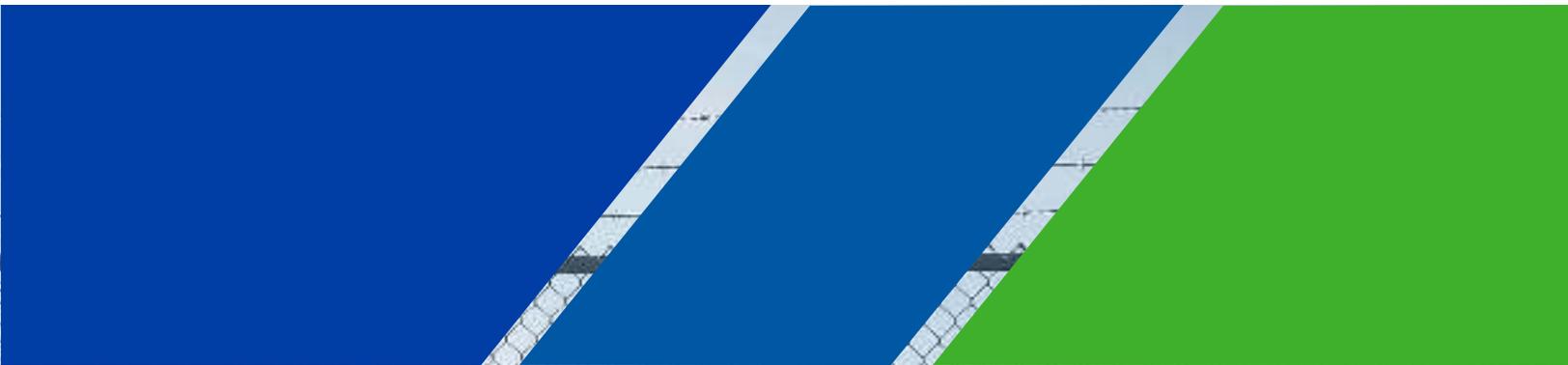




## Appendix: D

# Public Involvement / Public Comments





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**APPENDICES**

Appendix D -2: Public Information Meeting November 18, 2021



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**Public Information Meeting**  
Environmental Assessment For  
Runway Extension and Terminal Expansion Program

November 18, 2021

# Welcome

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To ensure the safety of all attendees:



Masks are required for all attendees



Social distancing measures are being employed



Hand sanitizer stations can be found around the room

# Meeting Logistics

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- Sign-in at the entrance to the cafeteria
- Comment via QR codes around the room or with a comment card from the sign-in table
- The meeting is being streamed live and a recording will be made available
- Comments – Please limit to 3 minutes so all have an opportunity to speak

# Comments?

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- Submit a Comment Sheet tonight
- [www.tweedmasterplan.com](http://www.tweedmasterplan.com)
- E-mail [hvn-ea@mjinc.com](mailto:hvn-ea@mjinc.com)
- All comments received become part of the project record

# Agenda

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- Introductions
- Purpose of the Meeting
- Environmental Assessment Outline, Process, and Requirements
- Proposed Action and Environmental Setting
- Schedule
- Public Input
- Q&A

# Introductions

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- Ryan Walsh – Moderator
- Sean Scanlon – Executive Director TNHAA
- Avports
  - Andrew King – Communications and Stakeholder Strategy
  - Jeremy Nielson – Airport Manager
- McFarland Johnson
  - Jeff Wood – Project Manager
  - Rich Lasdin – Alternatives
- FHI Studio
  - Stephanie Dyer-Carroll – Director of Environmental Services
  - Carla Tillery – Traffic Lead
  - Anthony Zemba – Natural Resources Lead
- HMMH
  - Kate Larson – Noise Lead
  - Timothy Middleton – Air Quality Specialist



# Study Participants

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- FAA – NEPA Lead Agency
- TNHAA – Airport Sponsor
- Avports – Airport Operator
- Project Advisory Committee
- Consultant Team
  - McFarland Johnson – Prime
  - HMMH – Noise and Air Quality
  - FHI Studios – Natural Resources, Traffic, Public Involvement

# Meeting Purpose

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- Formally kick off the environmental assessment
- Describe the process and methodology
- Solicit public input on:
  - Range of alternatives
  - Specific topics or concerns to be addressed

# Proposed Action – Runway 2-20



# Proposed Action

- RW 20 Extension



# Proposed Action

- RW 2 Extension



# Proposed Action



# Project Overview



# Environmental Assessment

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- Environmental Assessment
  - Evaluates environmental consequences of proposed action
  - Used for projects where environmental impacts are not expected to be significant or can be mitigated to less than significant
  - Prepared in accordance with National Environmental Policy Act (NEPA) requirements:
    - Council on Environmental Quality regulations
    - FAA implementing orders (1050.1F and 5050.4B)

# Environmental Assessment

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- Purpose and Need (Why)
  - Benefit-Cost Analysis
- Alternatives (How)
- Affected Environment (Existing Conditions)
- Environmental Consequences (Impacts)
- List of Preparers
- Technical Appendices
- Public Comments

# Environmental Assessment

- *Air Quality*
- *Biological Resources (fish, wildlife, and plants)*
- *Climate*
- Coastal Resources
- DOT Section 4(f)
- Farmlands
- *Hazardous Materials, Solid Waste, and Pollution Prevention*
- Historical, Architectural, Archeological and Cultural Resources
- *Land Use*
- Natural Resources and Energy Supply
- *Noise and Noise Compatible Land Use*
- *Socio-economics*
- *Environmental Justice*
- Children's Health and Safety Risks
- Light Emissions
- Visual Resources/Visual Character
- *Wetlands*
- *Floodplains*
- *Surface Waters*
- Groundwater
- Wild and Scenic Rivers
- *Permits*
- Mitigation

# Natural Resources

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- Delineate wetlands in accordance with CT DEEP and US Army Corps of Engineers requirements
  - Performed by Certified Soil Scientists per CT and Corps requirements
- ID potential species and suitable habitat for Threatened and Endangered Species within the study Area
- Evaluate potential impacts
- Identify permitting requirements
- Identify mitigation measures (as needed)

# Noise

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- We must use FAA-approved model
  - FAA's Aviation Environmental Design Tool (AEDT version 3d)
- Required noise modeling inputs
  - Airport layout
  - Annual average meteorological data and Terrain
  - Aircraft operations by day/night for
    - Existing Conditions
    - Forecast 2024 and 2029, with and without Proposed Action
  - Runway utilization rates by aircraft categories
  - Flight track geometry and use by aircraft categories
- We must use Day Night Average Sound Level (DNL)
  - Describes 24-hour exposure
  - Noise from 10 pm to 7 am is factored up by 10 dB

# Noise Significance Thresholds

When comparing Proposed Action to No Action for the same time frame

## NEPA Classifications of Changes

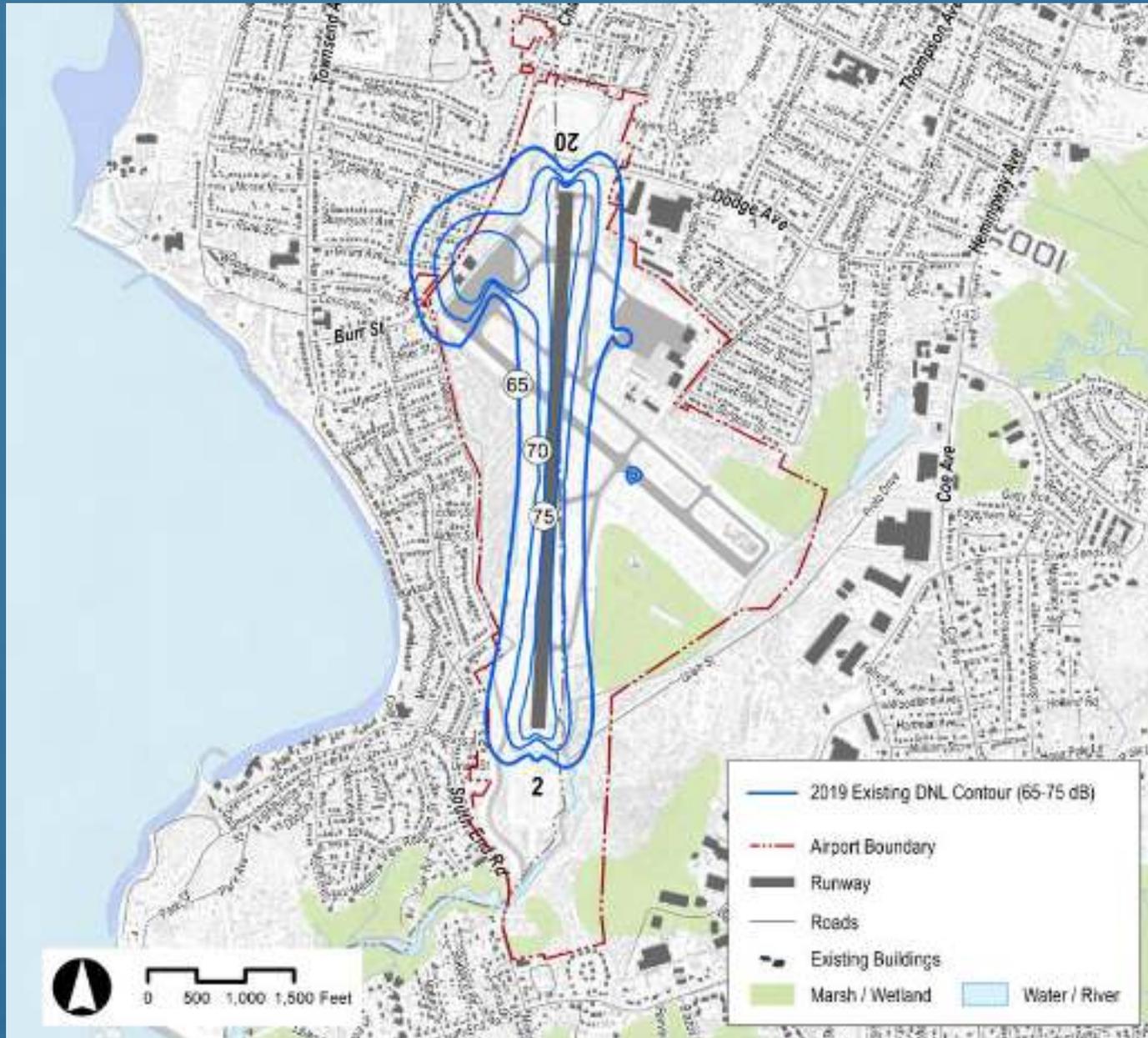
- “Significant”:
  - DNL increase of 1.5 dB or more in areas of 65 dB DNL and higher
- “Reportable”:
  - DNL increase of 3 dB or more in areas between 60 and 65 dB DNL
  - DNL increase of 5 dB or more in areas between 45 and 60 dB DNL

Proposed Action DNL	Increase in DNL from No-Action	Classification
> 65 dB	+ 1.5 dB	Significant**
60 - 65 dB	+ 3 dB	Reportable*
45 - 60 dB	+ 5 dB	Reportable*
< 45 dB	N/A	None

\* if any areas with Proposed Action DNL > 65 increase by 1.5 dB or more

\*\* if the area is designated Noise Sensitive

# Noise/Land Use Compatibility



# Air Quality

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## ▪ Clean Air Act

- National Ambient Air Quality Standards (NAAQS) for the six criteria pollutants
  - Ozone (VOCs or  $\text{NO}_x$ ),
  - carbon monoxide (CO),
  - sulfur dioxide ( $\text{SO}_2$ ),
  - particulate matter ( $\text{PM}_{10}$  or  $\text{PM}_{25}$ ),
  - Lead (Pb), and
  - nitrogen dioxide ( $\text{NO}_2$ )

## ▪ Attainment Status of the Project Area

- Non-Attainment for 2008 and 2015 Ozone
- Maintenance for CO and  $\text{PM}_{2.5}$

## ▪ General Conformity

- Applies to all federal actions in non-attainment and maintenance areas to demonstrate compliance with the NAAQS.

# Air Quality Significance Thresholds

- Compare emissions to appropriate EPA *de minimis* levels (based on attainment status) for General Conformity applicability and NEPA:
  - Construction Emissions for each year (in tons per year)
  - Net change in aircraft operations emissions (in tons per year):  
Proposed Action-No Action for both 2024 & 2029
- If emissions are below EPA *de minimis*
  - impacts are not significant and meet the NAAQS
- If emissions are above EPA *de minimis*
  - mitigation or offsets are considered
  - air quality dispersion modeling (AERMOD within AEDT) could be required to demonstrate compliance with NAAQS

Construction Emissions	Operational Emissions
Evaluated for <u>each year</u> in the planned construction/demolition schedule	<ul style="list-style-type: none"><li>• Year of implementation</li><li>• 5 years after implementation</li></ul>



# Climate

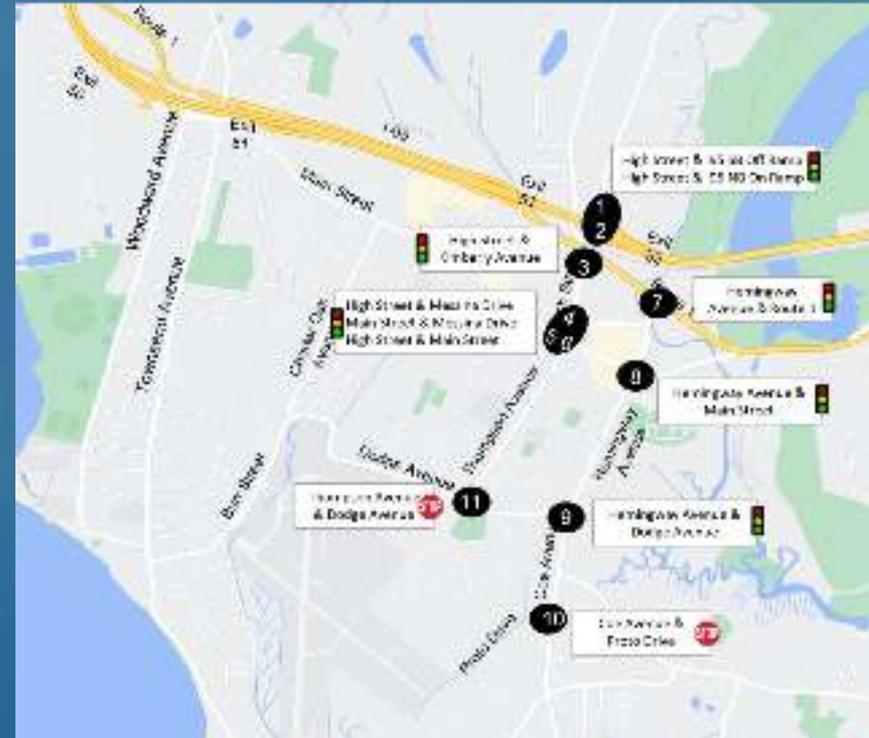
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- No formal regulations or standards for climate analysis at this time
- Climate will be considered in the NEPA analysis for this Environmental Assessment
- NEPA greenhouse gases (GHGs) typically include:
  - carbon dioxide (CO<sub>2</sub>)
  - methane (CH<sub>4</sub>)
  - nitrous oxide (N<sub>2</sub>O)

} Collectively reported as carbon dioxide equivalent (CO<sub>2e</sub>)
- Quantitative analysis:
  - Aircraft GHG emissions and fuel burn estimated in AEDT
  - Construction GHGs calculated for each year, including CO<sub>2e</sub>

# Traffic

- Collect, review, and synthesize existing data
- Collect traffic count data at study area intersections
- Determine base year traffic volumes
- Estimate trip generation, distribution, and assignment
- Evaluate potential impacts
- Identify permitting requirements
- Identify mitigation measures



1. High Street (CT Route 100) & I-95 SB Off Ramp (Exit 52)
2. High Street (CT Route 100) & I-95 NB On Ramp (Exit 52)
3. High Street (CT Route 100) & Kimberly Avenue (CT Route 735)
4. High Street (CT Route 100) and Messina Drive
5. Main Street & Messina Drive
6. High Street (CT Route 100) & Main Street (CT Route 100)
7. Hemingway Avenue (CT Route 142) & Saltonstall Parkway (US Route 1)
8. Hemingway Avenue (CT Route 142) & Main Street (CT Route 100)
9. Hemingway Avenue (CT Route 142) & Dodge Avenue
10. Coe Avenue (CT Route 337) & Proto Drive
11. Thompson Avenue & Dodge Avenue

# EA Public Engagement

- Tonight's Public Information Workshop
  - Provide comments via paper or electronic comment form
- Project Advisory Committee
- Draft EA Public Comment Period
- Project Website:  
<https://www.tweedmasterplan.com/>
- Email address: [hvn-ea@mjinc.com](mailto:hvn-ea@mjinc.com)
- Notices by legal ads, e-blasts, and website



[bit.ly/TweedEA](https://bit.ly/TweedEA)

# EA Project Schedule

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- EA Supporting Studies
  - Wetland Delineation - Fall 2021
  - In progress
  - Flora and Fauna - In progress
  - Traffic - In progress
  - Noise Analysis - In Progress
- EA Analysis and Document Preparation - Winter 2021/2022
- Draft EA/Public Comment Period - Spring 2022

# Comments?

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- Submit a Comment Sheet tonight
- [www.tweedmasterplan.com](http://www.tweedmasterplan.com)
- E-mail [hvn-ea@mjinc.com](mailto:hvn-ea@mjinc.com)
- All comments received become part of the project record

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*Thank You!*

