

Radio Island Multi-Use Terminal
Morehead City, Carteret County

ADMINISTRATIVE ACTION
STATE RECORD OF DECISION

February 2024

North Carolina State Ports Authority
a Division of the North Carolina Department of Transportation

In Compliance with the North Carolina Environmental Policy Act
Adopted in 1971
G.S. 113A, Article 1

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Radio Island Multi-Use Terminal RECORD OF DECISION

1.0 Decision

This Record of Decision (ROD) document records the decision of the North Carolina State Ports Authority's (Authority) Radio Island Multi-Use Terminal Project (Project) in the Town of Morehead City, Carteret County, North Carolina. In making this decision, the Authority considered the information and analyses documented in the Final Environmental Impact Statement (FEIS) approved in January 2024, this ROD, and comments received from agencies and the public, for this proposed project. Federal money may be expended on this project; therefore, this document has been prepared in accordance with the requirements of the National Environmental Policy Act ((NEPA) 23 CFR 771.127 and 42 USC 4332(2)(c)) and the North Carolina State Environmental Policy Act (SEPA, G.S. 113A, Article 1).

2.0 Introduction

Radio Island is a 1930's spoil-created island of approximately 253 acres situated between the mainland municipalities of Morehead City and Beaufort in Carteret County, North Carolina. The island is surrounded by the Intracoastal Waterway, which includes the Newport River to the north, and Bogue Sound to the west. Additionally, the Beaufort and Morehead City channels are located to the immediate east and west of Radio Island, respectively. The Authority owns both the Port of Morehead City, located west of Radio Island, and approximately 200 acres on the west side of Radio Island. Approximately 154 acres of the port-owned land on Radio Island is undeveloped. Radio Island is wholly within the municipal limits of Morehead City. The project study area includes 154 acres of the island and 31 acres within the Newport River (see Figure 1).

The Authority identified the Selected Alternative for the Radio Island Multi-Use Terminal in Carteret County, North Carolina. The Selected Alternative discussed in this ROD is the Preferred Alternative identified in the FEIS.

A complete description of the Preferred Alternative and its anticipated impacts are included in the FEIS, which is incorporated in this ROD by reference. The ROD Selected Alternative was selected after taking into account the key findings associated with natural and human resources, and other impacts; public involvement comments; and financing and design considerations as discussed and included in the FEIS.

The proposed action includes construction of a multi-use terminal on Authority-owned property on Radio Island, roadway and rail improvements, and a natural gas pipeline from Morehead City to Radio Island. Rail improvements include multiple spurs on the Authority-owned Class 3 rail line located on Radio Island.

The Selected Alternative will support new industry opportunities to the state and the Authority. Additionally, the proposed project is for the generation of jobs and labor income to improve unemployment, increase median income, decrease the poverty rate in Carteret County and the region, and assist in transitioning the state to a clean energy economy.

In accordance with the NEPA, SEPA, and the requirements set forth by the Council on Environmental Quality (CEQ) (40 CFR 1505.2), this ROD identifies: 1) the Selected Alternative; 2) all alternatives considered by the Authority; 3) measures adopted to avoid and minimize environmental harm; 4) monitoring and enforcement programs for the implementation of mitigation measures; and 5) comments on the FEIS.

Figure 1. Project Vicinity Map



3.0 Project Overview

This chapter describes the proposed project description, setting, purpose and need, and EIS development.

3.1 Project Description

This project includes development of facilities and infrastructure necessary to create a multi-use terminal to support manufacturing and operations such as automotive and offshore wind (OSW) industries. Infrastructure development includes gravel or paving the majority of 154 acres of undeveloped land for vehicle and wind energy lay down areas, construction of an estimated 300,000 square foot manufacturing facility with office space for OSW, and approximately 100,000 square feet of warehouse with office space or complementary uses for automotive industry use. Additional project components include modifying the existing pier to accommodate roll on and roll off vessel operations, construction of a new southern 1,600-foot berthing facility to accommodate the berthing of larger or multiple vessels, and new rail spurs to provide access to both the manufacturing facility for offshore wind equipment and for the warehouse.

3.2 Project Setting

US Highway 70 travels along the northern boundary of Radio Island and provides access to major interstates located west of Carteret County and to the Outer Banks National Scenic Byway in Beaufort.

Radio Island has direct access to the ocean with no bridge or overhead obstruction. No height restrictions exist on the southern portion of Radio Island. The port has a channel depth of 45 feet at Radio Island. The ocean channel has a 47-foot depth in the approach to the port. The ocean channel is four miles away. There is no air draft restriction in the channel. One turning basin is located within the northwest leg of the harbor channel and has a water depth of approximately 35 feet and radius of 1,100 feet. The other turning basin, located at the 'Y' of the navigation channel and the Newport River, has a water depth of 45 feet and radius of 1,350 feet.

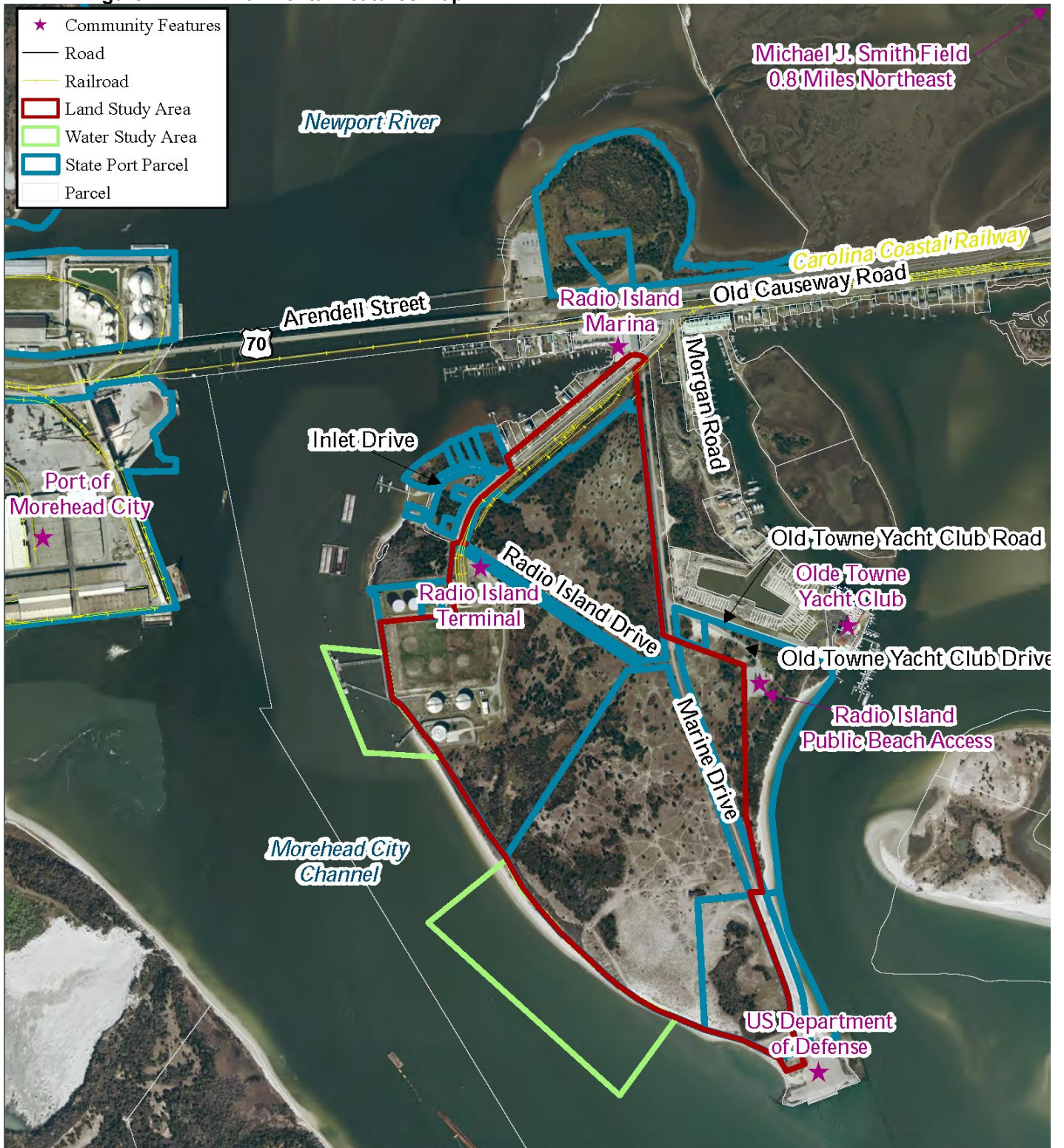
Radio Island port infrastructure includes an existing bulkhead and related liquid loading/unloading equipment for above ground storage tanks, an aviation fuel terminal, approximately 320-foot-long barge dock, and administrative offices. Carolina Coastal Railway (CLNA) operates the Authority trackage serving the Port of Morehead City, located west of Radio Island. The Radio Island switching yards for CLNA are located between US 70 and Old Causeway Road.

Six aboveground storage tanks are located at the southern end of Radio Island Road. The tanks to the north previously contained liquid fertilizer but have been empty for over six years. The tanks to the south were decommissioned in 2021. The tanks are located on port-owned property.

Local roadways on Radio Island are maintained by Carteret County. Primary roadways include Radio Island Road (providing access to Radio Island Marina and Authority-owned land in the north central portion of the island), and Marine Drive, a north/south traveling roadway along the eastern portion of the island (providing access to residential and commercial areas, the Radio Island Public Beach Access area, and US Department of Defense property at the island's southern tip). The Authority owns the beach access parcel with Carteret County Parks and Recreation Department managing the recreational resource. The recreation area includes parking, restrooms, bike racks, and a hiking trail. The Radio Island Public Beach Access area is both publicly owned and open to the public, therefore it is protected by Section 4(f).

Outside of the project study area, at the island's southern tip, is a 3.9 acre federally owned parcel which includes three landing-ship-tank (LST) ramps and a large, paved staging area. This area is used by the US Department of Defense for the embarking and debarking of troops and equipment based in eastern North Carolina at Marine Corps Base Camp Lejeune and Marine Corps Air Station Cherry Point (see Figure 2).

Figure 2. Environmental Features Map



3.3 Purpose and Need Summary

The purpose of the Radio Island Multi-Use Terminal project is to support new industry opportunities to the State and the Authority. Additionally, the proposed project is for the generation of jobs and labor income to improve unemployment, increase median income, decrease the poverty rate in Carteret County and the region, and transition NC to a clean energy economy.

The project is needed to comply with North Carolina Executive Orders (EO) Nos. 80 and 218¹ by advancing a clean energy economy. The proposed action would expand the capability of the Authority to include wind energy industries and complementary manufacturing. The proposed project would also provide waterside and landside facilities to support the automotive industry.

3.4 Radio Island Multi-Use Terminal DEIS

Coordination between federal agencies is an important part of the NEPA/SEPA process. NEPA requires that the agency proposing the project “consult with and obtain the comments of any Federal agency which has jurisdiction by law or special expertise with respect to any environmental impact involved.” In compliance with these requirements agency representatives were invited to a project scoping meeting held November 4, 2022.

The Radio Island Multi-Use Terminal Draft Environmental Impact Statement (DEIS) was presented to local officials during a meeting held August 11, 2023. A Public Information Meeting held September 26, 2023 gave the public an opportunity to review the proposed project and ask questions.

Following public input and comments, on October 3, 2023 the DEIS was submitted to the State Environmental Review Clearinghouse, Federal Agencies, and made available to the public for review. The Clearinghouse forwarded the draft to various governmental organizations for review and comment. A Webex call held November 3, 2023 allowed agency discussion on the DEIS.

3.5 Radio Island Multi-Use Terminal FEIS

The Radio Island Multi-Use Terminal Final Environmental Impact Statement was signed January 12, 2024. The FEIS evaluated the components of the Preferred Alternative, presented a set of Project Commitments, and included revisions based on public and agency comments on the DEIS.

Two biological assessments (BA) were prepared for the project in compliance with the National Environmental Policy Act. The purpose of the BAs was to address potential effects of the project on threatened and endangered species listed under Section 7(c) of the US Endangered Species Act (ESA) of 1973, as amended. Section 7 of the ESA requires that, through consultation (or conferencing for proposed species) with the US Fish and Wildlife Service (USFWS) and/or the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS), federal actions do not jeopardize the continued existence of any threatened, endangered, or proposed species or result in the destruction or adverse modification of critical habitat.

One BA evaluated the potential effects of the proposed Radio Island project on species that are federally listed under the ESA and under the jurisdiction of NOAA-NMFS. A separate consultation was filed to determine the potential effects of the project to species under the jurisdiction of the USFWS and also for potential effects on Essential Fish Habitat with NOAA Fisheries. The BAs are located in FEIS Appendix C and D, respectively. Specific project design elements are identified in the BA's and Project Commitments that avoid or minimize adverse effects of the proposed project on listed species and/or critical habitat.

¹ Executive Order No. 80, North Carolina's Commitment to Address Climate Change and Transition to a Clean Energy Economy, calls on Cabinet agencies (which include NCDOT and its Divisions) to integrate climate adaptation and resiliency planning into their policies, programs, and operations. Executive Order No. 218 serves to advance OSW power in an effort to help secure the jobs and economic development associated with wind power, and transition to a clean energy economy.

4.0 Alternatives Considered

This chapter describes the alternatives considered and the methodologies used in the identification of the FEIS Preferred Alternative. The chapter also describes the ROD Selected Alternative and documents the anticipated impacts associated with it.

4.1 Range of Alternatives

The range of concepts considered for the Radio Island Multi-Use Terminal project included:

- No-Build Alternative
- Build Alternative A
- Build Alternative B

These alternatives were evaluated as part of a multi-step screening process which is documented in the FEIS.

The No Build Alternative included short-term, minor restoration types of activities (safety and maintenance improvements, etc.) that maintained continuing operation of the existing Radio Island terminal. The No Build Alternative assumed the current terminal operations continue without implementation of the proposed action. With the exception of routine maintenance, no changes would take place within the project study area. The No Build Alternative also served as the baseline comparative alternative for the Build Alternatives.

Two Build Alternatives were developed based on the 2023 Traffic Assessment for Radio Island discussed in the FEIS. Elements of the two alternatives, A and B, dock design and alternatives not studied are described below.

Alternative A

Improvements for the automotive industry:

- Approximately 4,000-parking space asphalt storage lot (40 acres) for roll-on/roll-off² (Ro-Ro) vessel activities located between the island's western edge and Marine Drive. Port-side ingress/egress for vehicles would be between six existing storage tanks. Land side ingress/egress could be from car carriers accessing the lot from Radio Island Road and/or new rail spurs that would tie into the existing rail, along Radio Island Road.
- Approximately 100,000 square foot warehouse/office space located on the northern end of the port property.
- Modifying the existing T-head pier to accommodate roll on and roll off vessels.

Improvements for the OSW industry:

- Approximately 300,000 square foot fabrication/assembly building, with office space, located on the southern end of the port property.
- Approximately 60-acre gravel pad in front of the fabrication/assembly building for storage/laydown.
- Constructing a new rail spur paralleling a portion of Marine Drive that would tie into the existing rail to the north of the project area and travel along the west side and in front of the fabrication/assembly building.
- Approximately 65 parking spaces between Marine Drive and the rear of the fabrication/assembly building.
- Land side ingress/egress could be from new rail spurs that would tie into the existing rail, Radio Island Road, or Marine Drive.

² Roll-on Roll-off (Ro-Ro) cargo includes wheeled equipment that may be rolled onto a specialized vessel. Ro-Ro cargo requires no cargo handling equipment at the berth.

Improvements for both the automotive and OSW industries:

- Constructing a southern 1,600-foot berthing facility to accommodate the berthing of larger or multiple vessels and associated heavy freight handling equipment.

Alternative B

Alternative B consisted of the same improvements for the automotive and OSW industries as Alternative A, *with the exception* of prohibiting trucks and traffic from accessing the project site from Marine Drive. Traffic would access the project site from Radio Island Road.

Dock Design

A mooring and berthing analysis was performed to evaluate the suitability of the existing and proposed docks based on design loads and operational requirements to determine the system, footprint, and number of piles required. It was determined that due to the high live loads and long exposed height of piles, approximately 1,298 piles are required for the 1,600-foot-long and 150-foot-wide OSW dock platform, spaced 13.5-feet center-to-center. An approximately 1875-foot-long dredged berth basin with an approximate 816,760-square-foot footprint will be needed for the dock along the berthing line. The anticipated dredge volume associated with the basin is approximately 900,000 cubic yards.

The analysis also evaluated the suitability of the existing T-head dock. The existing facility is a small jetty platform, and improvements would be needed with loading and unloading operations to the southside of the existing facility. A new Ro-Ro dock with a footprint of 360 feet by 75 feet is proposed approximately 550 feet south of the existing T-head dock. The Ro-Ro dock would require approximately 59 piles. The vessel line, existing fender, and existing bollard loads were found to be generally acceptable.

Alternatives Not Studied

An offsite alternative at the Port of Morehead City facility on the west side of the Newport River was considered. This facility is constrained with existing port activities and commitments. Therefore, it does not lend itself to additional tenants or allow for the space needed to stage vehicles for the automotive component or to transport and move the over-sized components for OSW activities. Non-port owned property in Carteret County with direct access to deep water was not considered due to lack of suitable, available property.

4.2 Basis for Choosing the Preferred Alternative

Build Alternative B was identified as the Preferred Alternative in the DEIS (see Figure 3). Based on public comments received on the DEIS and in coordination with environmental resource and regulatory agencies, Alternative B was selected as the project's Preferred Alternative since it meets the purpose and need and removes access to the site from Marine Drive. The No Build Alternative would not meet the purpose and need while Alternative A would allow trucks and traffic accessing the terminal to travel on Marine Drive. The use of Marine Drive would impact travel by local residents, the US Department of Defense, and users of the public beach.

Figure 3. Preferred Alternative



4.3 Project Costs and Estimated Employment

With the project located on port-owned property there is no expected right of way cost associated with the project. Construction of the project including associated infrastructure (roadway and rail improvements and a gas line from Morehead City to Radio Island) have an estimated cost of \$250-285 million dollars. The estimated employment from this project is 150-400 construction/operation jobs (2022 estimate). Construction of the multi-use terminal is dependent on the tenant and may occur in stages as determined by the Authority and a future tenant(s).

4.4 Impacts of the Preferred Alternative

Evaluation criteria for selecting a Preferred Alternative included economic and social impacts, community facilities, cultural resources including noise impacts and air quality, water resources, and natural environment. Impacts for the Preferred Alternative are discussed in detail in Chapter 4 of the FEIS, and summarized in Table 1 and in the following paragraphs.

Table 1. Summary of Environmental Impacts Preferred Alternative

Resource/Affected Environment	Potential Impacts
Estimated Investment	\$250-285 million dollars (construction)
Expected Employment	150-400 construction/operation jobs
Minority/Low Income Populations-Disproportionately High and Adverse Impacts	None
Community Facilities Impacted	None
Section 4(f) Resources	None
Noise	Unknown until tenant needs are known
Hazardous Materials	5 sites/ No impacts
Historic Properties (adverse effect)	No Adverse Effect
Archaeological Resources	None
Permanent Easements (acres)	None
Temporary Easements (acres)	None
Wetland Impacts (acres)	Approx. 3.1 acres of wetlands are in the study area. Wetland impacts to be determined when the final site plan is developed for tenant(s).
Submerged Aquatic Vegetation (acres)	TBD – project commitment added
Threatened or Endangered Species	17 species/ 6 potentially impacted
Impacted Species	Piping Plover- MANLAA Red Knot- MANLAA Northern Long-Eared Bat- MANLAA Tricolored Bat- MANLAA West Indian Manatee- MANLAA Atlantic Sturgeon – MANLAA

MANLAAA= May Affect, Not Likely to Adversely Affect

Economic and Social Impacts:

The NC Department of Commerce's October 2023 County Profile for Carteret reports that 37 percent of commuters worked outside Carteret County and that the median County household income is \$67,806. The proposed project would add jobs and increase economic development in the surrounding area. Construction impacts include one-time job generation at start-up, which could fluctuate over the duration of construction. Operating impacts include the hiring associated with the operation of the project and local purchases of goods and services necessary to operate the project. This would continue as long as the project is in operation.

Impacts to socioeconomic resources as a result of the proposed project would be minor and, in general, beneficial. Economically local and state revenue would be impacted positively. The additional earnings generated by the construction and operations activity would yield personal income tax revenues, local sales tax revenues, and consumer demand resulting from this new job growth.

The effect of the proposed project on the value of properties near the project are not expected to change as the land uses or access to Radio Island would not materially change.

Demographic analysis does not reveal that minority and low-income populations meet the EJ thresholds. Additionally, minority or low-income communities are not identified on Radio Island. Therefore, there are no potential impacts to EJ populations. No homes or businesses would be relocated by the proposed project. To minimize permanent impacts to local traffic roadway improvements would be constructed on Port-owned right of way with site access from Radio Island Road.

Consistency with land use and transportation plans is a factor when considering the scope and intensity of project impacts. The proposed project is compatible with local public policy since it would meet the port growth expectation identified in the Morehead City and Carteret County Coastal Area Management Act (CAMA) Land Use Plans. The proposed project is also compatible with local economic development initiatives of the Crystal Coast Economic Development Foundation and the Carteret County Economic Development Department and NCDOT's 2017 Statewide Multimodal Freight Plan and 2022 updated Plan.

Community Facility Impacts:

Radio Island does not have emergency service facilities, schools, religious facilities, or cemeteries located on the island; therefore, community facilities will not be impacted by the proposed project.

Section 4(f) Resources:

Radio Island Public Beach Access is a recreational area with access from Marine Drive/Olde Towne Yacht Club Drive. Known locally as East Beach, the access area is both publicly owned and open to the public, therefore it is protected by Section 4(f). This resource will not be impacted since: 1) it is outside of the project area and, 2) access to the project site will be from Radio Island Road rather than Marine Drive.

Noise Impacts:

The State of North Carolina does not have environmental noise rules that apply to the project, but instead delegates the regulation, restriction, and prohibition of noise to the counties and cities. Carteret County and Morehead City do not have quantitative noise limits; however, noise restrictions applicable to project activities do exist in the Code of Ordinances for both government entities. These noise restrictions are applicable to both construction and operation of the project. According to these restrictions, air compressors in use are required to be muffled, and project-related equipment in use at the north and east portions of the site adjacent to residential use must be enclosed. Examples of equipment subject to the enclosure restrictions include air compressors or generators used during construction, or air conditioning units installed at project buildings.

The acoustical study team determined that a quarter-mile buffer around the project study area limits (the boundaries of the terrestrial and marine-based project footprint) was a reasonable and appropriate noise study area for use in the assessment of project-related noise.

As described in Sections 3.11.2 and 4.10.2 in the FEIS, construction noise assessment results indicate that noise levels could range from 96 dBA³ (A-weighted Decibel) to 70 dBA at distances between 100 and 1,000 feet from the loudest noise sources. This range of noise levels is not uncommon for daytime equipment use on construction projects.

Pile driving may occur during pier modifications and construction of the new berthing facility. Impact pile driving and sonic pile driving are the most common methods of installing new piles. Noise levels from impact pile driving can reach 101 dBA at 50 feet, while noise levels from sonic pile driving can reach 95 dBA at 50 feet. The type of pile driving equipment used, locations, and need for noise mitigation measures can be determined during the project's final design phase.

Noise emissions from operations at the proposed project site are going to be similar to the dominant noise sources under existing conditions (traffic noise, train noise, noise from boats and vessels).

Noise from moving trains is a function of their speed, and on-site train speeds are expected to be 10 mph or less. Assuming a single train has one locomotive and ten railcars and travels at a speed of 10 mph, the

³ The A-weighted scale (dBA) was developed and is frequently used for community noise assessments. The A-weighting scale puts more emphasis or "weight" on frequencies that humans hear well, and less emphasis or "weight" on frequencies we do not hear well (primarily low frequency noise).

noise level at 50 feet is approximately 67 dBA during the train pass-by. Turnouts and jointed rail on-site may result in slightly louder train noise levels.

Outdoor material handling activities at the proposed lay-down area would use equipment that is similar to some of the equipment used during the construction phase. This could include two to four cranes, forklifts, heavy trucks, and possibly other equipment.

Noise from the Ro-Ro activities would consist of cars, trucks, vehicle trailer trucks and potentially other vehicles driving on-site at approximately 10 mph. Noise from Ro-Ro activities is expected to be lower than daytime traffic noise from the nearby highway. Rubber ramp flaps can be used to mitigate noise that happens when vehicles drive off a steel ramp.

At this time in the project development when the type and number of vessels using the project site is unknown, it is not possible to estimate noise emissions from idling vessels.

Hazardous Materials Impacts:

Based on review of environmental records, five contaminated or regulated sites are located on Radio Island, as described in Section 3.13.2 of the FEIS; however, the most recent schematic drawings provided by the Authority do not show construction activities (other than paving) in the vicinity of known contamination.

Construction activities associated with the proposed project may temporarily increase the risk of hazardous material spills from or around construction equipment, but this increased risk can be mitigated through implementation of health and safety, and spill prevention plans.

Section 4.13.2 of the FEIS indicates the potential for encountering hazardous materials or waste during construction of the proposed facilities is considered to be low, as the majority of the 154 acres is undeveloped land created from dredge spoil material. While dredged materials may not be suitable for beneficial use, there is no indication that they would need to be disposed as hazardous waste.

Historic Property Impacts:

In 1974, the Beaufort Historic District was listed in the National Register of Historic Places (NRHP). The border of the historic district extends approximately one mile from the Beaufort shore (across Taylor Creek and Bulkhead Channel), and includes portions of Pivers Island, portions of Radio Island, and the Rachel Carson Reserve.

As discussed in Section 3.4.1 and Section 4.4 of the FEIS, based on correspondence from the State Historic Preservation Office (SHPO), dated May 25, 2022 and November 20, 2023, there is concern that the potential size of future buildings and structures from the project may adversely affect the National Register-listed Beaufort Historic District (SHPO Site ID CR0001). SHPO will offer specific comments as planned actions are developed. The SHPO correspondence is located in Appendix B of the FEIS.

The Historic District of Beaufort would likely not be impacted from a changed viewshed due to the location of the improvements on the west side of Radio Island. Pivers Island, with industrial, institutional, and residential land uses, is located between Beaufort and Radio Island providing a visual barrier.

Applying the Criteria of Adverse Effects in 36 CFR 800.5, the potential visual, noise, and vibration impacts in the study area to aboveground historic properties would be negligible to minor. The undertaking would not alter any characteristics of the Beaufort Historic District in a manner that would diminish a property's historic integrity. Because the undertaking would not introduce potential visual, noise, and vibration impacts in a manner that would diminish a property's historic integrity, it is concluded that the undertaking would have no effect on previously recorded landside historic properties.

Archaeological Resource Impacts:

As discussed in Section 3.4.2 of the FEIS, in 1997 the Authority desired to expand port activities on Radio Island. As a part of the planning process for the FEIS for Radio Island Expansion, Port of Morehead City (2001) the NC State Historic Preservation Office (SHPO) was notified and comments requested on the expansion.

In January 1998, SHPO notified the Authority of the potential presence of underwater archaeological resources in the vicinity of Radio Island. The Authority consultant Earth Tech retained Tidewater Atlantic Research, Inc. to perform the necessary terrestrial and underwater archaeological studies. Tidewater

Atlantic Research, Inc. identified ten underwater targets indicative of an association with potentially significant submerged cultural resources. Remote sensing surveys were designed to identify magnetic and/or acoustic anomalies that might be generated by shipwreck resources. The underwater survey was conducted May 8 and 9, 1998. On May 12, 1998, a terrestrial remote sensing survey was conducted at the location of the proposed terrestrial facilities and in the vicinity of a chartered shipwreck located by the Underwater Archaeological Unit of the North Carolina Division of Archives and History. Targets identified during the remote sensing survey were investigated and assessed by scuba divers. Diver investigations identified each of the targets as modern debris and not archaeological or historically significant cultural material. The terrestrial survey identified a magnetic signature at the site of a chartered shipwreck, however, that target had signature characteristics that were considered indicative of modern dredge pipe. August 26, 1998 SHPO concurred that the Radio Island expansion project will not involve significant archaeological resources.

During project scoping activities for the subject project the SHPO was again contacted. A May 25, 2022 letter from SHPO recommended a comprehensive archaeological survey be taken within the outlined Water Study Area prior to ground disturbing activities. SHPO indicated a potentially historic shipwreck site (CR317) was located in a previous survey. As discussed above, this area was cleared by SHPO in 1998 (see FEIS Appendix B).

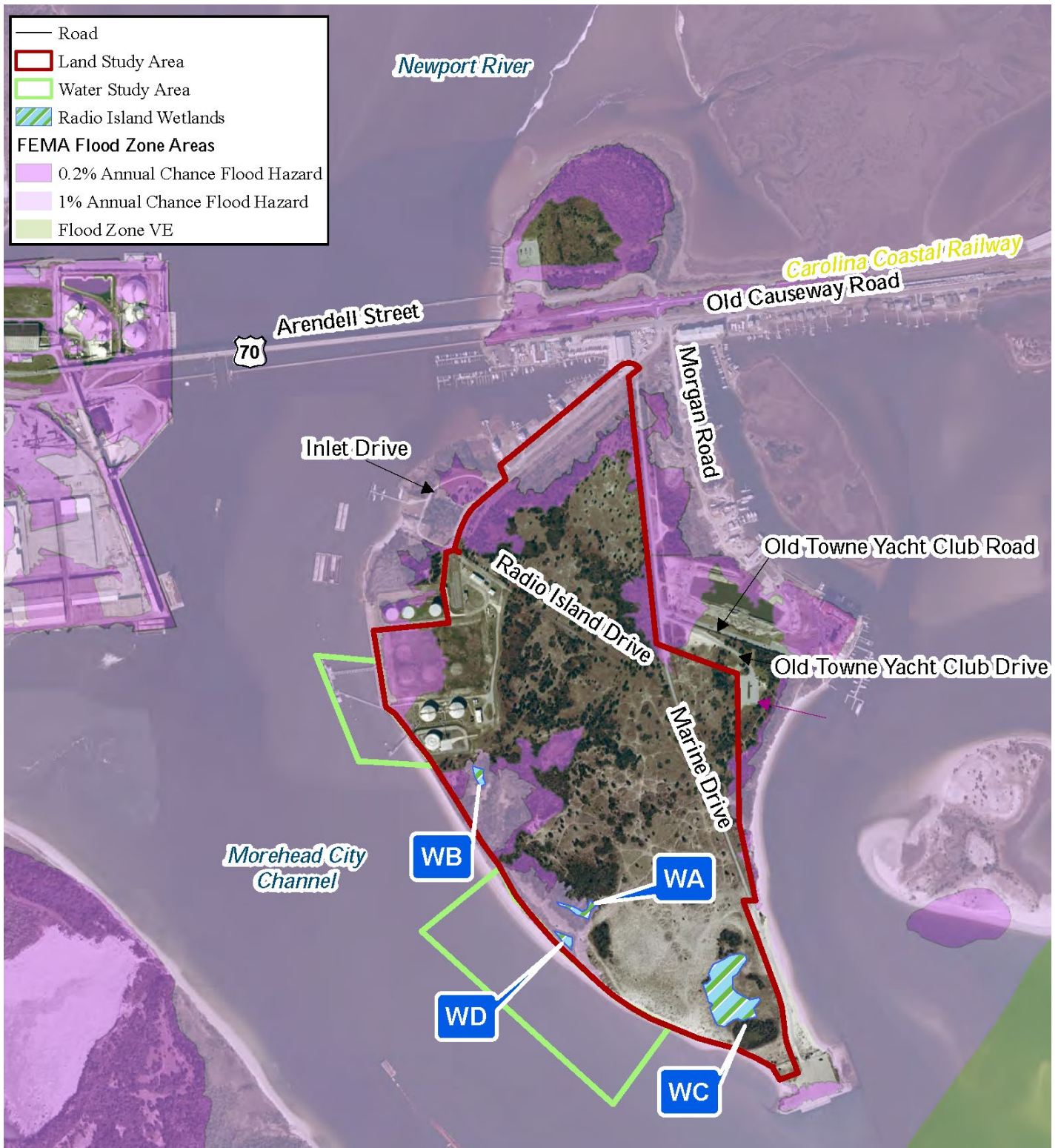
Wetland Impacts:

The study area contains four wetland areas (see Figure 4). Impacts to wetlands within the study area are anticipated due to location of the wetlands. Approximately, 3.1 acres of wetlands are located within the proposed impact area.

Direct impacts to these wetlands will be mitigated under a US Army Corps of Engineers (USACE) Clean Water Act, Section 404 permit. NC Division of Water Quality (NCDWQ) water quality certification (401) would be applied for before the commencement of construction.

Best management practices (BMPs) and all associated USACE and NCDWQ permit requirements would be adhered to for the project. Appropriate sediment and erosion control devices would also be used to maintain water quality during construction. BMPs for in-water work would be determined after the footprints for the new berth and extended existing berth are finalized.

Figure 4. Natural Resources Map



Submerged Aquatic Vegetation Impacts:

A 1998 aerial revealed that there were several one-meter square patches of eelgrass (*Zostera marina*) along the southwest side of the island. However, it is important to note that eelgrass is only identifiable during the summer. No submerged aquatic vegetation (SAV) was observed during the review of aerial photographs or during the field surveys conducted during the spring and summer of 2022. During a multi-agency scoping meeting held November 4, 2022 a NC Division of Marine Fisheries representative noted there is a record of SAV on the northwest side of the island and it should be considered for this project. A copy of the scoping meeting minutes is available in the FEIS Appendix B. On-line mapping from Division of Marine Fisheries indicates SAV in surveys conducted during 1983. The datasets used in this survey are over 40 years old. More recent data (2012-2014) does not indicate a presence of SAV. Links to both surveys are located in the FEIS References section.

Threatened or Endangered Species Impacts:

Data from the US Fish & Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC), the National Marine Fisheries Service (NMFS), and the NC Natural Heritage Program websites were reviewed to determine federally listed threatened and endangered species within a one-mile radius of the project study area in Carteret County. In April, May, and August 2022 a threatened and endangered species reconnaissance survey was conducted within the study area to identify suitable habitat and possible individuals of these protected species. A Biological Conclusion of "May Affect, Not Likely to Adversely Affect" was rendered for six of the 17 threatened and endangered species under USFWS jurisdiction for which a biological conclusion is required. They are the: piping plover, red knot, northern long-eared bat, tricolored bat, West Indian manatee, and Atlantic sturgeon.

During the November 4, 2022 scoping meeting with federal and state agencies the representative for National Oceanic and Atmospheric Administration (NOAA) Fisheries stated that shortnose sturgeon are unlikely and the Atlantic sturgeon would be the most likely species in the area; however, critical habitat is not designated for them in this area. Research on the USFWS critical habitat mapper indicates there is no USFWS critical habitat present for any species.

While the bald eagle (*Haliaeetus leucocephalus*) is no longer on the Endangered Species list it must be adequately protected against threats that can disturb or affect their survival. Suitable habitat for bald eagle was identified in the study area, however, the project is expected to have no effect on these species as no bald eagles or active nests were observed during the field reconnaissance survey.

BAs for the project are located in FEIS Appendix C and D. Specific project design elements are identified that avoid or minimize adverse effects of the proposed project on listed species.

Other physical feature impacts are as follows:**Visual Quality and Aesthetics:**

Construction activities associated with the multi-use terminal area would result in a change in the general visual character on the western portion of Radio Island from undeveloped property to an expanded industrial facility.

Construction activities associated with the terminal upgrades and the new buildings, when completed and in operation, would present a very low profile, particularly in relation to the existing storage tanks. The maximum height of buildings to support OSW activities could be up to 80 feet. The height of the 7-story Old Towne Yacht Club condominiums, located east of the proposed project, is approximately 70 feet. Mobile shore crane heights could vary based on wind turbine sizes.

Cargo stacked on the decks of the ships would be partially visible when in transit over water and rail. The warehouse and storage tanks would conceal some evidence of the vessels when docked but visible when loading/offloading on the ships.

Due to the existing light levels surrounding the residential areas, and distance from the terminal area, an increase in lighting would not likely be noticeable. Nightglow is currently present but could increase with additional lighting. The level of increase would depend on the design and use of the lighting structures.

The proposed project would have a less than cumulatively considerable contribution on views from scenic vistas, given the context of the distinctive marine industrial character of the working port and existing residential building heights.

Area Airport Facility:

Airspace and activities at Michael J Smith Field, located approximately two miles northeast of the proposed project, are not expected to be impacted.

Air Quality:

No impact.

Utilities:

Infrastructure to provide natural gas service would need to be constructed by the utility provider from the mainland across the Newport River. Impacts may include small utility extensions to existing utilities.

Energy:

Factors that could influence a reduction in energy consumption include the combination of vessels and trains transporting vehicles or wind energy equipment. The proposed project can have a positive impact on energy consumption regionally and within the southeast US with the production of OSW energy and battery power.

Climate Change:

Radio Island improvements to the Authority's property are planned and designed for short-and-long term climate resiliency specific to its location and geography. Extreme precipitation events and flooding have increased during the last century, and these trends are expected to continue, causing erosion, and declining water quality. Climate change also results in increased high wind events, and stronger storm events such as hurricanes and flooding. The project is being guided by both regulatory requirements as well as by the above-mentioned vulnerabilities, which have resulted in the project creating an adaption plan to ensure resilient infrastructure occurs to account for climate change.

Sea Level Rise:

As discussed in Section 3.14.2 of the FEIS, due to sea level rise, it's predicted that the project area has an 82 percent risk level of one or more flood events between 2022 and 2050 that would result in flooding over 4 feet. The absence of measures to manage increasing flooding, effective inundation of coastal areas could become widespread within the next 40 years and encompass much of the coast by the end of the century. Although the threat of inundation due to sea level rise exists, the impacts should be minimal, as the Authority continues to strive to be resilient against extreme weather conditions, responding to any disturbances and rapidly recovering from them.

Indirect and Cumulative Effects:

The proposed project would not increase the capacity of adjacent roads. The project would not alter traffic capacity or travel patterns, reduce travel time on roadways, affect access to properties in the area, or open areas for development or redevelopment.

5.0 Stakeholder Involvement

The project included an extensive process for informing and involving environmental resource and regulatory agencies, local governments, and the public. Details about this process, and details of the information summarized below, can be found in FEIS Section 5, incorporated in this ROD by reference.

Environmental Resource and Regulatory Agency Coordination

The project's formal scoping meeting was held on November 4, 2022. Participating agencies included the US Army Corps of Engineers (USACE), the National Marine Fisheries Service (NMFS), and the NC Department of Environmental Quality (NCDEQ). A follow-up was held with the agencies not on the call including NC Division of Water Resources (NCDWR), NC Wildlife Resources Commission (NCWRC), and the US Fish and Wildlife Service (USFWS). The key topics identified included the project's potential effects on the channel water body, delineating jurisdictional wetlands, and an assessment of essential fish habitat. On May 9, 2023, a field visit was conducted with a USACE representative to verify the jurisdictional

wetlands.

On October 3, 2023, the DEIS was submitted to the State Environmental Review Clearinghouse, in the NC Department of Administration and Federal Agencies. The Clearinghouse forwarded the draft to various governmental organizations for review and comment. A Webex call was held on Friday, November 3, 2023 for agencies to discuss the draft. No formal issues of concern were identified at any of the meetings that were held over the course of the project. Agency correspondence is located in FEIS Appendix B. Details regarding the FEIS coordination are located in Section 9.0.

Local Government Involvement

On Friday, August 11, 2023, a Local Official's Informational Meeting (LOIM) was held at the Morehead City Municipal Campus-City Hall. The meeting was to present the project, answer questions and discuss logistics of the upcoming Public Information Meeting. Attendees included staff from the NC State Ports Authority, Town of Morehead City, Town of Beaufort, and Carteret County. No formal issues of concern were identified during the meeting.

Public Involvement

On September 26, 2023, a Public Information Meeting (PIM) for the proposed improvements was held at the Crystal Coast Civic Center/Main Hall in Morehead City. Approximately 22 people attended representing residential owners, business owners, and other attendees. The comment period for the public meeting was 15 days. Three comments were received prior to the meeting and three were received during the meeting. One comment concerned the impact of the project on rental properties, two comments requested information, and three comments indicated concern for rail and vehicular traffic at area intersections. A NCDOT representative attended the meeting and provided additional information on improvements to US 70, which are not in the project scope. The LOIM and PIM activities are discussed in FEIS Section 5 with public meeting documentation and comments located in Appendix F of the FEIS.

6.0 Measures to Minimize Harm

Practicable means efforts to minimize environmental harm have been incorporated into the decision process and coordinated with environmental resource and regulatory agencies. Avoidance and minimization measures were incorporated throughout the project planning and design process to minimize impacts to human and natural resources. Project Commitments to minimize harm associated with the Selected Alternative are included in this ROD. The full range of measures to minimize harm are presented in Section 4 of the FEIS. Examples of measures incorporated to minimize impacts are summarized below.

The preliminary/pre-design means and measures to minimize harm will continue to be reviewed and could be altered during the design phase as appropriate to minimize impacts, to the maximum extent practicable, to human and natural resources. Any changes to measures to minimize harm would be completed in conjunction and coordination with the appropriate state and federal environmental resource and regulatory agencies.

Noise:

Transmission of noise and vibration are limited by the distance from their sources. Noise could be considerably reduced by adoption of low noise equipment or installation of sound insulation fences. A green belt of plants can be a good barrier. Limitation of working hours may be a possible means to mitigate the nuisances of construction activities.

A project commitment is included for a refined construction noise assessment including a noise mitigation evaluation performed during the final design phase of the project. The type of pile driving equipment used, the locations of use, and need for noise mitigation measures can be determined during final design.

Wetlands:

Approximately, 3.1 acres of wetlands are located within the proposed impact area. Wetland impacts are to be determined when the final site plan is developed for tenant(s). Direct impacts to these wetlands will be mitigated under a USACE Clean Water Act, Section 404 permit as well as an appropriate NCDWR Water Quality Certification (401) before the commencement of construction.

Best management practices and all associated USACE and NCDWR permit requirements would be adhered to for the project. Appropriate sediment and erosion control devices would also be used to maintain water quality during construction. BMPs for in water work would be determined after the footprints for the new berth and extended existing berth are finalized.

Submerged Aquatic Vegetation:

No SAV was observed during the review of aerial photographs or during the field surveys conducted during the spring and summer of 2022. Based on agency discussions, a Project Commitment is added to ensure SAV areas are verified prior to in-water construction.

Threatened and Endangered Species:

A project commitment is added for the monitoring of new, active bald eagle nests within 660 feet of the study area throughout the duration of the construction. If nests are observed all construction will follow USFWS guidelines for the protection of bald eagles as described in the National Bald Eagle Management Guidelines (USFWS, 2007).

As noted in Section 4.4 of this ROD, documentation to comply with Section 7(c) of the ESA has been submitted to NOAA and NMFS. Upon agency concurrence ESA compliance is completed unless: a take of a threatened or endangered species occurs or new information reveals effects of the Selected Alternative not previously considered, or the Selected Alternative is subsequently modified in a manner that causes an effect to the listed species or critical habitat in a manner or to an extent not previously considered, or if a new species is listed or critical habitat designated that may be affected by the Selected Alternative.

Area Airport Facility:

A Project Commitment is added for coordination between the Authority and the Carteret County- Beaufort Airport Authority as tenant needs are determined to minimize impacts to airplanes from cranes used during project construction and operations.

Utilities:

Due to island and industrial setting of the project substantial utility infrastructure is present within the port property where the construction activities would occur. Infrastructure to provide natural gas service would need to be constructed by the utility provider from the mainland across the Newport River. Impacts may include small utility extensions to existing utilities.

Construction Activities:

Construction-related impacts associated with the proposed project will be minimized by adhering to applicable rules, regulations, and permit conditions and by Best Management Practices.

Appropriate BMPs applicable to construction and maintenance for protection of surface waters, wetlands, and upland habitat will be used to control erosion, sedimentation, and stormwater runoff to the maximum extent practicable. Mechanisms will be put in place to maintain traffic flow; minimize air quality, noise, and construction lighting impacts; manage waste disposal; protect surrounding natural resources; control erosion; and manage any accidental waste spills to the maximum extent practicable.

7.0 Monitoring and Enforcement Program

Coordination will be maintained with all environmental regulatory and resource agencies during final design, permitting, and construction to ensure that avoidance, minimization, and compensatory mitigation measures are implemented. The Authority will enforce pertinent specifications and contract provisions in accordance with the intent of the FEIS and the welfare of the public. Many of the avoidance, minimization, and compensatory mitigation measures included in this ROD are likely to be conditions of federal or state permits that are enforceable by regulatory agencies.

8.0 Project Commitments

The Project Commitments are included as Attachment A to this ROD and also listed on pages 9 and 10 of the FEIS.

9.0 Comments on the FEIS

The Radio Island Multi-Use Terminal Final Environmental Impact Statement was signed January 12, 2024 and circulated to environmental resource and regulatory agencies, local governments, other stakeholders, and the public for comment during January and February 2024.

The FEIS was circulated for agency review by the NC State Environmental Review Clearinghouse on January 17, 2024. The NC State Clearinghouse provided comments from the agency review of the FEIS on February 16, 2024. Comments, and responses as appropriate, are included in Attachment B.

10.0 Conclusion

The DEIS and FEIS, incorporated here by reference, constitute the statements required by NEPA and SEPA.

The FEIS is in conformance with applicable provisions of Title 23 CFR, Part 771 and satisfactorily covers the anticipated environmental impacts including human, physical, cultural, and natural effects. All correspondence received between the FEIS and the date this ROD was signed have been reviewed. Based on that review, the North Carolina State Ports Authority finds that there were no new significant issues or impacts identified. Therefore, the FEIS remains valid.

Based on the analysis and evaluation contained in this project's FEIS, and after careful consideration of all impacts and input from the public involvement process, it is my decision to adopt the Preferred Alternative, Alternative B, as defined in the FEIS as the proposed action and Selected Alternative for this project.



Brian E Clark
Executive Director
North Carolina State Ports Authority

2/28/2024

Date

ATTACHMENTS

Attachment A Project Commitments

Attachment B Agency Comments

Attachment A Project Commitments

PROJECT COMMITMENTS

Radio Island Multi-Use Terminal
Morehead City, Carteret County

During the National Environmental Policy Act (NEPA)/ State Environmental Policy Act (SEPA) process, commitments are made to avoid, minimize, or mitigate project impacts. Commitments result from public comment or through the requirements of, or agreements with, environmental resource and regulatory agencies.

The following bullets list special project commitments that have been agreed to by North Carolina State Ports Authority (the Authority).

- The Authority should ensure that all public involvement activities include outreach materials appropriately focused on environmental justice (EJ) populations. Public involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.
- Best practices for minimizing construction impacts described in Sections 4.15, 4.16, and 4.17 will be followed and relayed to contractors for the project.
- Construction activities in-water will not occur until a determination is received from National Marine Fisheries Service (NMFS) on impacts, if any, to essential fish habitat and the Atlantic surgeon.
- Construction activities in-water will not occur until submerged aquatic vegetation areas are verified.
- The Authority or the construction contractor will monitor for new, active bald eagle nests within 660 feet of the study area throughout the duration of the construction.
- Prior to construction, the USFWS species list should be reevaluated to ensure no additional species have been listed as endangered or threatened that may have potential habitat in the project area.
- The Authority or a representative will apply for the following permits/approvals:
 - Section 9 Permit from the United States Coast Guard
 - Section 10 Permit (Nationwide or Individual) from the USACE
 - Section 10 approval as part of the above
 - Section 404 Individual Permit from USACE
 - Section 401 Certification from the NCDWR
 - Section 408 Permit from the USACE
 - NCDWQ Isolated Wetland Permit
 - Coastal Area Management Act (CAMA) Major Permit
 - Erosion and Sediment Control Permit as required by the North Carolina Department of Environmental Quality (NCDEQ). As part of the above permit, the Authority will be issued a General National Pollutant Discharge Elimination System (NPDES) Permit (NCG 10000) to cover stormwater discharges during construction.
 - Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction.
- A refined construction noise assessment including a noise mitigation evaluation will be performed during the final design phase of the project.
- The type of pile driving equipment used, the locations of use, and need for noise mitigation measures can be determined during the final design phase of the project.

Project Commitments Page 2

- The Authority will coordinate with NCDOT Division 2 on proposed STIP Project U-5876. The Authority will coordinate with the Carteret County- Beaufort Airport Authority as tenant needs are determined to minimize impacts to airplanes from cranes used during project construction and operations.
- Contractors will be required to provide proof of proper disposal for all generated waste to permitted facilities.

Attachment B Agency Comments

**Radio Island Multi-Use Terminal
Record of Decision
Attachment B**

**RESPONSES TO COMMENTS ON THE FINAL ENVIRONMENTAL IMPACT
STATEMENT**

The FEIS was approved on January 12, 2024 and made available for public and agency comment during January and February 2024. During this period, letters were received from 9 agencies as listed below:

- North Carolina Department of Administration, State Environmental Review Clearinghouse, February 19, 2024
- North Carolina Department of Environmental Quality, Division of Environmental Assistance and Customer Service, Washington Regional Office, February 16, 2024
- North Carolina Department of Environmental Quality, Division of Waste Management, Solid Waste Section, February 1, 2024
- North Carolina Department of Environmental Quality, Division of Waste Management, Inactive Hazardous Sites Branch, January 24, 2024
- North Carolina Department of Environmental Quality, Division of Water Resources, ~January 2024
- North Carolina Department of Environmental Quality, Wildlife Resources Commission, February 13, 2024
- North Carolina Department of Environmental Quality, Division of Marine Fisheries, Shellfish Sanitation, January 31, 2024
- North Carolina Department of Public Safety, Division of Emergency Management, February 14, 2024
- North Carolina Department of Transportation, January 1, 2024
- US Fish and Wildlife Service, February 8, 2024

The following comments were offered on the FEIS, followed by a response as appropriate.

Comment 1:

“...it is recommended that during any land clearing, demolition, and construction, the NC State Ports Authority and/or its contractors would make every feasible effort to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. **Any waste generated by and of the project that cannot be beneficially reused or recycled as described, may require disposal of at a solid waste management facility permitted by the Division. The Section strongly recommends that NC State Ports Authority require all contractors to provide proof of proper disposal for all generated waste to permitted facilities.**”

Response:

A project commitment has been included stating contractors will be required to provide proof of proper disposal for all generated waste to permitted facilities.

Comment 2:

“One (1) Superfund Section sites and one (1) Brownfields Program Sites were identified within one mile of the project as shown on the attached report. The Superfund Section recommends that site files be reviewed to ensure that appropriate precautions are incorporated into any construction activities that encounter potentially contaminated soil or groundwater. Superfund Section files can be viewed at: <http://deq.nc.gov/waste-management-laserfiche>.”

Response:

The sites identified are not within the current study area of the project. The comment has been noted.

Comment 3:

Checkbox was selected for 401 Water Quality Certification on the list of potentially needed permits or approvals to comply with North Carolina Law.

Response:

A Section 401 Water Quality Certification has been noted in the FEIS as requiring permit approval prior to construction.



Roy Cooper
Governor

Pamela B. Cashwell
Secretary

February 19, 2024

Vickie Miller
North Carolina State Ports Authority
c/o HDR, Inc.
555 Fayetteville Street, Suite 900
Raleigh, NC 27601-

Re: SCH File # 24-E-4620-0194 Proposed project is to construct the Radio Island Multi-Use Terminal in the Town of Morehead City, North Carolina. Additional actions include roadway and rail improvements and a natural gas line from Morehead City to Radio Island. The rail improvements include multiple spurs on the Authority owned C

Dear Vickie Miller:

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act.

Attached to this letter are comments made by the agencies in the review of this document. If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

If you have any questions, please do not hesitate to contact me at (984) 236-0000.

Sincerely,

KADISHA MOLYNEAUX
State Environmental Review Clearinghouse

Attachments

Mailing
1301 Mail Service Center | Raleigh, NC 27699-1301



ncadmin.nc.gov

Location
116 West Jones St. | Raleigh NC 27603
984-236-0000 T

Control No.: 24-E-4620-0194

Date Received: 1/17/2024

County.: CARTERET

Agency Response: 2/16/2024

Review Closed: 2/16/2024

LYN BILES

CLEARINGHOUSE COORDINATOR

DEPT OF ENVIRONMENTAL QUALITY

Project Information

Type: National Environmental Policy Act al Environmental Impact Statement

Applicant: North Carolina State Ports Authority

Project Desc.: Proposed project is to construct the Radio Island Multi-Use Terminal in the Town of Morehead City, North Carolina. Additional actions include roadway and rail improvements and a natural gas line from Morehead City to Radio Island. The rail improvements include multiple spurs on the Authority owned Class 3 rail line located on Radio Island.

As a result of this review the following is submitted:

☐ No Comment

☐ Comments Below

☒ Documents Attached

Reviewed By: LYN BILES

Date: 2/16/2024

ROY COOPER
Governor

ELIZABETH S. BISER
Secretary



To: Kadisha Molyneaux
State Clearinghouse
NC Department of Administration

From: Lyn Biles
Division of Environmental Assistance and Customer Service
Washington Regional Office

Re: 24-0194
Final Environmental Impact Statement - Proposed project is to construct the Radio Island Multi-Use Terminal in the Town of Morehead City, North Carolina. Additional actions include roadway and rail improvements and a natural gas line from Morehead City to Radio Island. The rail improvements include multiple spurs on the Authority owned Class 3 rail line located on Radio Island. Carteret County

Date: February 16, 2024

The Department of Environmental Quality has reviewed the proposal for the referenced project. Based on the information provided, several of our agencies have identified permits that may be required and offered some valuable guidance. The comments are attached for the applicants review.

The Department will continue to be available to assist the applicant with any questions or concerns.

Thank you for the opportunity to respond.

Attachments



North Carolina Department of Environmental Quality
217 West Jones Street | 1601 Mail Service Center | Raleigh, North Carolina 27699-1601
919.707.8600

ROY COOPER

Governor

ELIZABETH S. BISER

Secretary

MICHAEL SCOTT

Director



NORTH CAROLINA
Environmental Quality

MEMORANDUM

TO: Michael Scott, Division Director through Sharon Brinkley

FROM: Amanda Thompson, Environmental Senior Specialist – Solid Waste Section

DATE: February 1, 2024

SUBJECT: Review: SW 24-0194 – Carteret County (Final Environmental Impact Statement – NC State Ports Authority – Proposed project is to construct the Radio Island Multi-use Terminal in Morehead City. Additional actions include roadway and rail improvements and a natural gas line from Morehead City to Radio Island.)

The Division of Waste Management, Solid Waste Section (Section) has reviewed the documents submitted for the subject project in Carteret County, NC. Based on the information provided in this document, the Section at this time does not see an adverse impact on the surrounding communities and likewise knows of no situations in the communities which would affect this project.

For any planned or proposed projects, it is recommended that during any land clearing, demolition, and construction, the NC State Ports Authority and/or its contractors would make every feasible effort to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. **Any waste generated by and of the project that cannot be beneficially reused or recycled as described, may require disposal of at a solid waste management facility permitted by the Division. The Section strongly recommends that NC State Ports Authority require all contractors to provide proof of proper disposal for all generated waste to permitted facilities.**

Permitted solid waste management facilities are listed on the Division of Waste Management, Solid Waste Section portal site at: <https://deq.nc.gov/about/divisions/waste-management/waste-management-rules-data/solid-waste-management-annual-reports/solid-waste-permitted-facility-list>

And the site locator tool at:

<https://ncdenr.maps.arcgis.com/apps/webappviewer/index.html?id=7dd59be2750b40bebebf49fc383f688>

Questions regarding solid waste management for this project should be directed to Mr. Ray Williams, Environmental Senior Specialist, Solid Waste Section, at (252) 948-3955.

cc: Ray Williams, Environmental Senior Specialist



North Carolina Department of Environmental Quality | Division of Waste Management
Fayetteville Regional Office | 225 Green Street, Suite 714 | Fayetteville, North Carolina 28301
910.433.3300

ROY COOPER
Governor
ELIZABETH S. BISER
Secretary
MICHAEL SCOTT
Director



Date: January 24, 2024

To: Michael Scott, Director
Division of Waste Management

Through: Janet Macdonald
Inactive Hazardous Sites Branch

From: Katie C Tatum
Inactive Hazardous Sites Branch

Subject: NEPA Project # 24-0194 North Carolina State Ports Authority, Carteret County, North Carolina

The Superfund Section has reviewed the proximity of sites under its jurisdiction to the North Carolina State Ports Authority project. Proposed project is to construct the Radio Island Multi-Use Terminal in the Town of Morehead City, North Carolina. Additional actions include roadway and rail improvements and a natural gas line from Morehead City to Radio Island. The rail improvements include multiple spurs on the Authority owned Class 3 rail line located on Radio Island.

One (1) Superfund Section sites and one (1) Brownfields Program Sites were identified within one mile of the project as shown on the attached report. The Superfund Section recommends that site files be reviewed to ensure that appropriate precautions are incorporated into any construction activities that encounter potentially contaminated soil or groundwater. Superfund Section files can be viewed at: <http://deq.nc.gov/waste-management-laserfiche>.

Please contact Janet Macdonald at 919.707.8349 if you have any questions concerning the Superfund Section review portion of this SEPA/NEPA inquiry.



North Carolina Department of Environmental Quality | Division of Waste Management
217 West Jones Street | 1646 Mail Service Center | Raleigh, North Carolina 27699-1646
919.707.8200



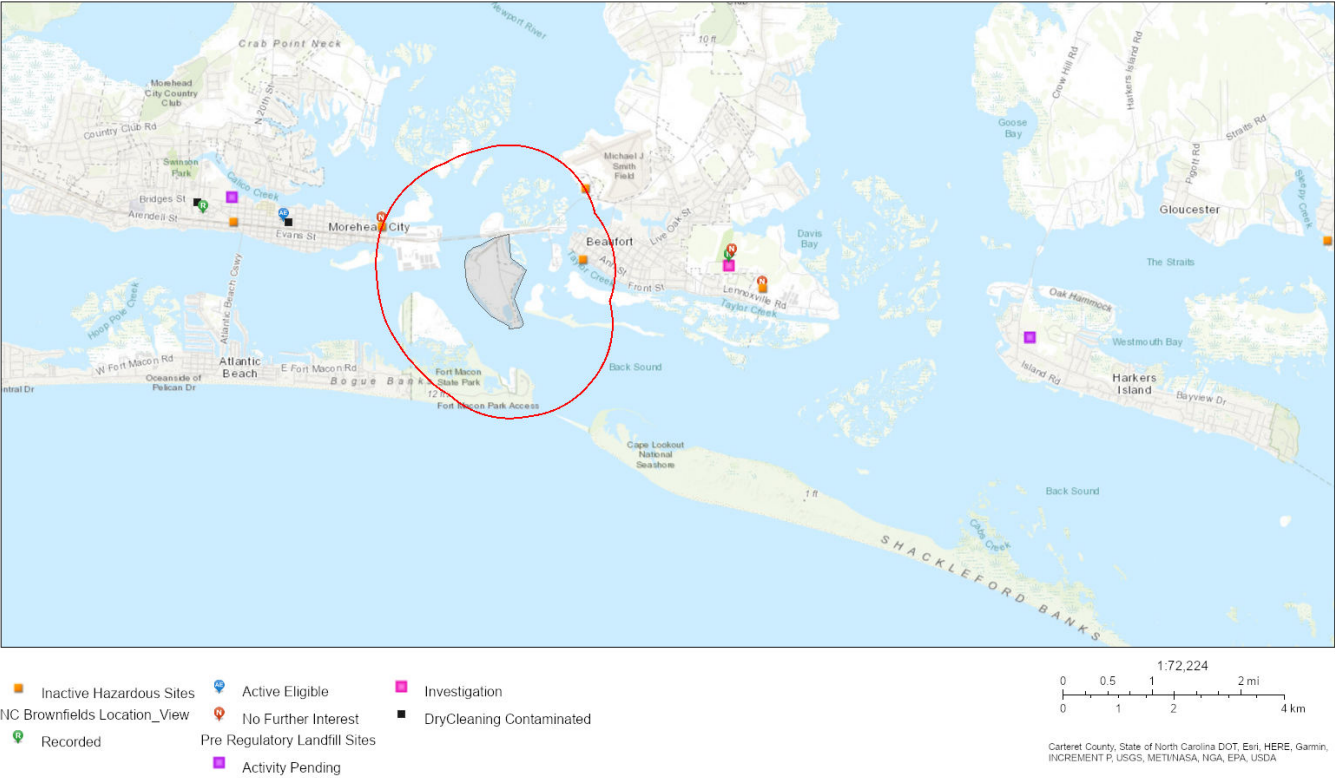
Superfund & Brownfield Sites SEPA/NEPA Review Report

Area of Interest (AOI) Information

Carteret County NEPA project 24-0194

Area : 4,139.1 acres

Jan 22 2024 16:50:49 Eastern Standard Time



Superfund and Brownfield Sites
Carteret County NEPA project 24-0194

Summary

Name	Count	Area(acres)	Length(mi)
Certified DSCA Sites	0	N/A	N/A
Federal Remediation Branch Sites	0	N/A	N/A
Inactive Hazardous Sites	1	N/A	N/A
Pre-Regulatory Landfill Sites	0	N/A	N/A
Brownfields Program Sites	1	N/A	N/A

Inactive Hazardous Sites

#	EPAID	SITENAME	Count
1	NCSFN0407074	NC MARITIME MUSEUM	1

Brownfields Program Sites

#	BF_ID	BF_Name	Count
1	802104016	Morehead Machine Shop	1

State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: WIRO
Project Number: 24-0194 Due Date: 2/12/2024
County: Carteret

After review of this project, it has been determined that the DEQ permit(s) and/or approvals indicated may need to be obtained for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (Statutory time limit)
<input type="checkbox"/>	Permit to construct & operate wastewater treatment facilities, non-standard sewer system extensions & sewer systems that do not discharge into state surface waters.	Application 90 days before begins construction or award of construction contracts. On-site inspection may be required. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/>	Permit to construct & operate, sewer extensions involving gravity sewers, pump stations and force mains discharging into a sewer collection system	Fast-Track Permitting program consists of the submittal of an application and an engineer's certification that the project meets all applicable State rules and Division Minimum Design Criteria.	30 days (N/A)
<input type="checkbox"/>	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begins activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
<input type="checkbox"/>	Water Use Permit	Pre-application technical conference usually necessary.	30 days (N/A)
<input type="checkbox"/>	Well Construction Permit	Complete application must be received, and permit issued prior to the installation of a groundwater monitoring well located on property not owned by the applicant, and for a large capacity (>100,000 gallons per day) water supply well.	7 days (15 days)
<input type="checkbox"/>	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/>	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.O100 thru 2Q.O300)	Application must be submitted, and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.O113).	90 days
<input type="checkbox"/>	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input type="checkbox"/>	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950	Please Note - The Health Hazards Control Unit (HHCU) of the N.C. Department of Health and Human Services, must be notified of plans to demolish a building, including residences for commercial or industrial expansion, even if no asbestos is present in the building.	60 days (90 days)
<input type="checkbox"/>	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres are to be disturbed. Plan must be filed with and approved by applicable Regional Office (Land Quality Section) at least 30 days before beginning activity. A NPDES Construction Stormwater permit (NCG010000) is also usually issued should design features meet minimum requirements. A fee of \$100 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		(30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with _____ Local Government's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		Based on Local Program
<input type="checkbox"/>	Compliance with 15A NCAC 04B .0125 – Buffers Zones for Trout Waters shall have an undisturbed buffer zone 25 feet wide or of sufficient width to confine visible siltation within the twenty-five percent (25%) of the buffer zone nearest the land-disturbing activity, whichever is greater.		
<input type="checkbox"/>	Compliance with 15A NCAC 2H .0126 - NPDES Stormwater Program which regulates three types of activities: Industrial, Municipal Separate Storm Sewer System & Construction activities that disturb ≥1 acre.		30-60 days (90 days)
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 -State Stormwater Permitting Programs regulate site development and post-construction stormwater runoff control. Areas subject to these permit programs include all 20 coastal counties, and various other counties and watersheds throughout the state.		45 days (90 days)

State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: WIRO
Project Number: 24-0194 Due Date: 2/12/2024
County: Carteret

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (Statutory time limit)
<input type="checkbox"/>	Mining Permit	On-site inspection usual. Surety bond filed with DEQ Bond amount varies with type mine and number of acres of affected land. Affected area greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to prepare plans, inspect construction, and certify construction is according to DEQ approved plans. May also require a permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage, or the total project cost will be required upon completion.	30 days (60 days)
<input type="checkbox"/>	Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with DEQ running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DEQ rules and regulations.	10 days N/A
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with DEQ at least 10 days prior to issue of permit. Application by letter. No standard application forms.	10 days N/A
<input type="checkbox"/>	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property	15-20 days N/A
<input checked="" type="checkbox"/>	401 Water Quality Certification	Compliance with the T15A 02H .0500 Certifications are required whenever construction or operation of facilities will result in a discharge into navigable water as described in 33 CFR part 323.	60 days (130 days)
<input type="checkbox"/>	Compliance with Catawba, Goose Creek, Jordan Lake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required. Buffer requirements: http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program		
<input type="checkbox"/>	Nutrient Offset: Loading requirements for nitrogen and phosphorus in the Neuse and Tar-Pamlico River basins, and in the Jordan and Falls Lake watersheds, as part of the nutrient-management strategies in these areas. DWR nutrient offset information: http://deq.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information		
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 - \$475.00 fee must accompany application	75 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$100.00 fee must accompany application	22 days (25 days)
<input type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
<input type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq., Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input type="checkbox"/>	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of the _____ water system must be approved through the _____ delegated plan approval authority. Please contact them at _____ for further information.		

State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: WIRO
Project Number: 24-0194 Due Date: 2/12/2024
County: Carteret

Other Comments (attach additional pages as necessary, being certain to comment authority)

Division	Initials	No comment	Comments	Date Review
DAQ		<input type="checkbox"/>		/ /
DWR-WQROS (Aquifer & Surface)	&	<input type="checkbox"/>	&	/ /
DWR-PWS		<input type="checkbox"/>		/ /
DEMLR (LQ & SW)		<input type="checkbox"/>		/ /
DWM – UST	CDF	<input type="checkbox"/>	<p>There are currently two (2) active AST facilities located at the subject site. One (1) intermediate risk (Incident #16384) and is conducted w/ the USCG as part of Bluewater Operation, waste oil and diesel. The other open AST incident is high risk (Incident #86641) and ongoing.</p> <p>Three closed incidents are also noted at the subject site, all low risk. One (1) AST (Incident #85314) and two (2) UST (Incident #11524 Facility ID: 00-0-0000032924 and Incident #12178 Facility ID: 00-0-0000004317).</p> <p>Additional records for this incident can be viewed online at https://deq.nc.gov/about/divisions/waste-management/laserfiche</p> <p>To view/find other petroleum related incidents in the area please use the LINK TO UST Section GIS MAP: http://deq.nc.gov/about/divisions/waste-management/waste-management-rules-data/waste-management-gis-maps</p>	1/22/2024
Other Comments		<input type="checkbox"/>		/ /

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

- | | | |
|---|---|--|
| <input type="checkbox"/> Asheville Regional Office
2090 U.S. 70 Highway
Swannanoa, NC 28778-8211
Phone: 828-296-4500
Fax: 828-299-7043 | <input type="checkbox"/> Fayetteville Regional Office
225 Green Street, Suite 714,
Fayetteville, NC 28301-5043
Phone: 910-433-3300
Fax: 910-486-0707 | <input type="checkbox"/> Mooresville Regional Office
610 East Center Avenue, Suite 301,
Mooresville, NC 28115
Phone: 704-663-1699
Fax: 704-663-6040 |
| <input type="checkbox"/> Raleigh Regional Office
3800 Barrett Drive,
Raleigh, NC 27609
Phone: 919-791-4200
Fax: 919-571-4718 | <input type="checkbox"/> Washington Regional Office
943 Washington Square Mall,
Washington, NC 27889
Phone: 252-946-6481
Fax: 252-975-3716 | <input checked="" type="checkbox"/> Wilmington Regional Office
127 Cardinal Drive Ext.,
Wilmington, NC 28405
Phone: 910-796-7215
Fax: 910-350-2004 |
| | <input type="checkbox"/> Winston-Salem Regional Office
450 Hanes Mill Road, Suite 300,
Winston-Salem, NC 27105
Phone: 336-776-9800
Fax: 336-776-9797 | |

Department of Environmental Quality

Project Review

Project Number: 24-0194

County: Carteret

Date Received: 1-17-2024

Due Date: 2-12-2024

Project Description:

Final Environmental Impact Statement - Proposed project is to construct the Radio Island Multi-Use Terminal in the Town of Morehead City, North Carolina. Additional actions include roadway and rail improvements and a natural gas line from Morehead City to Radio Island. The rail improvements include multiple spurs on the Authority owned Class 3 rail line located on Radio Island.

This Project is being reviewed as indicated below:

Regional Office	Regional Office Area	In-House Review	
<input type="checkbox"/> Asheville	<input checked="" type="checkbox"/> Air	<input type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Coastal Management
<input type="checkbox"/> Fayetteville	<input checked="" type="checkbox"/> DWR	<input checked="" type="checkbox"/> Waste Mgmt	<input checked="" type="checkbox"/> Marine Fisheries
<input type="checkbox"/> Mooresville	<input checked="" type="checkbox"/> DWR - Public Water	<input checked="" type="checkbox"/> Water Resources Mgmt (Public Water, Planning & Water Quality Program)	<input type="checkbox"/> CC & PS Div. of Emergency Mgmt
<input type="checkbox"/> Raleigh	<input checked="" type="checkbox"/> DEMLR (LQ & SW)	<input checked="" type="checkbox"/> DWR-Transportation Unit <u>Garcy</u>	<input checked="" type="checkbox"/> DMF-Shellfish Sanitation
<input type="checkbox"/> Washington	<input checked="" type="checkbox"/> DWM		<input checked="" type="checkbox"/> Wildlife <u>Maria</u>
<input checked="" type="checkbox"/> Wilmington			<input checked="" type="checkbox"/> Wildlife/DOT <u>Travis</u>
<input type="checkbox"/> Winston Salem			

Manager Sign-Off/Region:

Date:

2-13-2024

In-House Reviewer/Agency:

Maria / NCHRC

Response (check all applicable)

☐ No objection to project as proposed.

☐ No Comment

☐ Insufficient information to complete review

☒ Other (specify or attach comments)

NCHRC has no comments addition to what has been previously submitted & included in the FEIS.

Department of Environmental Quality

Project Review

Project Number: 24-0194

County: Carteret

Date Received: 1-17-2024

Due Date: 2-12-2024

Project Description:

Final Environmental Impact Statement - Proposed project is to construct the Radio Island Multi-Use Terminal in the Town of Morehead City, North Carolina. Additional actions include roadway and rail improvements and a natural gas line from Morehead City to Radio Island. The rail improvements include multiple spurs on the Authority owned Class 3 rail line located on Radio Island.

This Project is being reviewed as indicated below:

Regional Office	Regional Office Area	In-House Review	
<input type="checkbox"/> Asheville	<input checked="" type="checkbox"/> Air	<input type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Coastal Management
<input type="checkbox"/> Fayetteville	<input checked="" type="checkbox"/> DWR	<input checked="" type="checkbox"/> Waste Mgmt	<input checked="" type="checkbox"/> Marine Fisheries
<input type="checkbox"/> Mooresville	<input checked="" type="checkbox"/> DWR - Public Water	<input checked="" type="checkbox"/> Water Resources Mgmt (Public	<input type="checkbox"/> CC & PS Div. of
<input type="checkbox"/> Raleigh	<input checked="" type="checkbox"/> DEMLR (LQ & SW)	Water, Planning & Water	Emergency Mgmt
<input type="checkbox"/> Washington	<input checked="" type="checkbox"/> DWM	Quality Program)	<input checked="" type="checkbox"/> DMF-Shellfish Sanitation
<input checked="" type="checkbox"/> Wilmington		<input checked="" type="checkbox"/> DWR-Transportation Unit	<input checked="" type="checkbox"/> Wildlife <u>Maria</u>
<input type="checkbox"/> Winston Salem		<u>Garcy</u>	<input checked="" type="checkbox"/> Wildlife/DOT <u>Travis</u>

Manager Sign-Off/Region:	Date: 1/25/2024	In-House Reviewer/Agency: DWR/WRM/David Wainwright
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Response (check all applicable)

☐ No objection to project as proposed.

☒ No Comment

☐ Insufficient information to complete review

☐ Other (specify or attach comments)

Department of Environmental Quality

Project Review

Project Number: 24-0194

County: Carteret

Date Received: 1-17-2024

Due Date: 2-12-2024

Project Description:

Final Environmental Impact Statement - Proposed project is to construct the Radio Island Multi-Use Terminal in the Town of Morehead City, North Carolina. Additional actions include roadway and rail improvements and a natural gas line from Morehead City to Radio Island. The rail improvements include multiple spurs on the Authority owned Class 3 rail line located on Radio Island.

This Project is being reviewed as indicated below:

Regional Office	Regional Office Area	In-House Review	
Asheville	Air	Air Quality	Coastal Management
Fayetteville	DWR	Waste Mgmt	Marine Fisheries
Mooreville	DWR - Public Water	Water Resources Mgmt (Public	CC & PS Div. of
Raleigh	DEMLR (LQ & SW)	Water, Planning & Water	Emergency Mgmt
Washington	DWM	Quality Program)	DMF-Shellfish Sanitation
Wilmington		DWR-Transportation Unit	Wildlife <u>Maria</u>
Winston Salem		<u>Garcy</u>	Wildlife/DOT <u>Travis</u>

Manager Sign-Off/Region:	Date: 1/31/2024	In-House Reviewer/Agency: <i>Andrew Haines</i> for Shannon Jenkins
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Response (check all applicable)

☐ No objection to project as proposed.

☒ No Comment

☐ Insufficient information to complete review

☐ Other (specify or attach comments)

Control No.: 24-E-4620-0194

Date Received: 1/17/2024

County.: CARTERET

Agency Response: 2/16/2024

Review Closed: 2/16/2024

JINTAO WEN
CLEARINGHOUSE COORDINATOR
DPS - DIV OF EMERGENCY MANAGEMENT

Project Information

Type: National Environmental Policy Act al Environmental Impact Statement

Applicant: North Carolina State Ports Authority

Project Desc.: Proposed project is to construct the Radio Island Multi-Use Terminal in the Town of Morehead City, North Carolina. Additional actions include roadway and rail improvements and a natural gas line from Morehead City to Radio Island. The rail improvements include multiple spurs on the Authority owned Class 3 rail line located on Radio Island.

As a result of this review the following is submitted:

☒ No Comment

☐ Comments Below

☐ Documents Attached

Reviewed By: JINTAO WEN

Date: 2/14/2024

Control No.: 24-E-4620-0194

Date Received: 1/17/2024

County.: CARTERET

Agency Response: 2/16/2024

Review Closed: 2/16/2024

JESSICA MOSLEY
CLEARINGHOUSE COORDINATOR
DEPT OF TRANSPORTATION

Project Information

Type: National Environmental Policy Act al Environmental Impact Statement

Applicant: North Carolina State Ports Authority

Project Desc.: Proposed project is to construct the Radio Island Multi-Use Terminal in the Town of Morehead City, North Carolina. Additional actions include roadway and rail improvements and a natural gas line from Morehead City to Radio Island. The rail improvements include multiple spurs on the Authority owned Class 3 rail line located on Radio Island.

As a result of this review the following is submitted:

☒ No Comment

☐ Comments Below

☐ Documents Attached

Reviewed By: JESSICA MOSLEY

Date: 1/24/2024

From: [Matthews, Kathryn \(Kathy\)](#)
To: [Miller, Vickie M. \(Raleigh\)](#)
Cc: [Mann, Leigh](#)
Subject: Re: [EXTERNAL] Radio Island Final EIS for Review (USFWS Project Code 2023-0063173)
Date: Thursday, February 8, 2024 8:59:27 AM

You don't often get email from kathryn_matthews@fws.gov. [Learn why this is important](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Vickie.

Thank you for the opportunity to review the Final EIS. The Service does not have any additional comments or concerns. Have a good weekend,

We are temporarily lacking a physical office. Electronic and phone correspondence is preferred. For snail mail, please use the P.O. Box listed below, rather than our former physical address. We will update our physical courier address when we move into the new space (expected by June 2024). Thanks!

Kathy Matthews
NC Renewable Energy Coordinator
U.S. Fish and Wildlife Service
P.O. Box 33726
Raleigh, NC 27636-3726
NEW Phone! 984-308-0852
