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

November 18, 2021
Welcome

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

• 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?

• Submit a Comment Sheet tonight
• www.tweedmasterplan.com
• E-mail hvn-ea@mjinc.com
• All comments received become part of the project record
Agenda

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

• 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
  – Carla Tillery – Traffic Lead
  – Anthony Zemba – Natural Resources Lead
• HMMH
  – Kate Larson – Noise Lead
  – Timothy Middleton – Air Quality Specialist
Study Participants

• 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

• 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

TERMINAL AREA DEVELOPMENT
Project Overview

- 365' x 200' EMAS
- 699' Runway Extension
- 235' Displaced Threshold
- Terminal Area Development
- 336' Displaced Threshold
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

- 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

- 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

• 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
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

<table>
<thead>
<tr>
<th>Proposed Action DNL</th>
<th>Increase in DNL from No-Action</th>
<th>Classification</th>
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</thead>
<tbody>
<tr>
<td>&gt; 65 dB</td>
<td>+ 1.5 dB</td>
<td>Significant**</td>
</tr>
<tr>
<td>60 - 65 dB</td>
<td>+ 3 dB</td>
<td>Reportable*</td>
</tr>
<tr>
<td>45 - 60 dB</td>
<td>+ 5 dB</td>
<td>Reportable*</td>
</tr>
<tr>
<td>&lt; 45 dB</td>
<td>N/A</td>
<td>None</td>
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* 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

2019 DNL contours developed for Master Plan Update

This EA will assess all off-airport land uses and determine if they are compatible with aircraft noise.
Air Quality

- **Clean Air Act**
  - National Ambient Air Quality Standards (NAAQS) for the six criteria pollutants
    - Ozone (VOCs or NO\textsubscript{x}),
    - carbon monoxide (CO),
    - sulfur dioxide (SO\textsubscript{2}),
    - particulate matter (PM\textsubscript{10} or PM\textsubscript{2.5}),
    - Lead (Pb), and
    - nitrogen dioxide (NO\textsubscript{2})

- **Attainment Status of the Project Area**
  - Non-Attainment for 2008 and 2015 Ozone
  - Maintenance for CO and PM2.5

- **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

<table>
<thead>
<tr>
<th>Construction Emissions</th>
<th>Operational Emissions</th>
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<tbody>
<tr>
<td>Evaluated for each year in the planned</td>
<td>• Year of implementation</td>
</tr>
<tr>
<td>construction/demolition schedule</td>
<td>• 5 years after implementation</td>
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Climate

• 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 (CO₂)
  • methane (CH₄)
  • nitrous oxide (N₂O)

  Collectively reported as carbon dioxide equivalent (CO₂e)

• Quantitative analysis:
  – Aircraft GHG emissions and fuel burn estimated in AEDT
  – Construction GHGs calculated for each year, including CO₂e
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
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
• Notices by legal ads, e-blasts, and website
# EA Project Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Timeline</th>
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<tr>
<td>EA Supporting Studies</td>
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<tr>
<td>- Wetland Delineation</td>
<td>- Fall 2021</td>
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<tr>
<td>- Flora and Fauna</td>
<td>- In progress</td>
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<tr>
<td>- Traffic</td>
<td>- In progress</td>
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<tr>
<td>- Noise Analysis</td>
<td>- In Progress</td>
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<tr>
<td>EA Analysis and Document Preparation</td>
<td>- Winter 2021/2022</td>
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<tr>
<td>Draft EA/Public Comment Period</td>
<td>- Spring 2022</td>
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Thank You!