



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

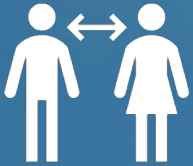
November 18, 2021

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

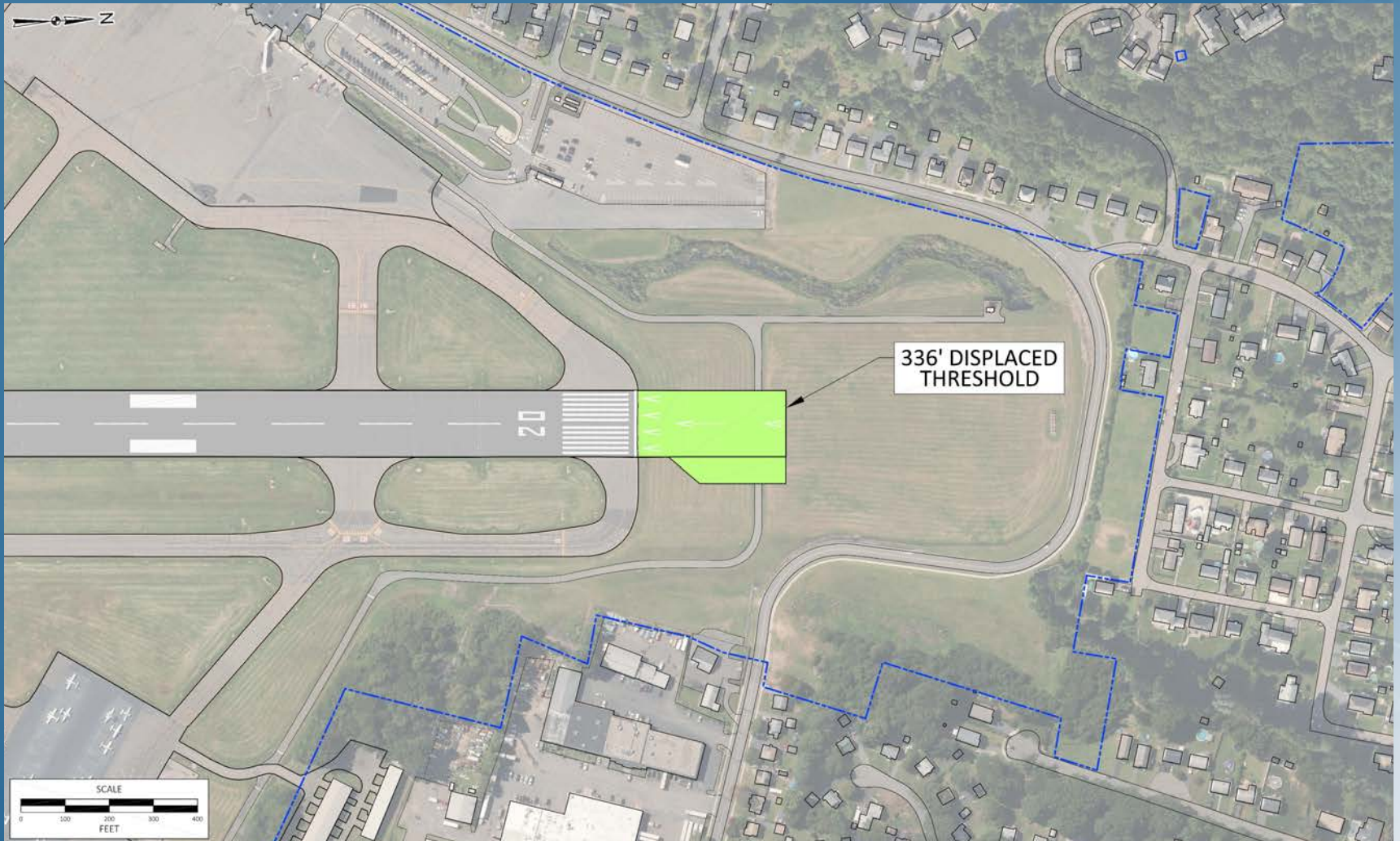
- Formally kick off the environmental assessment
- Describe the process and methodology
- Solicit public input on:
 - Range of alternatives
 - Specific topics or concerns to be addressed

Proposed Action – Runway 2-20



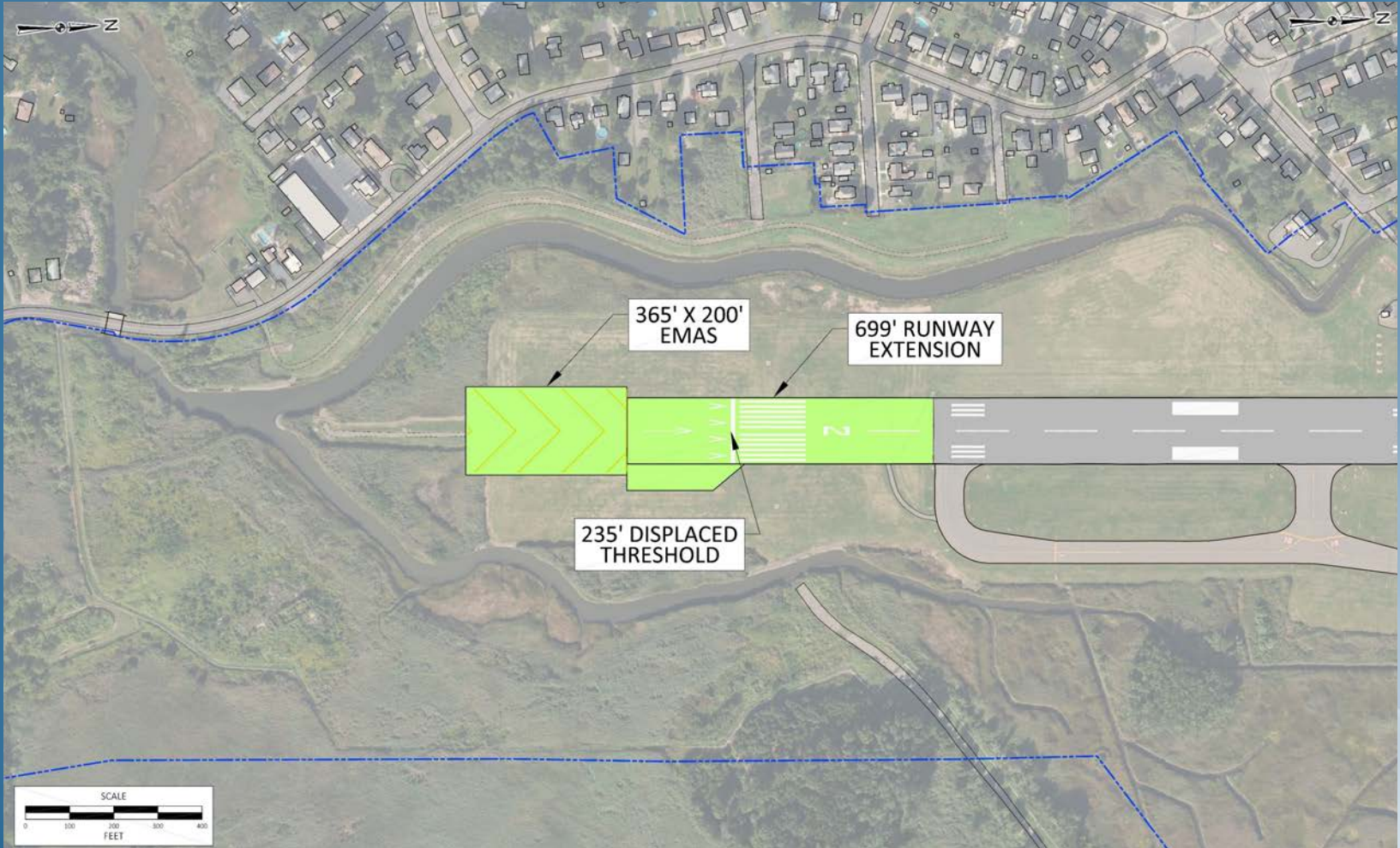
Proposed Action

- RW 20 Extension



Proposed Action

- RW 2 Extension



Proposed Action



Project Overview



Environmental Assessment

- 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

Noise Significance Thresholds

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

NEPA Classifications of Changes

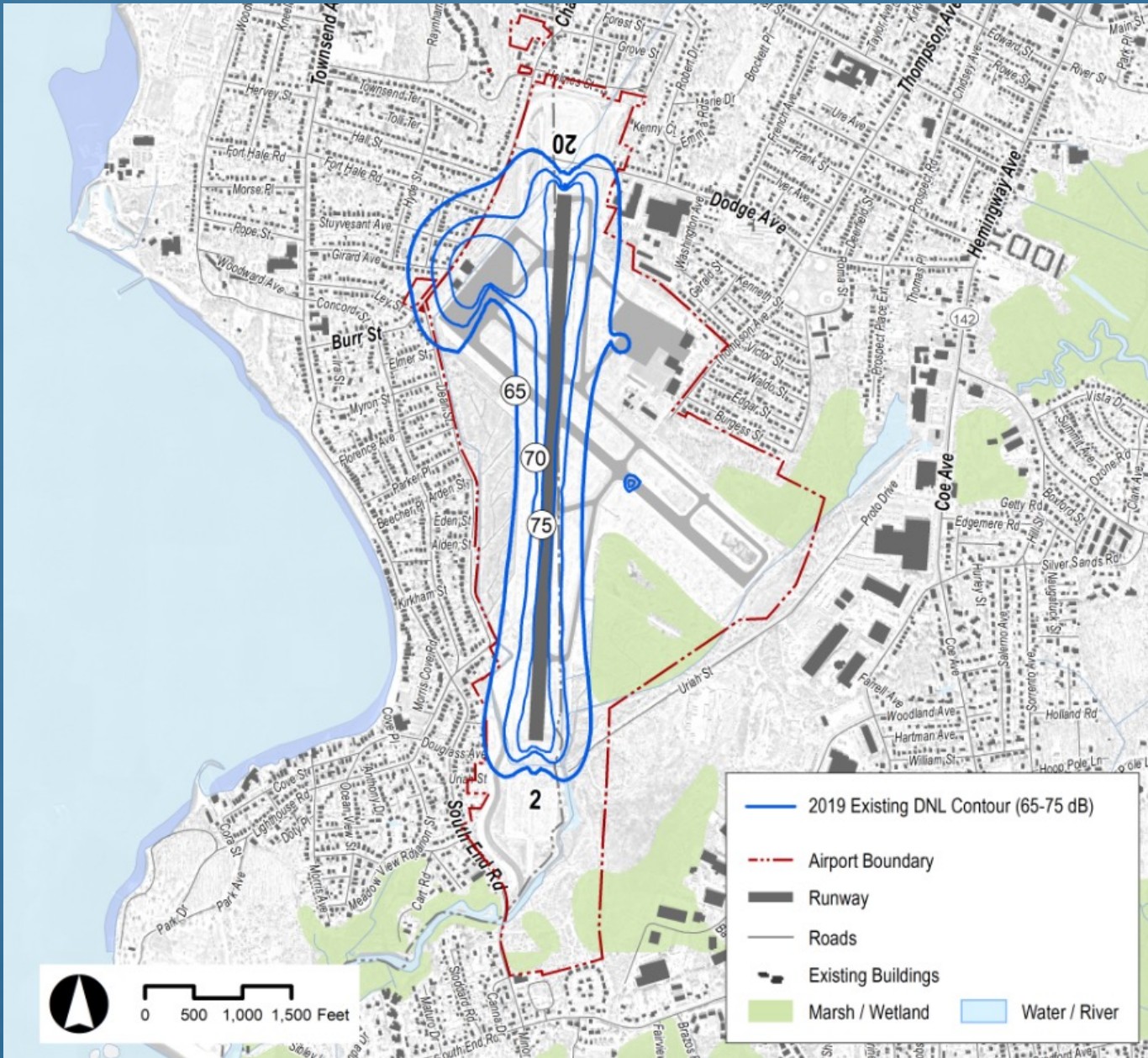
- “Significant”:
 - DNL increase of 1.5 dB or more in areas of 65 dB DNL and higher
- “Reportable”:
 - DNL increase of 3 dB or more in areas between 60 and 65 dB DNL
 - DNL increase of 5 dB or more in areas between 45 and 60 dB DNL

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



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_x),
 - carbon monoxide (CO),
 - sulfur dioxide (SO₂),
 - particulate matter (PM₁₀ or PM₂₅),
 - Lead (Pb), and
 - nitrogen dioxide (NO₂)

▪ 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

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

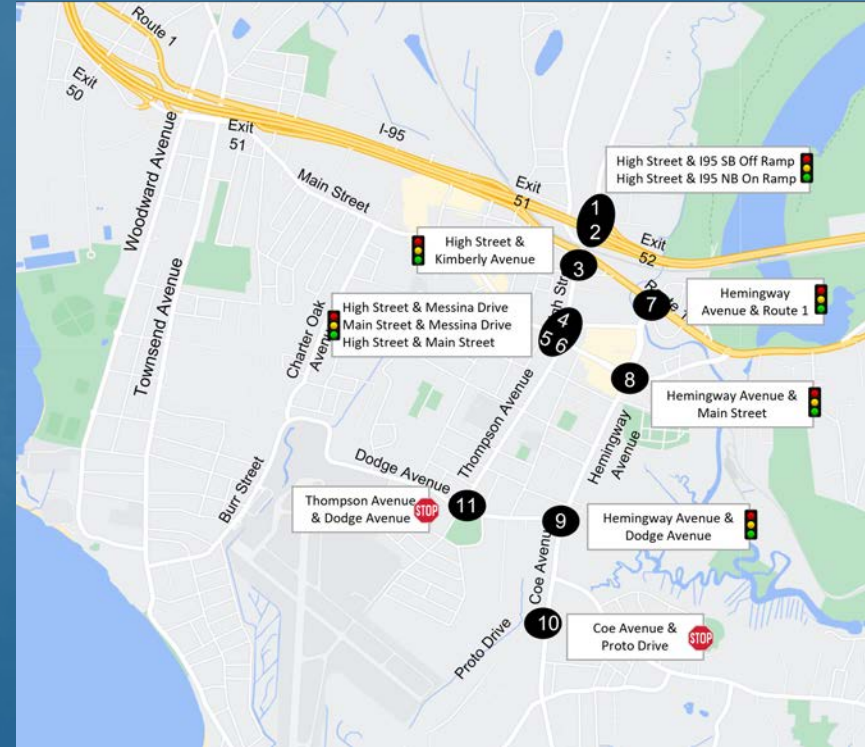
Climate

- 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 (CO_{2e})
- Quantitative analysis:
 - Aircraft GHG emissions and fuel burn estimated in AEDT
 - Construction GHGs calculated for each year, including CO_{2e}

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
- Notices by legal ads, e-blasts, and website



bit.ly/TweedEA

EA Project Schedule

- EA Supporting Studies
 - Fall 2021
 - Wetland Delineation
 - 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

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Thank You!

