevention*, requires Federal agencies to report, in a public manner, toxic chemicals entering any waste-stream from their facilities, including any releases to the environment. This is required to ensure that generated waste is recycled to the maximum extent practicable, as well as to ensure that any remaining wastes are stored, treated, or disposed of in a manner protective of public health and the environment. This is further required in an effort to improve local emergency planning, response, and accident notification. Finally, the requirement is designed to encourage clean technologies and safe alternatives to extremely hazardous substances or toxic chemicals. This is to be accomplished through revisions to specifications and standards, the acquisition and procurement process, and the testing of innovative pollution prevention technologies at Federal facilities.

The Pollution Prevention Act of 1990, encourages looking at waste more broadly with a view towards reducing pollution. All pollutants are to be minimized and waste creation is to be controlled, not just during the production process, but also in the design of products that will have less impact on the environment while in use and after disposal. Section 10.2a of FAA Order 1050.1E, Appendix A, states that, with regard to pollution prevention with proposed actions, the FAA must comply with the applicable pollution control statutes and requirements, as listed in Appendices A, B, and C of FAA Order 1050.10B, as amended by FAA Order 1050.10C. There would be no changes to the existing airfield configuration and Airport facilities with the No Action Alternative. It is expected that Franklin County would continue its current pollution prevention control through waste minimization with the implementation of any of the alternatives. The FAA would ensure that the CRAA would continue to comply with all applicable pollution control statutes to assure the operational compliance of their CMH facilities. No additional information or analysis is required with respect to Franklin County or the FAA meeting the applicable local, State, Tribal, or Federal laws and regulations on hazardous or solid waste management with implementation of any of the runway and terminal development alternatives.

5.17.3 SOLID WASTE

In accordance with 42 U.S.C. § 6901, a solid waste is considered to be any garbage, sludge from a wastewater treatment plant, water supply treatment plant, or air pollution control facility and other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from industrial, commercial, mining, and agricultural operations, and from community activities. Solid waste does not include solid or dissolved material in domestic sewage or irrigation return flows, or industrial discharges that are point sources subject to permits under 33 U.S.C. § 1342, or source, special nuclear, or by-product material as defined by the Atomic Energy Act of 1954, as amended.[70]

[70] 42 U.S.C. § 6903

The RCRA of 1976, which amended the Solid Waste Disposal Act, addresses non-hazardous (Subtitle D) and hazardous (Subtitle C) waste management activities. RCRA established an Interagency Coordinating Committee on Federal Resource Conservation and Recovery Activities which has the responsibility for coordinating all activities dealing with resource conservation and recovery from solid waste carried out by the USEPA, the Department of Energy, the Department of Commerce, and all other Federal agencies which conduct such activities pursuant to this chapter or any other act. The term "resource conservation and recovery activities" includes, but is not limited to, all research development and demonstration projects on resource conservation or energy; material recovery from solid waste; and all technical or financial assistance for State or local planning for, or implementation of, projects related to resource conservation, energy, or material recovery from solid waste.[71]

In 1988, Ohio's legislature passed House Bill 592, an ambitious piece of legislation that significantly strengthened Ohio's 20 year old Solid Waste Law, and set in motion a planning process at both the local and State government levels. The main goals of this planning process are to ensure adequate and environmentally sound management capacity for Ohio's solid waste and increase the efforts of Ohio's communities, businesses and industries to reduce and recycle solid wastes. House Bill 592 required the Director of the OEPA, with the advice of the Solid Waste Management Advisory Council (SWAC), to prepare a State Solid Waste Management Plan (State Plan) to meet specific requirements established in the statute. It also required all counties in Ohio to establish Solid Waste Management Districts (SWMDs), either independently or jointly with other counties. All SWMDs, in turn, were required to develop and implement their own solid waste management plans that comply with the goals established in the State Plan. The OEPA Division of Solid Wastes and Infectious Waste Management currently administers the Ohio Administrative Code Rules on Solid and Infectious Waste.

5.17.3.1 Existing Conditions

Municipal waste, the largest component of the solid-waste stream, includes garbage, refuse, and similar solid-waste material discarded from residential, commercial, institutional, and industrial sources. The Solid Waste Authority of Central Ohio (SWACO) submitted a fifteen year solid waste plan in 2004 that will be updated in 2009. This plan includes projections for Franklin County, and the Cities of Columbus, Dublin, Reynoldsburg, Canal Winchester, Lithopolis Village, Harrisburg, Westerville, and Pickerington. The plan projected that approximately 2,072,333 tons of solid waste would be generated in 2006. SWACO-generated solid waste and exempt waste (construction and demolition debris) is disposed of in 14 landfills. In 2002, the 14 landfills managed approximately 1.3 million tons of waste with 68 percent (885,430 tons) managed at the SWACO Landfill in Franklin

[71] 42 U.S.C. § 6911

County.[72] **Table 5.17-6** provides a list of the landfills, their location, and the number of years left at each landfill based on landfill receipts from 2002. As shown, the 14 landfills have a combined 503 years of capacity left.

Solid waste collection at CMH is contracted out to Rumpke Consolidated Companies. In 2005, an estimated 2,005 tons of solid waste was hauled from CMH of which approximately ten percent was recycled. [73] There are currently no open sanitary landfills within 10,000 feet of the existing runways or development areas.

Table 5.17-6
EXISTING DISPOSAL FACILITIES AND CAPACITY
Port Columbus International Airport

Name	County	SWACO District Tons	Total Tons	Years Remaining
SWACO Landfill	Franklin	885,430	885,430	32
American Landfill	Stark	61	1,430,995	5
Athens Hocking Reclamation Center Landfill	Athens	5,537	141,870	94
Beech Hollow Landfill	Jackson	120	218,750	64
Carbon Limestone Landfill	Mahoning	14	1,518,714	22
Evergreen Recycling and Disposal Facility Landfill	Wood	2,739	571,250	14
Hocking Environmental Co. Landfill	Seneca	103	97,894	74
Logan County Cherokee Run Landfill	Logan	431	348,504	9
Pike Sanitation Landfill	Pike	190	254,257	56
Pine Grove Regional Facility Landfill 1	Fairfield	134,595	300,550	41
Rumpke Waste Inc. Landfill	Hamilton	17	1,959,622	2
Stony Hollow Recycling and Disposal Facility Landfill	Montgomery	10	841,462	6
Suburban South Recycling and Disposal Facility Landfill 2	Perry	272,239	646,125	20
Wyandot Sanitary Landfill	Wyandot	23	285,856	64
Total		***1,301,509***	***9,501,279***	***503***

Source: *Solid Waste Authority of Central Ohio Solid Waste Management Plan,* Approved July 18, 2005.

5.17.3.2 Future Conditions: 2012

The volume of solid waste, especially food and container wastes, depends largely upon the Airport's primary measure of activity -- the number of passengers accommodated. Annual enplanements would increase in the future regardless of whether the proposed development is implemented, and a proportional increase in the amount of solid waste generated would be expected. Enplanements are

[72] *Solid Waste Authority of Central Ohio Solid Waste Management Plan*, Approved July 18, 2005, Solid Waste Authority of Central Ohio.
[73] Email from Dave Wall, Capital Program Manager, Columbus Regional Airport Authority, dated November 3, 2006.

projected to increase from approximately 3.3 million in 2005 to 4.2 million in 2012 and 5.0 million in 2018. A similar growth rate in solid waste generation would result in 2,552 tons per year by 2012, and 3,038 tons per year by 2018 compared to 2,005 tons in 2005.

The runway relocation proposed for the Airport would create solid waste from construction debris during construction and operation. Modifications to existing structures would have to be coordinated appropriately to avoid any impacts from asbestos, lead-based paint, or other hazardous materials. The contractor would have the responsibility of arranging transportation and disposal of waste generated during the remodeling of existing structures, as well as waste generated during construction. Waste generated by runway construction is discussed in Section 5.18, *Construction*.

Alternative A:
2012 No Action

The amount of solid waste generated by CMH is expected to increase from 2,005 tons in 2005 to 2,552 tons in 2012. The increase in solid waste would result from the annual increase in the number of passengers accommodated throughout the Airport. However, the additional waste produced by the Airport would not have a significant impact on the City's ability to transport and dispose of solid waste.

Alternative C2a:
2012 Relocate Runway 10R/28L 800 Feet to the South – Noise Abatement Scenario A

According to forecasted operational activity at CMH, increased activity would occur at the same levels with or without the development proposed under Alternative C2a. As such, the increased volume of solid waste to be generated at CMH is neither an impact nor a result of proposed development. The volume of solid waste generated at CMH would continue to increase with or without the Alternative C2a development.

Alternative C2b:
2012 Relocate Runway 10R/28L 800 Feet to the South – Noise Abatement Scenario B

According to forecasted operational activity at CMH, increased activity would occur at the same levels with or without the development proposed under Alternative C2b. As such, the increased volume of solid waste to be generated at CMH is neither an impact to nor a result of proposed development. The volume of solid waste generated at CMH would continue to increase with or without the Alternative C2b development.

Alternative C3a:
2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement Scenario A

According to forecasted operational activity at CMH, increased activity would occur at the same levels with or without the development proposed under Alternative C3a. As such, the increased volume of solid waste to be generated at CMH is neither an impact to nor a result of proposed development. The volume of solid waste generated at CMH would continue to increase with or without the Alternative C3a development.

Alternative C3b:
2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement Scenario B (Sponsor's Proposed Project)

According to forecasted operational activity at CMH, increased activity would occur at the same levels with or without the development proposed under Alternative C3b. As such, the increased volume of solid waste to be generated at CMH is neither an impact to nor a result of proposed development. The volume of solid waste generated at CMH would continue to increase with or without the Alternative C3b development.

5.17.3.3 Future Conditions: 2018

In addition to 2012, the environmental consequences for 2018 are provided because of the anticipated opening of the proposed passenger terminal.

Alternative A:
2018 No Action

The volume of solid waste generated at CMH would increase as the level of activity increases. Activity levels in aircraft operations and passenger throughput are forecasted to increase through the year 2018, with or without any development at CMH. Under the 2018 No Action Alternative, the volume of solid waste generated would increase to approximately 3,038 tons per year due to the forecasted increase in enplanements.

Alternative C2a:
2018 Relocate Runway 10R/28L 800 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario A

The terminal developments proposed for the Airport would create solid waste from debris during their construction and operation. Modifications to existing structures would have to be coordinated appropriately to avoid any impacts from asbestos, lead, or other hazardous materials that may be present. The contractor would have

the responsibility of arranging transportation and disposal of waste generated during their remodeling of existing structures as well as waste generated during construction of new structures. Waste generated by terminal construction is discussed in Section 5.18, *Construction*.

Solid waste would not be generated during the operation of parking garages and roadways, but solid waste would be generated during their construction. Waste generated as a result of landside construction, such as parking garages and roadways, is discussed in Section 5.18, *Construction*.

Enplanements in 2018 are projected to increase to five million, resulting in 3,038 tons of solid waste generated per year. Additionally, construction is scheduled to be completed before 2018, so no temporary impacts from construction would occur.

According to forecasts of operational activity at CMH, Alternative C2a would not stimulate increased activity at CMH, but would only serve to better accommodate this growth. As such, the increased volume of solid waste generated at CMH through 2018 would not be an impact of Alternative C2a, but rather a condition that would occur with or without the project.

Alternative C2b:
2018 Relocate Runway 10R/28L 800 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario B

The discussion of the solid waste related to the construction and operation of the terminal under Alternative C2a would be the same for Alternative C2b. According to forecasted operational activity at CMH, increased activity would occur at the same levels with or without the development proposed under Alternative C2b. As such, the increased volume of solid waste to be generated at CMH is not an impact to or result of proposed development. The volume of solid waste generated at CMH would continue to increase with or without the Alternative C2b development.

Alternative C3a:
2018 Relocate Runway 10R/28L 702 Feet to the South and Construct Midfield Terminal (T2)– Noise Abatement Scenario A

The discussion of the solid waste related to the construction and operation of the terminal under Alternative C2a would be the same for Alternative C3a. According to forecasted operational activity at CMH, increased activity would occur at the same levels with or without the development proposed under Alternative C3a. As such, the increased volume of solid waste to be generated at CMH is not an impact to or result of proposed development. The volume of solid waste generated at CMH would continue to increase with or without the Alternative C3a development.

Alternative C3b:
2018 Relocate Runway 10R/28L 702 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario B (Sponsor's Proposed Project)

The discussion of the solid waste related to the construction and operation of the terminal under Alternative C2a would be the same for Alternative C3b. According to forecasted operational activity at CMH, increased activity would occur at the same levels with or without the development proposed under Alternative C3b. As such, the increased volume of solid waste to be generated at CMH is not an impact to or result of proposed development. The volume of solid waste generated at CMH would continue to increase with or without the Alternative C3b development.