

APPENDIX P

Public Comments & Response to Comments





Comment Sheet

Environmental Assessment
Public Meeting – November 27, 2018

Name: David Sokol
Address: 1407 Silo Rd City: Yardley State: PA
Zip: 19067
Phone: (215) 369 3438 Email: dd.sokol@verizon.net

Comment 1.1

Comments:

The proposed environmental assessment is inadequate because of the changes to TTN over the past 20 years and proposed changes that will increase capacity. Specifically, a Environmental Impact Statement that studies these cumulative and future changes, considers impact on surrounding areas in NJ + PA, considers the impact on noise & quality of life, considers impact on tax base and considers the environmental impact on nearby state parks, Delaware River, wetlands & farmlands

Comment 1.2

The FAA should require a complete & cumulative environmental impact statement.

Thank you

Please continue comments on back if needed.



Comment Sheet

Environmental Assessment
Public Meeting – November 27, 2018

Name: Deborah Sokol
Address: 1407 S 6th Rd City: Hardley State: PA
Zip: 19067
Phone: () Email: dd.sokol@verizon.net

Comments:

Comment 2

- The proposed EA is insufficient!!
- The FAA should require that a Cumulative EIS be done - one that measures the effect of TTN expansion over the past 20 YEARS
 - Study the affected areas in PTAs well
 - * Consider quality of life due to NOISE levels
 - Consider economic effect on property values
 - considers Health + safety impact on Bucks + Mercer City
 - water, air, sleep, school activities

Don't close the airport, but follow the law of the land. Environmental Protection Act + Perteen on extensive EIS.

Thank you.

Please continue comments on back if needed.



Environmental Assessment
Public Meeting – November 27, 2018

Comment Sheet

Name: Debra LeMay

Address: 41 Oriole Drive City: West Trenton State: NJ

Zip: 08628

Phone: (609) 538-0084 Email: dkagilitye@icloud.com
tartangirl@verizon.net

Comment 3

Comments:

I would like a letter stating that my home is no longer part of this project, so that when the time comes to sell my house, I will not be negatively impacted ^{by potential buyers} by the prior Notices indicating that my home is located in an RPZ and my home ^{was} to be acquired by the County and the Airport.

This letter also must delineate the term that this is in effect for. Whether 10 years, twenty years, whatever is the envisioned time this will be in effect.

Please continue comments on back if needed.



Environmental Assessment
Public Meeting – November 27, 2018

Comment Sheet

Name: Joe Hodge
Address: 170 West ^{Upper Ferry Rd} City: Ewing State: NJ
Zip: 08628
Phone: (609) 439 9336 Email: Hodgeja@gmail.com

Comments:

Comment 4

Hi -
Two or three larger trees just off
my back property appear ^{will} be taken down.
May I have replacement trees placed on
my property?

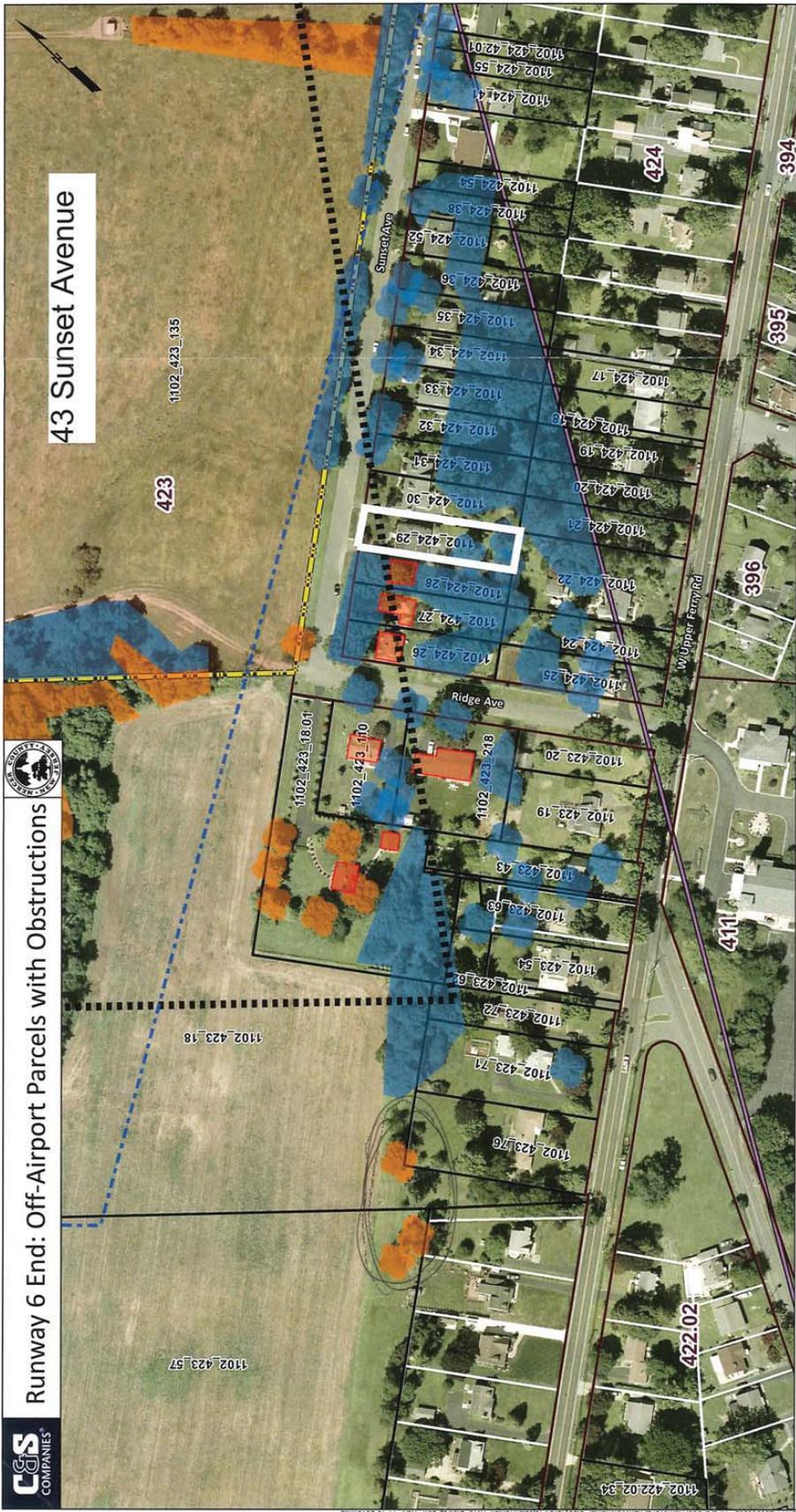
~~My lot #~~ 170 West Upper Ferry Rd -

Thanks

J. Hodge

PLEASE SEE ATTACHED

Please continue comments on back if needed.



43 Sunset Avenue



Runway 6 End: Off-Airport Parcels with Obstructions



Legend

-  Critical Tree Obstruction to be Removed Under this Project
-  Critical Tree Canopy Area to be Removed Under this Project
-  Home within the RPZ Area Included in Voluntary Home Acquisition Program for this Project
-  Tree Canopy Area Obstructions to FAA Surfaces Removal Not Included in this Project
-  Limits of FAA Runway Protection Zone (RPZ)
-  Limits of New Jersey Safety Zone
-  Limit of FAA Surfaces

1 inch = 125 feet

Source: Parcel data from Mercer County, NJ. Aerial Imagery from ESRI, and obstruction data collected by C&S Engineers, 2015-2016



Comment Sheet

Environmental Assessment
Public Meeting – November 27, 2018

Name: M. Stanford
 Address: 552 WASHINGTON AVE - WILMINGTON City: Wilmington State: NTJ
 Zip: 08628
 Phone: (609) 882-6555 Email: Comment 5.1

Comments:

I have lived in this community for over 30 years, my husband close to 40 years. The airport was fine all this time, planes flying over the "corn fields" - flying straight out from the runways. There was no problem at this point. Recently the planes have been flying over houses & sometimes with ^{the} - anywhere. The big jets always flew straight out from the runways. Why ^{are} the planes flying over houses that you want to remove? Destroy trees, land, ^{our} west Trenton community? This is a small airport not a big airport as the airport/politicians want to make. We can co-exist but without such blatant destruction - this airport only handles 1 corner (Frontier) - private crafts, lear jets etc - fine - but this area can't handle a projected jet capacity, leave the way the airport is -

Please continue comments on back if needed.



Comments (continued from front):

not remove trees, vegetation, people - Looking at the proposals - This is a total destruction of our community - Total city - the only thing that drives this desire is Money - not using any logical resources. West Trenton will look like Newark Airport - stinky!

Comment 5.2

There is no need for such an expensive project - There is not any need for such a "white elephant" project (Newer Medical Hospital is an example). We as a community lose not gain! You will destroy our community West Trenton - Take an inch and then you will take more & more & finally NO West Trenton will be left as a community. NOT acceptable!

Comment 5.3

What about the environmental destruction? Your replacement will never equal what you have removed.

Comment 5.1

As per the comments during the session - The planes have flown over the fields for years - O.K. Only recently planes fly over houses - why? Please don't find support on FAA - it is all money at the expense of people & community



Comment Sheet

Name: Pete Boughton
Address: 133 W Farrell A2 City: Ewing State: NJ
Zip: 08618
Phone: (609) 373-5021 Email: petejb742@aol.com

Comments:

Comment 6.1

① Archaeology: Hope any native American artifacts found will be well documented, preserved & located on map.

Comment 6.2

② Nearby redevelopment: should be taken into consideration e.g. the Naval site with possible W Trenton bypass for motor vehicle traverse.

Comment 6.3

③ Possible need or addition of RR station along the CSX tracks No. from current W Trenton SEPTA station should be allowed for.

Please continue comments on back if needed.



Comment Sheet

Environmental Assessment
Public Meeting – November 27, 2018

Name: Rebecca Lynn
Address: 1008 River Rd City: Ewing State: NJ
Zip: 08628
Phone: (609) 883-8789 Email: AssistedLivingInc.L@gmail.com

Comment 7.1

Comments:

→ where are the trees being planted to replace those that are lost that currently filter all the fuel exhaust that's wasted on take off and landing

Comment 7.2

→ How are the wetlands going to be preserved? Currently filter & keep oil & fuel out of the River & Canal?

Comment 7.3

→ There are 31 acres of trees being removed - how many acres are being replanted? Is it a one for one ratio?

Please continue comments on back if needed.

Gayle McKee

From: Susan Herman <suherman54@gmail.com>
Sent: Tuesday, November 27, 2018 9:41 PM
To: Trenton Mercer Airport Project
Cc: Susan Herman
Subject: TTN Written Comment delivered at 112718 Public Meeting
Attachments: RRTS Airport 112718 Public Mtng Comment Runway Protection.pdf

Dear Ms. McKee,

Attached is a 47-page Written Comment Submission from Residents for Regional Traffic Solutions, Inc. (RRTS) that was hand-delivered to you at tonight's **Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport.**

We respectfully request acknowledgement that you have also received these comments via email.

Sincerely,

Susan Herman
President
Residents for Regional Traffic Solutions, Inc.

--
Sue Herman

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940
RRTSbucks5@gmail.com

Gayle M. McKee*
Senior Project Planner
C & S Companies
141 Elm Street, Suite 100
Buffalo, NY 14203

Ms. Melissa Montgomery, Manager*
Trenton-Mercer Airport
1100 Terminal Circle Drive
West Trenton, NJ 08628

Mercer County Freeholders*
McDade Administration Building
640 South Broad Street
Office #221
Trenton, N.J. 08611

November 27, 2018

**RE: VERBAL COMMENT TO BE MADE & WRITTEN COMMENT SUBMITTED at the 11/27/18
Public Meeting for the Environmental Assessment for the Runway Protection Zone
and Obstruction Mitigation Project for Trenton Mercer Airport**

Dear Ms. Montgomery, Ms. Walter, Ms. Cannon, Mr. Frisby, Mr. Cimino, Mr. Colavita,
Mr. Koontz, Mr. Verrelli and Gayle McKee,

This is a 47-page WRITTEN COMMENT SUBMISSION from Residents for Regional Traffic Solutions, Inc. (RRTS) that is being hand-delivered to you at tonight's **Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport**. We also emailed this written comment to ttn.cs@cscos.com today (11/27/18) and respectfully request written confirmation that this email was received. RRTS plans to present verbal comment at tonight's Public Meeting that will mirror what is said in this document.

Comment 8.1

Tonight's meeting appears to be another blatant attempt at "segmentation" at Trenton Mercer Airport (TTN), so as to avoid conducting an Environmental Impact Statement. You keep

*Copy of this document is also being sent Certified Mail, Return Receipt

1/47

Comment 8.2

breaking airport build-out into many separate projects (whose whole, equals large-scale expansion) and systematically destroying communities affected by your unchecked expansion. You have ignored pleas from neighboring impacted communities to work with them to find ways to mitigate the negative impacts of the airport. They have asked only that you be a responsible neighbor and operate within the spirit of the law. None of them have wanted to shut the airport down.

Comment 8.3

TTN has been incrementally expanding the airport for well over 20+ years “under the radar screen”, so as to avoid conducting an Environmental Impact Statement (EIS). **WHAT IS NEEDED is an Environmental Impact Statement (EIS) that measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ years PLUS (b) the improvements in the current Master Plan.** The Cumulative EIS should:

- Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years **PLUS** the improvements in the current Master Plan
- Study beyond the area adjacent to the airport and includes all other affected areas in NJ and PA
- Consider changes to the character and reputation of our communities
- Consider quality of life due to noise levels
- Include health & safety within our community due to air, water, land and noise pollution; vibration damage; disruptions to sleep; and disruptions to school activities
- Consider the economic impact on our tax base in terms of property values
- Consider the negative environmental impact on our ecosystems including the Delaware River, the Pennsylvania & Raritan Canals, wildlife, and farmlands
- Consider the impacts on Mercer residents (mostly the economically- disadvantaged in Ewing) who are losing homes being purchased by the airport or having trees cut down for this expansion (the current Master Plan)
- Consider the negative impacts to historic landmarks in affected areas in NJ & PA

Comment 8.4

* Exhibit I is a 38- page Written Comment Submission made by RRTS **Subject: VERBAL COMMENT TO BE MADE & WRITTEN COMMENT SUBMITTED at the 10/23/18 Mercer Co. Public Scoping Meeting For Construction of a Proposed Passenger Terminal** made up of:

- Pages 5/47 – 8/47, a 11/14/18 ADDENDUM to the original 10/23/18 letter.
- Pages 9/47 – 10/47, an 10/25/18 ADDENDUM to the original 10/23/18 letter.
- Pages 11/47 – 42/47, the original 10/23/18 letter.

On pages 13/47 – 14/47 of our 10/23/18 letter, we describe some of what transpired at a 6/18/18 meeting held in Congressman Brian Fitzpatrick’s office **Re: Trenton Mercer Airport/ Expansion.** The 6/18/18 meeting is also referenced in a 10/05/18 letter from Congressman Fitzpatrick to The Romano Family (see page 8/47 of the 11/14/18 ADDENDUM) where it states, “I then hosted a roundtable with officials from the FAA, the Lower Makefield Township (LMT)

*Exhibit I begins on page 5/47.

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Airport Task Force, and groups of concerned residents". RRTS obtained a copy of the 10/05/18 letter when it was distributed by the Chairperson of the LMT Trenton-Mercer Airport Review Panel (aka LMT Airport Task Force) at the Airport Review Panel's 10/25/18 meeting. The letter was discussed during the meeting.

Although not covered in Congressman Fitzpatrick's 10/05/18 letter, citizens' groups present at the 6/18/18 meeting emphasized that residents are looking for the FAA to conduct a "cumulative Environmental Impact Statement (EIS)" that measures the cumulative impact of

(a) the improvements that Trenton- Mercer Airport (TTN) has done incrementally over the past 20+ years without ever conducting the required Environmental Impact Statement (EIS) as required by the National Environmental Protection Agency (NEPA) PLUS

(b) the impacts of the current Terminal Expansion (plus current Master Plan in its entirety).

At the 6/18/18 meeting, a member of BRRAM (Bucks Residents for Responsible Airport Management) gave testimony about the incremental improvements that have taken place at TTN over the past 20+ years and that TTN has avoided having to do an EIS. FAA staff in attendance used the word "segmentation". Congressman Fitzpatrick stated that he was familiar with a similar practice in his dealings with Homeland Security. The three (3) FAA staff members from Washington D.C. who were in attendance were charged with looking into this. They were Brian Langdon (Manager, G & I Industry Affairs), Mike Hines (Manager, Planning & Environmental Division) and Joe Manges (Airport & Environmental Law Division of the Chief Counsel's Office).

During the conversation regarding "segmentation", it was astounding that one of the FAA members said that if an Environmental Study is required for a project in the current Master Plan, it would only involve the singular project and not consider the impacts of the 20+ years of expansion that were done under the radar screen. **THIS IS UNACCEPTABLE TO RESIDENTS.** We await the FAA's findings as to whether TTN has practiced "segmentation" and what the legal ramifications will be.

Exhibit II, which begins on page 43/47, is a 5-page, 11/9/18 letter from the Lower Makefield Township Board of Supervisors to TTN Terminal EA c/o Urban Engineers, Inc. **Attn: Environmental Assessment.**

Sincerely,



Susan Herman
President

CC: U.S. Senator Bob Casey
U.S. Senator Pat Toomey

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Governor Tom Wolf*
PA State Senator Chuck McIlhinney*
Congressman Brian Fitzpatrick*
Josh Shapiro, Attorney General
PA State Representative, Perry Warren*
Ryan Bevitz, Legislative Assistant
Bucks County Commissioners*; Robert Loughery, Charles Martin, Diane Ellis-Marseglia
Lower Makefield Township Board of Supervisors*: Supervisors Lewis, Weiss, Grenier, Tyler, Blundi
Lower Makefield Township Manager, Kurt Ferguson*
Lower Makefield Township Police Chief, Ken Coluzzi
Lower Makefield Township Solicitor, David Truelove*
Joanne Guiniven; Chair, LMT Trenton/Mercer Airport Review Panel
Yardley Borough Council President, Bryon Marshall
Upper Makefield Township Board of Supervisors Chair, Thomas Cino
Newtown Borough Council President, Kevin McDermott
Newtown Township Board of Supervisors Chair, Phil Calabro
Morrisville Borough Council President, Debbie Smith
Middletown Township Board of Supervisors Chair, Amy Strouse
Langhorne Borough Interim Borough Manager, John Godzieba
BRRAM President, Holly Bussey
RRTS membership (mass email)
Mercer Quiet Skies

*This 11/27/18 cover letter will be sent Certified Mail Return Receipt to these individuals, along with the 11/14/18 ADDENDUM to the 10/23/18 letter. These individuals previously received the 10/23/18 letter and the 10/25/18 ADDENDUM to the letter via Certified Mail, Return Receipt.

**Non-asterisked individuals will receive this 11/27/18 cover letter via First Class Mail, along with the 11/14/18 ADDENDUM to the 10/23/18 letter. They previously received the 10/23/18 letter and the 10/25/18 ADDENDUM to the letter via First Class Mail.

4/47

Exhibit I
(page 1 of 38)

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940
RRTSbucks5@gmail.com

Trenton-Mercer Airport Project Manager
C/O Urban Engineers
530 Walnut St.
Philadelphia, PA 19106

Ms. Melissa Montgomery, Manager
Trenton-Mercer Airport
1100 Terminal Circle Drive
West Trenton, NJ 08628

Mercer County Freeholders
McDade Administration Building
640 South Broad Street
Office #221
Trenton, N.J. 08611

November 14, 2018

RE: 11/14/18 ADDENDUM to the 10/23/18 letter from Residents for Regional Traffic Solutions, Inc. (RRTS) to the above addressees Subject: VERBAL COMMENT TO BE MADE & WRITTEN COMMENT SUBMITTED at the 10/23/18 Mercer County Public Scoping Meeting For Construction of a Proposed Passenger Terminal

Dear Ms. Montgomery, Ms. Walter, Ms. Cannon, Mr. Frisby, Mr. Cimino, Mr. Colavita, Mr. Koontz, Mr. Verrelli and Urban Engineer Project Manager for the current Trenton-Mercer Airport Master Plan,

This 11/14/18 ADDENDUM is a second (2nd) addendum to our 10/23/18 written comment letter **Subject: VERBAL COMMENT TO BE MADE & WRITTEN COMMENT SUBMITTED at the 10/23/18 Mercer County Public Scoping Meeting For Construction of a Proposed Passenger Terminal.** A 10/25/18 ADDENDUM was submitted in our 10/25/18 letter to you. This 11/14/18 ADDENDUM will be emailed to Trenton@mjinc.com today and we respectfully request written confirmation that it was received. You will also receive it via Certified Mail Return Receipt.

On pages 3/32 – 4/32 of our 10/23/18 letter, we describe some of what transpired at a 6/18/18 meeting held in Congressman Brian Fitzpatrick's office **Re: Trenton Mercer Airport/ Expansion.** The 6/18/18 meeting is also referenced in a 10/05/18 letter from Congressman Fitzpatrick to The Romano Family (see page 4 of this 11/14/18 ADDENDUM) where it states, "I then hosted a

Page 1 of 4 (Addendum #2 to 10/23/18 letter)

5/47

roundtable with officials from the FAA, the Lower Makefield Township (LMT) Airport Task Force, and groups of concerned residents". RRTS obtained a copy of the 10/05/18 letter when it was distributed by the Chairperson of the LMT Trenton-Mercer Airport Review Panel (aka LMT Airport Task Force) at the Airport Review Panel's 10/25/18 meeting. The letter was discussed during the meeting.

Although not covered in Congressman Fitzpatrick's 10/05/18 letter, citizens' groups present at the 6/18/18 meeting emphasized that residents are looking for the FAA to conduct a "cumulative Environmental Impact Statement (EIS)" that measures the cumulative impact of

(a) the improvements that Trenton- Mercer Airport (TTN) has done incrementally over the past 20+ years without ever conducting the required Environmental Impact Statement (EIS) as required by the National Environmental Protection Agency (NEPA) PLUS

(b) the impacts of the current Terminal Expansion (plus current Master Plan in its entirety).

At the 6/18/18 meeting, a member of BRRAM (Bucks Residents for Responsible Airport Management) gave testimony about the incremental improvements that have taken place at TTN over the past 20+ years and that TTN has avoided having to do an EIS. FAA staff in attendance used the word "segmentation". Congressman Fitzpatrick stated that he was familiar with a similar practice in his dealings with Homeland Security. The three (3) FAA staff members from Washington D.C. who were in attendance were charged with looking into this. They were Brian Langdon (Manager, G & I Industry Affairs), Mike Hines (Manager, Planning & Environmental Division) and Joe Manges (Airport & Environmental Law Division of the Chief Counsel's Office).

During the conversation regarding "segmentation", it was astounding that one of the FAA members said that if an Environmental Study is required for a project in the current Master Plan, it would only involve the singular project and not consider the impacts of the 20+ years of expansion that were done under the radar screen. **THIS IS UNACCEPTABLE TO RESIDENTS.** We await the FAA's findings as to whether TTN has practiced "segmentation" and what the legal ramifications of doing so are.

Sincerely,



Susan Herman
President

CC: U.S. Senator Bob Casey
U.S. Senator Pat Toomey
Governor Tom Wolf*
PA State Senator Chuck McIlhinney*

Page 2 of 4 (Addendum #2 to
10/23/18 letter)

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Congressman Brian Fitzpatrick*
Josh Shapiro, Attorney General
PA State Representative, Perry Warren*
Ryan Bevitz, Legislative Assistant
Bucks County Commissioners*; Robert Loughery, Charles Martin, Diane Ellis-Marseglia
Lower Makefield Township Board of Supervisors*: Supervisors Lewis, Weiss, Grenier, Tyler, Blundi
Lower Makefield Township Manager, Kurt Ferguson*
Lower Makefield Township Police Chief, Ken Coluzzi
Lower Makefield Township Solicitor, David Truelove*
Joanne Guiniven; Chair, LMT Trenton/Mercer Airport Review Panel
Yardley Borough Council President, Bryon Marshall
Upper Makefield Township Board of Supervisors Chair, Thomas Cino
Newtown Borough Council President, Kevin McDermott
Newtown Township Board of Supervisors Chair, Phil Calabro
Morrisville Borough Council President, Debbie Smith
Middletown Township Board of Supervisors Chair, Amy Strouse
Langhorne Borough Interim Borough Manager, John Godzieba
BRRAM President, Holly Bussey
RRTS membership (mass email)
Mercer Quiet Skys

*This 11/14/18 ADDENDUM will be sent Certified Mail Return Receipt to these individuals.

*Page 3 of 4 (Addendum # 2 to
10/23/18 letter)*

7/47

BRIAN K. FITZPATRICK
8TH DISTRICT, PENNSYLVANIA
COMMITTEE ON HOMELAND SECURITY
COMMITTEE ON FOREIGN AFFAIRS
COMMITTEE ON SMALL BUSINESS



514 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4278
1717 LANGHORNE NEWTOWN ROAD
SUITE 400
LANGHORNE, PA 19047
(215) 575-0102

Congress of the United States
House of Representatives
Washington, DC 20515

October 5, 2018

The Romano Family
986 Cultipacker Road
Yardley, PA 19067

Dear Romano Family,

I wanted to take a moment to reach out and provide you with an update on the status of my efforts to address the planned expansion of the Trenton-Mercer Airport.

As you may know, the Federal Aviation Administration (FAA) recently accepted Trenton-Mercer Airport's plan to expand five-fold, which will significantly increase the area's air traffic, compounding the already existing noise levels. The airport's longest runway is situated so that planes take-off or having landing approaches right over Lower Bucks County. **While the Trenton-Mercer Airport provides convenient travel for many in our community, I am also concerned that the continued expansion will lead to an increase in noise levels, lower property values, and potentially environmental changes to waterways, wildlife, and farmland.**

I recently wrote a letter to FAA Administrator Daniel Elwell asking that our community have the opportunity to participate in any further discussions regarding the expansion of the Trenton-Mercer Airport, and that the FAA begin the process of implementing noise abatement procedures so that affected residents can find some peace in the meantime. I then hosted a roundtable with officials from the FAA, the Lower Makefield Township Airport Task Force, and groups of concerned residents. This meeting allowed our community to bring their concerns directly to the FAA. ~~Following the meeting, I immediately joined the Congressional Quiet Skies Caucus, a group of Congressional Representatives that work to raise awareness on the issue of aircraft noise and find meaningful solutions to the problem. I promise to continue to work on this issue until a suitable solution is reached for our community.~~

To stay active on this and any other issues affecting you or your family, please visit my website at <http://www.fitzpatrick.house.gov> and sign up for my e-newsletter. In addition, you are always welcome to contact my congressional office in Washington at 202.225.4276. It is an honor to serve you in Congress.

Sincerely,

Brian Fitzpatrick
Member of Congress

Page 4 of 4
(Addendum #2 to
10/23/18 letter)

8/47

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940
RRTSbucks5@gmail.com

Trenton-Mercer Airport Project Manager
C/O Urban Engineers
530 Walnut St.
Philadelphia, PA 19106

Ms. Melissa Montgomery, Manager
Trenton-Mercer Airport
1100 Terminal Circle Drive
West Trenton, NJ 08628

Mercer County Freeholders
McDade Administration Building
640 South Broad Street
Office #221
Trenton, N.J. 08611

October 25, 2018

Subject: 10/25/18 ADDENDUM to the 10/23/18 letter from Residents for Regional Traffic Solutions, Inc. (RRTS) to the above addressees Subject: VERBAL COMMENT TO BE MADE & WRITTEN COMMENT SUBMITTED at the 10/23/18 Mercer County Public Scoping Meeting For Construction of a Proposed Passenger Terminal

Dear Ms. Montgomery, Ms. Walter, Ms. Cannon, Mr. Frisby, Mr. Cimino, Mr. Colavita, Mr. Koontz, Mr. Verrelli and Urban Engineer Project Manager for the current Trenton-Mercer Airport Master Plan,

This 10/25/18 ADDENDUM will be emailed to Trenton@mjinc.com today and we respectfully request written confirmation that it was received. You will also receive it via Certified Mail Return Receipt, along with the 10/23/18 letter referenced above.

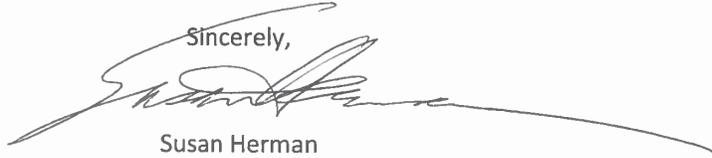
Below is information to be added to the written comment we submitted in our 10/23/18 letter to the above addressees **Subject: VERBAL COMMENT TO BE MADE & WRITTEN COMMENT SUBMITTED at the 10/23/18 Mercer County Public Scoping Meeting For Construction of a Proposed Passenger Terminal.**

Page 1 of 2 - (Addendum #1 to 10/23/18 letter)

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- 1) The Lower Makefield Township Board of Supervisors and Mercer Quiet Skys should have been included in the copy list of the 10/23/18 letter. They have been included in the copy list of this 10/25/18 ADDENDUM and will receive the 10/23/18 letter, along with the ADDENDUM.
- 2) In paragraph 2 on Page 2/32 of the 10/23/18 letter, add this bullet point to the list of things that the Cumulative EIS should consider:
 - Consider the negative impacts to historic landmarks in affected areas in NJ & PA

Sincerely,



Susan Herman

President

CC: U.S. Senator Bob Casey
U.S. Senator Pat Toomey
Governor Tom Wolf*
PA State Senator Chuck McIlhinney*
Congressman Brian Fitzpatrick*
Josh Shapiro, Attorney General
PA State Representative, Perry Warren*
Ryan Bevitz, Legislative Assistant
Bucks County Commissioners*; Robert Loughery, Charles Martin, Diane Ellis-Marseglia
Lower Makefield Township Board of Supervisors*: Supervisors Lewis, Weiss, Grenier, Tyler, Blundi
Lower Makefield Township Manager, Kurt Ferguson*
Lower Makefield Township Police Chief, Ken Coluzzi
Lower Makefield Township Solicitor, David Truelove*
Joanne Guiniven; Chair, LMT Trenton/Mercer Airport Review Panel
Yardley Borough Council President, Bryon Marshall
Upper Makefield Township Board of Supervisors Chair, Thomas Cino
Newtown Borough Council President, Kevin McDermott
Newtown Township Board of Supervisors Chair, Phil Calabro
Morrisville Borough Council President, Debbie Smith
Middletown Township Board of Supervisors Chair, Amy Strouse
Langhorne Borough Interim Borough Manager, John Godzieba
BRRAM President, Holly Bussey
RRTS membership (mass email)
Mercer Quiet Skys

*This 10/25/18 ADDENDUM will be sent Certified Mail Return Receipt, along with the 10/23/18 letter. Those who are not asterisked will receive the two documents together via First Class Mail.

Page 2 of 2 (Addendum #1 to 10/23/18 letter)

10/47

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940
RTSbucks5@gmail.com

Trenton-Mercer Airport Project Manager*
C/O Urban Engineers
530 Walnut St.
Philadelphia, PA 19106

Ms. Melissa Montgomery, Manager*
Trenton-Mercer Airport
1100 Terminal Circle Drive
West Trenton, NJ 08628

Mercer County Freeholders*
McDade Administration Building
640 South Broad Street
Office #221
Trenton, N.J. 08611

October 23, 2018

**Subject: VERBAL COMMENT TO BE MADE & WRITTEN COMMENT SUBMITTED at the 10/23/18
Mercer County Public Scoping Meeting For Construction of a Proposed Passenger
Terminal**

Dear Ms. Montgomery, Ms. Walter, Ms. Cannon, Mr. Frisby, Mr. Cimino, Mr. Colavita,
Mr. Koontz, Mr. Verrelli and Urban Engineer Project Manager for the current Trenton-
Mercer Airport Master Plan,

This is a 32-page WRITTEN COMMENT SUBMISSION from Residents for Regional Traffic Solutions, Inc. (RRTS) that is being hand-delivered to you at tonight's **Mercer County Public Scoping Meeting For Construction of a Proposed Passenger Terminal**. We also emailed this written comment to trenton@mjinc.com today (10/23) and respectfully request written confirmation that this email was received. RRTS plans to present verbal comment at tonight's Public Meeting, that will mirror what is said in this document.

*Copy of this document is also being sent Certified Mail, Return Receipt

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11/47

The 10/5/18 meeting announcement for tonight's meeting - that was emailed to Stakeholders from trenton@mjinc.com - stated, "Mercer County is beginning preparation of an Environmental Assessment (EA) for construction of a proposed passenger terminal building at Trenton-Mercer Airport". **THE PROPOSED ENVIRONMENTAL ASSESSMENT (EA) IS INSUFFICIENT.**

Trenton-Mercer Airport (TTN) has been incrementally expanding the airport for well over 20+ years "under the radar screen", so as to avoid conducting an Environmental Impact Statement (EIS). **WHAT IS NEEDED, is an Environmental Impact Statement (EIS) that measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ years PLUS (b) the improvements in the current Master Plan.** The Cumulative EIS should:

- Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years **PLUS** the improvements in the current Master Plan
- Study beyond the area adjacent to the airport and includes all other affected areas in NJ and PA
- Consider changes to the character and reputation of our communities
- Consider quality of life due to noise levels
- Include health & safety within our community due to air, water, land and noise pollution; vibration damage; disruptions to sleep; and disruptions to school activities
- Consider the economic impact on our tax base in terms of property values
- Consider the negative environmental impact on our ecosystems including the Delaware River, the Pennsylvania & Raritan Canals, wildlife, and farmlands
- Consider the impacts on Mercer residents (mostly the economically- disadvantaged in Ewing) who are losing homes being purchased by the airport or having trees cut down for this expansion (the current Master Plan)

THE FEDERAL AVIATION ADMINISTRATION (FAA) SHOULD REQUIRE THAT THE CUMULATIVE EIS BE DONE.

Consider the following:

- See Exhibit I, a 3- page document issued by the FAA on June 9, 2008 titled "**ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated February 23, 2006 for the Trenton-Mercer Airport (TTN) Terminal Replacement and Other Projects in the Capital Improvement Program**". In this document, the FONSI was withdrawn because the airport was no longer going to expand the terminal. Footnote #3 on page 2 of the document states, "The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS)."

Note that in Build Alternative 2, the terminal was expanded to 4 gates.

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- In response to a 5/18/18, 3-page letter from the LMT Airport Task Force, BRRAM and RRTS **Re: Trenton Mercer Airport (the "Airport")/ Expansion** (Exhibit II), Congressman Brian Fitzpatrick held a 6/18/18 meeting in his office regarding TTN.

(a)Exhibit III is a list distributed by Congressman Fitzpatrick at the 6/18/18 meeting in his office. It lists those who attended the 6/18/18 meeting. It also lists those who were invited to the meeting but declined to attend or did not respond.

Those who DECLINED TO ATTEND were: TTN Manager, Melinda Montgomery
Assistant TTN Manager, Dale Carman
Mercer County Executive, Brian M. Hughes

Those who DID NOT RESPOND: TTN Deputy Administrator, Aaron Watson

(b)At the 6/18/18 meeting, there was discussion about TTN having done apparent "segmentation" over the past 20+ years to avoid having to do an EIS as it expanded services and made improvements. The three (3) FAA staff members from Washington D.C. who were in attendance (see Exhibit III) were charged with looking into this. What are the FAA's findings as to whether TTN has practiced this tactic? What are the legal ramifications of doing so?

(c)TTN says they will not be expanding the flights, yet the proposed terminal expansion will increase the number of gates. The FAA staff in attendance at the 6/18/18 meeting confirmed that more gates equals more volume because there are more places "to put planes".

(d)At the 6/18/18 meeting, Congressman Fitzpatrick stated that he would have meetings with Bonnie Watson-Coleman to determine what leverage he could use to get Mercer County to cooperate with PA regarding mitigating negative airport impacts. (Note: Residents are not trying to shut the airport down. The overarching goal is that air traffic NOT BE foisted on any area disproportionately, especially since there is a proposal to expand it and we want to follow the law.)

Why has Bonnie Watson-Coleman and Mercer County failed to be a good and responsible neighbor that can be held accountable? (See Exhibit IV, 7/12/18, 20-page letter from RRTS to Urban Engineers & Mercer Co. Freeholders **Subject: COMMENT SUBMISSION Regarding Trenton-Mercer Airport Master Plan Released On-Line on June 13, 2018 (read into the public record at the 7/12/18 Freeholders Meeting)**)

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(e) We have heard that Mercer County requested that the FAA do a Part 150 Airport Noise Compatibility Program and that the FAA rejected the request. (Note that according to the 5/18/18 letter in Exhibit II, many noise abatement procedures have a low operational cost.) We ask for written clarification as to whether Mercer County has formally requested the FAA to do the Part 150 Study and written clarification as to what the FAA's response was.

(f) At the 6/18/18 meeting, Congressman Fitzpatrick said he would join the National Federal Caucus for Quiet Skys. We are interested in knowing what he has gleaned from this group that can help our cause.

- There is a newly passed FAA Reauthorization Act of 2018 that was passed on October 8, 2018. There are few details as to HOW and WHEN this Act will go into effect or be enforced. **THIS IS NOT A SOLUTION TO OUR CURRENT PROBLEM.**

An article on the National Conference of State Legislatures Blog concludes this about the Reauthorization Act:

"Aircraft Noise:

The bill includes several sections aimed at addressing the growing issue of aircraft noise. While **the bill does not impose any new requirements on the FAA to reduce noise**, the bill does require the FAA to undertake several new studies exploring the impact to communities of airplane noise, the economic and health impacts on individuals as well as methods for alleviating airplane noise. Such studies **could be** the basis for additional regulation **in the future**.

CITIZENS IMPLORE CONGRESSWOMAN WATSON-COLEMAN & CONGRESSMAN FITZPATRICK TO TAKE THESE ACTIONS:

- Congresswoman Watson-Coleman, Congressman Fitzpatrick and the Mercer County Freeholders should put pressure on the FAA to require the Cumulative EIS.
- At the same time, we ask that Congresswoman Watson-Coleman and Congressman Fitzpatrick go together to ask Mercer and Bucks Counties to provide partial funding of a Cumulative EIS and that the two Congress people vow to come up with federal dollars to help fund, as well. We ask them to follow 2 tracks simultaneously with the Counties. One (1) for partial funding and one (1) for full funding. In the event that the FAA doesn't require the desired Cumulative EIS, we want a voluntary EIS that is requested and paid for by the Counties.
- We ask that Congresswoman Watson-Coleman and Congressman Fitzpatrick rally grassroots support in their respective counties to make the EIS happen. Residents are

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not trying to shut the airport down. The overarching goal is that air traffic NOT BE foisted on any area disproportionately, especially since there's a proposal to expand it and we want to follow the law.

- We ask that Congresswoman Watson-Coleman and Congressman Fitzpatrick get the Freeholders/County Commissioners and representatives of all affected Bucks and Mercer towns to go to D.C. to make the case for the EIS.

Sincerely,



Susan Herman
President

CC: U.S. Senator Bob Casey
U.S. Senator Pat Toomey
Governor Tom Wolf*
PA State Senator Chuck McIlhinney*
Congressman Brian Fitzpatrick*
Josh Shapiro, Attorney General
PA State Representative, Perry Warren*
Ryan Bevitz, Legislative Assistant
Bucks County Commissioners*; Robert Loughery, Charles Martin, Diane Ellis-Marseglia
Lower Makefield Township Manager, Kurt Ferguson*
Lower Makefield Township Police Chief, Ken Coluzzi
Lower Makefield Township Solicitor, David Truelove*
Joanne Guiniven; Chair, LMT Trenton/Mercer Airport Review Panel
Yardley Borough Council President, Bryon Marshall
Upper Makefield Township Board of Supervisors Chair, Thomas Cino
Newtown Borough Council President, Kevin McDermott
Newtown Township Board of Supervisors Chair, Phil Calabro
Morrisville Borough Council President, Debbie Smith
Middletown Township Board of Supervisors Chair, Amy Strouse
Langhorne Borough Interim Borough Manager, John Godzieba
BRRAM President, Holly Bussey
RRTS membership (mass email)

*Letters sent Certified Mail, Return Receipt

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Exhibit I
(pg. 1 of 3)

ORDER WITHDRAWING
Finding of No Significant Impact/Record of Decision (FONSI/ROD)
dated February 23, 2006
for the
Trenton-Mercer Airport (TTN)
Terminal Replacement and Other Projects in the Capital Improvement Program

This Order withdraws the Finding of No Significant Impact/Record of Decision (FONSI/ROD) issued by the Federal Aviation Administration (FAA) on February 23, 2006. The FAA issued the FONSI/ROD subsequent to its independent review of the Environmental Assessment and its Appendices ("the EA") for the Trenton-Mercer County Airport (TTN) *Construction of a New Replacement Terminal and Other Projects in the TTN Capital Improvement Program* ("the project"). The EA was issued pursuant to the National Environmental Policy Act of 1969 (NEPA), Council on Environmental Quality (CEQ) Regulations, and other applicable laws, FAA Orders, regulations and policies. The EA assessed the potential environmental impacts associated with the project, which is described in detail below. The FONSI/ROD was issued pursuant to 49 U.S.C. §40101 et seq. (Part A) and 49 U.S.C. §47101 et seq. (Part B) and constitutes a final order of the Administrator subject to review by the courts of appeals of the United States, pursuant to 49 U.S.C. §46110.

Project Description

The ROD allows for the construction of a new 44,000 square foot terminal building accommodating two aircraft gates to replace the existing two-gate terminal; expanded apron area; realignment of existing airport terminal access road; additional automobile parking spaces (proposed northern and southern parking areas); demolition and removal of the existing Tennis Center (for southern parking area); new snow removal equipment and storage building; and taxiway improvement plan (including relocation of Taxiway D, widening Taxiway B and F, extension of Taxiway F to Runway 24, extension of Taxiway J to Taxiway B, and the addition of connectors to Runway 6/24 and the Terminal Ramp, Taxiway E to H connector; and Taxiway G connector.)

Background

In early 1998, TTN requested FAA funding and Airport Layout Plan (ALP) approval for replacement of its terminal and other capital improvement plan (CIP) projects. In 1999, after considering and discussing this request with the airport sponsor, the FAA determined that an EA should be prepared to evaluate current conditions and analyze the impact of recent past and potential foreseeable future projects at TTN. On April 13, 2000, the airport sponsor submitted the draft EA to the FAA for review and comment.

During the preparation and review of the environmental analyses for this project, the purpose and need for the project changed. At various times during this process, TTN/Mercer County expressed interest in developing increased air carrier service at TTN. In fact, one of the alternatives analyzed during the NEPA process proposed a new, four-gate terminal facility. TTN described the purpose and need for this alternative, in part, as enabling it to accommodate the entry of a low fare/high frequency (LF/HF)¹ air carrier into the TTN

¹ A low fare-high frequency (LF/HF) air carrier is an air carrier with operations similar to those of Southwest Airlines. Specifically, Section 1.5.2 of the EA defines a LF/HF air carrier operation as "a commercial air carrier

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Exhibit I
(pg. 2 of 3)

market. This terminal design alternative encompassed 64,000 square feet of terminal space and four aircraft gates. Thereafter, but still during the NEPA process, TTN advised the FAA that it was no longer interested in pursuing the four-gate alternative. Rather, it was interested in pursuing a two-gate replacement alternative, the project described above.² This change in purpose and need required major modifications to the draft EA documentation. The FAA advised TTN that, in the interest of transparency and full compliance with applicable laws and regulations, the four-gate terminal alternative and its analyses should be included in the EA. This alternative is referred to as the "Build Alternative 2".³

The final draft Final EA was transmitted to the FAA on December 19, 2001. On March 11, 2002, the FAA provided the airport sponsor with its official comments and acknowledged that the sponsor was no longer interested in pursuing "Build Alternative 2". Therefore, while the final draft EA did include the analysis for the "Build Alternative 2" project and the potential impacts of the entry and operation of a LF/HF air carrier, the County's preferred alternative was the 44,000 square foot replacement terminal building accommodating two aircraft gates (also referred to as "Build Alternative 1"). This alternative is a "replacement terminal project" and reflects the fact that the airport sponsor no longer anticipated the entry of a LF/HF air carrier into the TTN market.⁴

The final draft EA was made available to the public via Public Notice on May 9, 2002 for a 60-day comment period including a public hearing held on June 12, 2002. The preliminary final EA, which included responses to comments, was transmitted to FAA on November 1, 2002. While undergoing FAA review, the County, via Public Notice on February 10, 2003, initiated an additional ten-day public comment period. On August 29, 2003, FAA received the final appendices to the preliminary final EA that included additional comments and responses. The FAA once again conducted an independent review of the NEPA documentation submitted for this project. The document still required additional information, modification, and coordination with other agencies.

Finally, in February, 2006, after all required information was obtained and agency coordination was completed, the FAA issued a FONSI/ROD approving the airport sponsor's preferred alternative/"Build Alternative 1". Based on the facts and circumstances at the time, as documented in the administrative record, the FONSI/ROD was accurate, well supported, and warranted. The FONSI/ROD made it clear that if the airport sponsor desired to pursue other projects for any purpose in the future, appropriate environmental review and documentation would be required.

characterized as offering low fares with a high frequency of flights to popular business and leisure destinations... A LF/HF commercial carrier typically starts up a new market like TTN with a minimum of 10 flights per day. LF/HF commercial air carriers also typically exhibit relatively high load factors (percent of seats occupied) from the start due to the low fares and wide selection of destination choices."

² Letter from Robert D. Prunetti, Mercer County Executive to Philip Brito, Manager, FAA New York Airports District Office, dated January 24, 2001

³ The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS).

⁴ To date, no LF/HF air carrier is operating at TTN and, to the FAA's knowledge, no LF/HF air carrier has recently expressed interest in starting operations at TTN. Additionally, as of early 2006, several commercial service airlines have commenced and ceased operations, or reduced the number of operations into and out of TTN. These carriers include Shuttle America, Boston-Maine Airways (PanAm), Big Sky, and Comair (Delta).

Footnote
#3 →

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Exhibit I
(Pg. 3 of 3)

Current Status and Changed Circumstances

In making my decision to withdraw the February 23, 2006 FONSI/ROD, I have considered the changed status of the replacement terminal project and substantial new information that has been brought to my attention.

Specifically, it is the FAA's understanding that to date, the airport sponsor has taken no major steps to implement the project, nor does it have any plans to do so. By letter dated April 25, 2008, FAA requested Mercer County Counsel to provide information with respect to the implementation of the replacement terminal project. FAA specifically asked whether the County had initiated major steps to implement the replacement terminal project or, if no major steps had been taken, whether the County had any plans to begin work on the replacement terminal project prior to February 23, 2009. By letter dated April 29, 2008, Mercer County Counsel advised the FAA that it has no plans for the replacement terminal at this time. Additionally, to FAA's knowledge, no other large commercial air carrier has expressed interest to enter this market. Finally, pursuant to FAA Orders 5050.4B and 1050.1E,⁵ an EA remains valid for three years in the absence of major steps to implement a project. Therefore, in approximately nine months (of which, only about five months could be considered "construction season" for the project), and in the absence of major steps to implement the project, the TTN EA would need to be reevaluated, at the very least to ensure that environmental analyses are accurate, valid, adequate, and current.

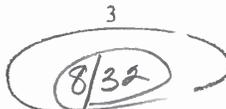
Based on my consideration of this substantial new information and the changed circumstances concerning the purpose and need for the replacement terminal project discussed above, as well as my consideration of FAA Orders cited above, I am withdrawing the February 23, 2006 FONSI/ROD. Accordingly, all FAA actions approved in the FONSI/ROD are also withdrawn. Should the airport sponsor wish to proceed with any component of the project approved in the now-withdrawn ROD, the sponsor must seek FAA approval for that component.

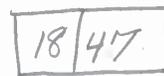

Manny Weiss
FAA Regional Administrator
FAA Eastern Region

JUN 9 2008
Date

This decision is taken pursuant to 49 U.S.C. §40101 et seq. (Part A) and 49 U.S.C. §47101 et seq. (Part B), and constitutes a final order of the Administrator which is subject to review by the courts of appeals of the United States in accordance with the provision of 49 U.S.C. §46110.

⁵ FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, Paragraph 1-401(c)(1) and FAA Order 1050.1E, *Environmental Impacts: Policy and Procedures*, Paragraph 402b.(1)

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aka
LMT Airport Review Panel
Memorandum (ARP)

Exhibit II

Pg. 1 of 3

To: Congressman Fitzpatrick
From: LMT Airport Task Force, BRRAM and R.R.T.S.
Date: May 18, 2018
Re: Trenton Mercer Airport (the "Airport")/Expansion

Flights from the Trenton-Mercer Airport are an on-going disruption to the lives of many Bucks County residents. While we understand and appreciate that there are PA and NJ residents who like the airport's convenience, our reason for reaching out to you is the airport's planned five-fold facility expansion which shows their goals for significantly increasing the area's air traffic. This expansion is called for despite their official forecast of a modest 20% growth of operations over the next 17 years which we believe is far below their real goal. Their own public statements tout the benefits of the airport expansion and expectations of growth in operations that far exceed the growth projections in the plan. The airport executives have repeatedly ignored our requests to present our concerns so we believe we need your help. Bucks County residents suffer disproportionately through the noise, environmental impact, and reduced tax base while NJ residents have a smaller number of affected residents but those who are affected have an even greater disruption. Concerns include our:

- Quality of life due to noise levels
- Health and safety within our community due to air, water, land, and noise pollution; vibration damage; disruptions to sleep; and disruptions to school activities
- Changes to the character and reputation of our communities
- The economic impact on our tax base in terms of property values
- The negative environmental impact on our ecosystems including the Delaware River, the Pennsylvania and Raritan Canals, wildlife, and farmlands, and
- For Mercer residents, loss of homes being purchased by the airport or trees cut down for this expansion.

TTN is situated near the state line between Pennsylvania and New Jersey, the longest runway (6-24) is situated so that the planes take-off or land directly over Bucks County. TTN will unveil its Master Plan for future growth, and Lower Bucks County (LBC) will be most affected by the airport traffic. Furthermore, TTN has been incrementally adding capacity over the past 10 to 15 years without any studies.

OUR ASK

We are **not** trying to shut the airport down or to eliminate all commercial traffic but instead to work with the airport to develop a program to address all the affected areas in a fair and equitable way. Therefore, we ask you for three things:

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Exhibit II
(pg. 2 of 3)

1. Demand that the FAA work with the airport management to implement noise abatement procedures starting with a FAR Part 150 Airport Noise Compatibility Program. This can be, and should have been, done regardless of expansion plans because many noise abatement procedures have a low operational cost. Yet the TTN Airport Authority has refused to pursue such remedies as a good neighbor. Specific examples are included in Appendix A, but remedies could include procedures such as:
 - Preferential approach and departure flight tracks
 - Variation in approach and departure flight tracks
 - A rotational runway use system
 - Flight operational procedures that will reduce noise heard on the ground
 - Higher glide slope angles, and
 - Arrival and Departure curfews and/or enforced curfew violations.

2. Demand that PA will participate in the discussions as to the further growth of the airport and that airport plans consider the impact on PA, including relevant FAA and NEPA (National Environmental Policy Act) regulations. Our participation should be as part of an advisory panel with representation from all stakeholders. Considerations include:
 - That the airport should have performed an environmental study even for the activities it has done to date, which it has not. It has avoided completing environmental studies by completing projects under the radar in small increments.
 - Require that TTN completes all legal requirements for flight and physical plant expansion (e.g. completing an EIS) without any FAA waivers of such requirements.
 - Any environmental study conducted must include Pennsylvania.

3. Support all legislation such as FAA Reauthorization Act of 2018 that will provide protections to the community. Specifically, two of the proposed amendments involving Amendment 7 "Adds economic impacts" to the study on the effects of airport noise on communities near airports;" and Amendment 13 "Directs the FAA Administrator to study the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports.

We thank you in advance for your support on these issues and look forward to continuing this discussion in the near term. We would hope that we could meet with you in early June on this matter.

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(5/18/18 letter to Fitzpatrick)

Exhibit II
(pg. 3 of 3)

APPENDIX A

- Eliminate the bias of overflying Bucks County at low altitude by establishing Runway (RWY) 06 as the preferred departure runway and RWY 24 as the preferred landing runway. Prohibit tailwind departures on RWY 24 and tailwind landings on RWY 06.
- On RWY 24 departures, incorporate an immediate 10 degree (estimated) right turn at 100' AGL (consistent with TERPS requirements) to keep departing aircraft over I-95 for the beginning of the climb and thereby not overflying residents and businesses. Add taxiway signage for this procedure.
- On the RWY 06 ILS, modify the existing procedure to align arriving aircraft more closely with I-95. (This can also be achieved through a precise GPS based approach not dependent on ground-based navigation aids.
- Establish a precision approach for RWY 24 using a GPS based approach not dependent on ground-based navigation aids.
- Establish air traffic control common procedures to keep arriving aircraft at 2,000' MSL (or higher) until established on glide path for the landing runway. Most of the instrument approaches already have this built in, but this procedure can be incorporated for visual approaches. Use 3,000' MSL as a min for downwind vectors.
- Establish more reasonable quiet hours for scheduled air service. RWY 06 landings after 2100 L and RWY 24 departures prior to 0700 L are the most problematic.
- Consider the merits of fanning the arrival and departure paths as to not overfly the exact same points on each aircraft movement.
- Establish a reasonable limit on the total number of Part 121 aircraft movements.

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(5/18/18 letter to Fitzpatrick)

Exhibit III

EXHIBIT II

Congressman Brain Fitzpatrick distributed the following list to those in attendance at the 6/18/18 "Airport" meeting held in his office:

TRENTON_MERCER AIRPORT MEETING ATTENDEES
6/18/18 11:00am

Yardley Borough:

Council Vice President: David Bria

Lower Makefield Township:

Supervisor Vice Chair/ Task Force Liaison: Dr. Fred Weiss

Upper Makefield Township:

Township Manager: David Nyman

BRRAM:

1. President: Holly Bussey
2. Member: Rich De Lello

R.R.T.S.: President: Sue Herman

Lower Makefield Township Airport Task Force:

1. Chairwoman: Joanne Guiniven
2. Member: Peter Kakoyiannis
3. Member: Rob White

FAA:

1. Manager, G & I Industry Affairs: Brian Langdon
2. Manager, Planning and Environmental Division: Mike Hines
3. Airport & Environmental Law Division of the Chief Counsel's Office: Joe Manges

Trenton Mercer Airport:

1. Airport Manager: Melinda Montgomery DECLINED
2. Assistant Airport Manager: Dale Carman DECLINED
3. Deputy Administrator: Aaron Watson NO RESPONSE

Mercer County:

County Executive: Brian M. Hughes DECLINED

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Exhibit IV
(20 pages)

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940
RRTSbucks5@gmail.com

Mr. Dale Russell
Urban Engineers
530 Walnut St.
Philadelphia, PA 19106

Mercer Co. Freeholders; Ms. Walter (Chair), Ms. Cannon, and Mssrs: Frisby, Cimino, Colavita,
Koontz and Verrelli
McDade Administration Building
640 South Broad Street
Office #221
Trenton, N.J. 08611

July 12, 2018

**Subject: COMMENT SUBMISSION Regarding Trenton-Mercer Airport Master Plan
Released On Line on June 13, 2018 (read into the public record at the 7/12/18
Freeholders Meeting)**

Dear Ms. Walter, Ms. Cannon, Mssrs: Frisby, Cimino, Colavita, Koontz, Verrelli, and Mr. Russell,

As you know, **OUR ORGANIZATION** (Residents for Regional Traffic Solutions, Inc. aka RRTS) **IS NOT TRYING TO SHUT DOWN TRENTON- MERCER AIRPORT (TTN)**. Rather, we want to make sure that it operates under the law and is a good and responsible neighbor that can be held accountable. TTN has acted irresponsibly for years. Multiple upgrades have occurred over many years that have dramatically changed the surrounding communities without ever conducting the required Environmental Impact Statement (EIS) as required by the National Environmental Protection Act (NEPA). The organization Bucks Residents for Responsible Airport Management (BRRAM) has the documentation that supports this.

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With the 6/13/18 Master Plan, there will continue to be unchecked expansion of TTN without conducting the required EIS as required by NEPA. This is wrong and will continue the negligent pattern of devastating the quality of life and property values of those currently taking the brunt of negative airport impacts. We need an Environmental Impact Statement that measures the cumulative impacts of the airport actions that have been done under the radar screen to date, as well as, the impacts of the proposed expansion in the 6/13/18 Master Plan. The EIS should include environmental impacts beyond the airport property, as there are devastating negative impacts [on property values and quality of life] for residents in many municipalities in Bucks and Mercer County that are affected by the airport operation. These are being ignored.

At a June 18, 2018 meeting held by PA Congressman Brian Fitzpatrick, members from the LMT Trenton/Mercer Airport Review Panel, BRRAM and RRTS pointed out to the FAA attendees from Washington D.C. the irregularities documented with how TTN has systematically over 22+ years expanded the airport without gaining any required studies. The FAA representatives said that this practice mirrors "segmentation", which is in violation of FAA policy. They have agreed to look further into this matter. The FAA attendees were asked to require an Environmental Impact Statement that measures the cumulative impacts of the airport actions that have been done under the radar screen to date, as well as, the impacts of the proposed expansion in the 6/13/18 Master Plan.

Exhibit I is a May 18, 2018 letter from LMT Trenton/Mercer Airport Review Panel, BRRAM and RRTS to Congressman Fitzpatrick **Re: Trenton Mercer Airport (the "Airport")/ Expansion**. The concerns and suggestions outlined in this letter were reviewed in detail at the June 18 meeting. I read the "**OUR ASK**" section of this letter into the public record at the June 12, 2018 Freeholder Agenda Meeting and at the June 14, 2018 Formal Freeholder Meeting. The attendees at Congressman Fitzpatrick's June 18 meeting are listed in Exhibit II.

Surely, you cannot be morally satisfied with how airport expansion has been handled to date, where Mercer County Executive Brian Hughes', TTN's and the Delaware Valley Regional Planning Commission's self-interested agenda is being pursued...:

- ...at the expense of the elderly and economically disadvantaged in Ewing Township AND
- ...at the expense of those who live across the river in Pennsylvania who have been disregarded for decades as the airport has expanded unchecked.

(See Exhibit III, 10/9/17 letter from RRTS to Senator McIlhinney, Congressman Fitzpatrick, Attorney General Shapiro, Chief Deputy Santarsiero, State Representative Warren, Commissioner Loughery, Commissioner Ellis-Marseglia, Commissioner Martin **Subject: Request That You Attend the 10/19/17 Public Meeting re. Trenton-Mercer Airport Master Plan.**)

What can you do to ensure that the EIS we are asking for gets conducted? What can you do to foster teamwork and a transparent, inclusive problem-solving

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relationship between NJ and PA politicians and stakeholder representatives, so that we mitigate and fairly distribute the negative effects of the airport as outlined in the letter in Exhibit I?

We respectfully request that you and politicians in Mercer and Bucks County do the following:

- 1) In short, we ask that as our leaders, Congresswoman Watson-Coleman and Congressman Fitzpatrick become the quarterbacks on this issue for residents. We need maximum political pressure on the system to get an EIS done that considers the cumulative airport actions taken to date, as well as the actions proposed in the June 13, 2018 Master Plan. Pressure needs to be placed on the FAA, Bucks County & Mercer County.
- 2) We ask that Congresswoman Watson-Coleman and Congressman Fitzpatrick put pressure on the FAA to require the EIS.
- 3) At the same time, we ask that Congresswoman Watson-Coleman and Congressman Brian Fitzpatrick go together to ask Mercer and Bucks Counties to provide partial funding of an EIS and that the two Congress people vow to come up with federal dollars to help fund, as well. We ask them to follow 2 tracks simultaneously with the counties. One for partial funding and one for full funding. In the event FAA doesn't require the desired EIS, we want a voluntary EIS requested and paid for by the counties.
- 4) We ask that Congresswoman Watson-Coleman and Congressman Fitzpatrick rally grassroots support in their respective counties to make the EIS happen. Residents are not trying to shut the airport down. The overarching goal is that air traffic NOT BE foisted on any area disproportionately, especially since there's a proposal to expand it and we want to follow the law.
- 5) We ask that Congresswoman Watson-Coleman and Congressman Fitzpatrick get the Freeholders/County Commissioners and representatives of all affected Bucks and Mercer towns to go to D.C. to make the case for the EIS.

We ask you to use your political influence to do the right thing.

Sincerely,



Susan Herman
President

CC: U.S. Senator Bob Casey
U.S. Senator Pat Toomey

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U.S. Senator Bob Menendez
U.S. Senator Cory Booker
Secretary of Transportation Leslie Richards
Governor Tom Wolf
PA State Senator Chuck McIlhinney
NJ State Senator Shirley Turner
Congressman Brian Fitzpatrick
Josh Shapiro, Attorney General
PA State Representative, Perry Warren
NJ State Representative Bonnie Watson Coleman
Bucks County Commissioners; Robert Loughery, Charles Martin, Diane Ellis-Marseglia
Lower Makefield Township Manager, Terry Fedorchak
Lower Makefield Township Solicitor, David Truelove
Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission
Lower Makefield Township Board of Supervisors: Lewis, Grenier, Weiss, Tyler, Blundi
Joanne Guiniven; Chair, Lower Makefield Township Trenton/Mercer Airport Review Panel
BRRAM President, Holly Bussey
RRTS membership (mass email)

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Exhibit I

Memorandum

To: Congressman Fitzpatrick
From: LMT Airport Task Force, BRRAM and R.R.T.S.
Date: May 18, 2018
Re: Trenton Mercer Airport (the "Airport")/Expansion

Flights from the Trenton-Mercer Airport are an on-going disruption to the lives of many Bucks County residents. While we understand and appreciate that there are PA and NJ residents who like the airport's convenience, our reason for reaching out to you is the airport's planned five-fold facility expansion which shows their goals for significantly increasing the area's air traffic. This expansion is called for despite their official forecast of a modest 20% growth of operations over the next 17 years which we believe is far below their real goal. Their own public statements tout the benefits of the airport expansion and expectations of growth in operations that far exceed the growth projections in the plan. The airport executives have repeatedly ignored our requests to present our concerns so we believe we need your help. Bucks County residents suffer disproportionately through the noise, environmental impact, and reduced tax base while NJ residents have a smaller number of affected residents but those who are affected have an even greater disruption. Concerns include our:

- Quality of life due to noise levels
- Health and safety within our community due to air, water, land, and noise pollution; vibration damage; disruptions to sleep; and disruptions to school activities
- Changes to the character and reputation of our communities
- The economic impact on our tax base in terms of property values
- The negative environmental impact on our ecosystems including the Delaware River, the Pennsylvania and Raritan Canals, wildlife, and farmlands, and
- For Mercer residents, loss of homes being purchased by the airport or trees cut down for this expansion.

TTN is situated near the state line between Pennsylvania and New Jersey, the longest runway (6-24) is situated so that the planes take-off or land directly over Bucks County. TTN will unveil its Master Plan for future growth, and Lower Bucks County (LBC) will be most affected by the airport traffic. Furthermore, TTN has been incrementally adding capacity over the past 10 to 15 years without any studies.

OUR ASK

We are **not** trying to shut the airport down or to eliminate all commercial traffic but instead to work with the airport to develop a program to address all the affected areas in a fair and equitable way. Therefore, we ask you for three things:

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1. Demand that the FAA work with the airport management to implement noise abatement procedures starting with a FAR Part 150 Airport Noise Compatibility Program. This can be, and should have been, done regardless of expansion plans because many noise abatement procedures have a low operational cost. Yet the TTN Airport Authority has refused to pursue such remedies as a good neighbor. Specific examples are included in Appendix A, but remedies could include procedures such as:
 - Preferential approach and departure flight tracks
 - Variation in approach and departure flight tracks
 - A rotational runway use system
 - Flight operational procedures that will reduce noise heard on the ground
 - Higher glide slope angles, and
 - Arrival and Departure curfews and/or enforced curfew violations.

2. Demand that PA will participate in the discussions as to the further growth of the airport and that airport plans consider the impact on PA, including relevant FAA and NEPA (National Environmental Policy Act) regulations. Our participation should be as part of an advisory panel with representation from all stakeholders. Considerations include:
 - That the airport should have performed an environmental study even for the activities it has done to date, which it has not. It has avoided completing environmental studies by completing projects under the radar in small increments.
 - Require that TTN completes all legal requirements for flight and physical plant expansion (e.g. completing an EIS) without any FAA waivers of such requirements.
 - Any environmental study conducted must include Pennsylvania.

3. Support all legislation such as FAA Reauthorization Act of 2018 that will provide protections to the community. Specifically, two of the proposed amendments involving Amendment 7 "Adds economic impacts' to the study on the effects of airport noise on communities near airports;" and Amendment 13 "Directs the FAA Administrator to study the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports.

We thank you in advance for your support on these issues and look forward to continuing this discussion in the near term. We would hope that we could meet with you in early June on this matter.

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APPENDIX A

- Eliminate the bias of overflying Bucks County at low altitude by establishing Runway (RWY) 06 as the preferred departure runway and RWY 24 as the preferred landing runway. Prohibit tailwind departures on RWY 24 and tailwind landings on RWY 06.
- On RWY 24 departures, incorporate an immediate 10 degree (estimated) right turn at 100' AGL (consistent with TERPS requirements) to keep departing aircraft over I-95 for the beginning of the climb and thereby not overflying residents and businesses. Add taxiway signage for this procedure.
- On the RWY 06 ILS, modify the existing procedure to align arriving aircraft more closely with I-95. (This can also be achieved through a precise GPS based approach not dependent on ground-based navigation aids.
- Establish a precision approach for RWY 24 using a GPS based approach not dependent on ground-based navigation aids.
- Establish air traffic control common procedures to keep arriving aircraft at 2,000' MSL (or higher) until established on glide path for the landing runway. Most of the instrument approaches already have this built in, but this procedure can be incorporated for visual approaches. Use 3,000' MSL as a min for downwind vectors.
- Establish more reasonable quiet hours for scheduled air service. RWY 06 landings after 2100 L and RWY 24 departures prior to 0700 L are the most problematic.
- Consider the merits of fanning the arrival and departure paths as to not overfly the exact same points on each aircraft movement.
- Establish a reasonable limit on the total number of Part 121 aircraft movements.

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Trenton- Mercer Airport Meeting Attendees
(Meeting hosted by Congressman Brian Fitzpatrick at 11am on 7/18/18)

THOSE WHO WERE INVITED BUT DECLINED TO ATTEND OR WERE UNABLE TO ATTEND:

Trenton Mercer Airport:

- 1) Airport Manager: Melinda Montgomery (DECLINED)
- 2) Assistant Airport Manager: Dale Carman (DECLINED)
- 3) Deputy Administrator: Aaron Watson (NO RESPONSE)

Mercer County: County Executive: Brian M. Hughes (DECLINED)

Yardley Borough: Council Vice President: David Bria (ABSENT)

THOSE WHO ATTENDED:

Lower Makefield Township: Supervisor Vice Chair/ Task Force* Liaison: Dr. Fred Weiss

Upper Makefield Township: Township Manager: David Nyman

BRRAM:

- 1) President: Holly Bussey
- 2) Vice President: Rich DeLello

R.R.T.S.: President, Sue Herman

Lower Makefield Township Airport Task Force*

- 1) Chairwoman: Joanne Guiniven
- 2) Member: Peter Kakoyiannis
- 3) Rob White (advisor to the Task Force*)

FAA (Washington D.C. office):

- 1) Manager, G & I Industry Affairs: Brian Langdon
- 2) Manager, Planning and Environmental Division: Mike Hines
- 3) Airport & Environmental Law Division of the Chief Counsel's Office: Joe Manges

*The LMT Airport Task Force is not the formal name of the group. We believe the formal name to be LMT Trenton/Mercer Airport Review Panel.

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R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
 P.O. Box 285
 Newtown, PA 18940
RRTSbucks5@gmail.com

October 9, 2017

**Subject: Request That You Attend the 10/19/17 Public Meeting re.
 Trenton-Mercer Airport Master Plan**

Dear Senator McIlhinney, Congressman Fitzpatrick, Attorney General Shapiro, Chief Deputy Santarsiero, State Representative Warren, Commissioner Loughery, Commissioner Ellis-Marseglia, and Commissioner Martin,

WE NEED YOUR HELP

We regret the short notice given by this letter which you will receive via email and Certified Mail. We were also given short notice. We respectfully request that you attend the 3rd, and what could be the final, Public Meeting regarding the Trenton-Mercer Airport Master Plan that will be held on

Thursday, October 19, 2017 @ 6pm
McDade Building, 640 South Broad Street,
Trenton, N.J. (Room 211).

We suggest that you arrive early, since the Airport Master Plan presentation will be made during a regularly scheduled Board of Chosen Freeholders meeting, and it is expected that the room will fill up quickly. We have been told that (a) after the presentation, the public will have an opportunity to ask questions about all airport-related projections and goals and (b) questions must be submitted in advance of the presentation.

As you know, our organization (Residents for Regional Traffic Solutions, Inc.) IS NOT TRYING TO SHUT DOWN TRENTON-MERCER AIRPORT (TTN). Rather, we want to make sure that it operates under the law and is a good and responsible neighbor that can be held accountable. TTN has acted irresponsibly for years. Multiple upgrades have occurred over many years that have dramatically changed the surrounding communities without ever conducting the required Environmental Impact Statement as required by the National Environmental Protection Act (NEPA). TTN has been skillful in

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ensuring development remains under the radar with expansion through these incremental changes.

At the previous Airport Master Plan Public Meetings (held on 9/29/16 and 5/24/17), the information exchange failed to exhibit transparency. At these meetings, no concerns were addressed that are outlined in a 12/9/16, six-page letter from the Lower Makefield Township Board of Supervisors to Dale Russell titled Re: Trenton-Mercer County Airport-Master Plan Update and related issues (see Exhibit I). At these meetings, there were "poster board-like" sessions, where consultants downplayed concerns about existing negative impacts and trivialized concerns about the proposed expansion. Representatives admitted that there is no plan to minimize or mitigate the negative impacts that TTN has/ will have on surrounding communities in New Jersey and Pennsylvania. In fact, the information provided showed the environmental impacts to the airport grounds ONLY!

IT APPEARS THAT THE FEDERAL AVIATION ADMINISTRATION, THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) & POLITICIANS UP THE LINE THROUGH THE FEDERAL LEVEL HAVE LOST THEIR MORAL COMPASS

Why has TTN been allowed to ignore the Environmental Impact Statement that is required to be done by Federal law? TTN's pursuit of its self-interested agenda is at the expense of the health/safety of the elderly, those who are economically-disadvantaged in Cwing (New Jersey), and those who live across the river in Pennsylvania who have been disregarded for decades as the airport has expanded unchecked.

Has anyone checked the flight patterns to determine whether the homes of Princeton residents, such as Mercer County Executive Brian M. Hughes, are being impacted by the airport traffic?

TROUBLESOME QUOTES

QUOTE 1:

Article titled GUEST OPINION Mercer County Executive: Proud of Trenton-Mercer Airport's illustrious past, energized by its promising future.

(By Brian M. Hughes; Mercer County, N.J. Executive Bucks Local News on- line article dated 9/27/17)

"I'm proud of Trenton-Mercer Airport's illustrious past and energized by its promising future as a premier travel hub...Ninety percent of the project is funded by the Federal Aviation Administration...with the remaining 10 percent coming from Mercer County."

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QUOTE 2:

Taken from the DVRPC's July 2014 publication titled 2040 Regional Airport System Plan (RASP).

The publication states this about TTN: "...the following priorities were agreed upon by the RASP subcommittee: Expand commercial air service capacity within the region... Sustain and improve infrastructure to attract more users... This report is being prepared with the support of the Federal Aviation Administration..." (See Exhibit II)

Why has the Federal Aviation Administration failed to ensure that an Environmental Impact Statement was done whenever the airport did an expansion project? **We now need to ensure that the required Environmental Impact Statement measures the cumulative effects of all the projects that have been done "under the radar screen" over the past 20 years.**

We implore you to attend this meeting, OR send a responsible representative from your office, and be prepared to ask HOW WILL PENNSYLVANIA BE CONSIDERED? Pennsylvania, the direction in which the majority of flights go now and surely will go in the future, is exposed to unchecked sound and traffic patterns.

We need you to protect our health, safety and welfare.

Sincerely,



Susan Herman
President

- CC: CC: U S Senator Bob Casey
- U.S. Senator Pat Toomey
- Secretary of Transportation Leslie Richards
- Governor Tom Wolf
- Lower Makefield Township Supervisors Tyler, Benedetto, Lewis, Reiss, Fritchey
- Lower Makefield Township Manager, Terry Fedorchak
- Lower Makefield Township Solicitor, David Truelove
- Joanne Guiniven; Chair, Lower Makefield Township Airport Task Force
- Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission
- BRRAM President, Holly Bussey
- RTS membership (mass email)

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EXHIBIT 1 (pg. 1/6)



Township of Lower Makefield

December 9, 2016

Mr. Dale Russell
Urban Engineers
530 Walnut Street
Philadelphia, PA 19016

Re: Trenton-Mercer County Airport – Master Plan Update and related issues

Dear Mr. Russell:

We, the undersigned, are the elected officials in Lower Makefield Township, Bucks County, Pennsylvania, the community located directly across the river from the Trenton-Mercer County Airport. We recognize that the airport provides important service as regional transportation for individuals and businesses on both sides of the Delaware River. We are concerned, however, about the increasing burden on the quality of life for residents in the immediate flight path, including residents in Lower Makefield Township.

As you are no doubt aware, many residents of the Yardley/Lower Makefield-area created an organization (Bucks Residents for Responsible Airport Management (“BRRAM”)), and have been litigating issues in the federal courts with the Federal Aviation Administration (“FAA”) regarding flight paths, airport expansion plans, and other activities which further threaten the quality of life of the Lower Makefield-area residents. We will also be contacting the FAA and requesting participation in the Environmental Impact Study (“EIS”) process.

This letter is directed to you to request that any further meetings, notices, public hearings, etc. which may occur with the Trenton-Mercer Airport expansion, under your auspices and/or the auspices of the Trenton-Mercer County Airport Administration, include Lower Makefield Township on any notices regarding said meetings, public hearings, etc.

Given the vital concerns of our residents, it is imperative upon the Airport, as a regional “good neighbor,” to include the Township officials in any of these proceedings, so that the same officials, and in turn, the residents, are fully informed and apprised of all developments prior to their finalization and implementation.

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1100 EDGEWOOD ROAD
YARDELY, PA 19067-1696

TERRY FEDORCHAK
Township Manager

(267) 274-1100
FAX: (215) 493-3058
Website: www.lmt.org

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December 9, 2016
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Ex I (pg 2/6)

Specifically, we would ask that all future notices, etc. be directed to the following:

Terry Fedorchak
Township Manager
Lower Makefield Township
1100 Edgewood Road
Yardley, PA 19067
tfedor@lmtl.org
(267)-274-1197

Enclosed with this letter are two previous letters sent to you on October 14, 2016 by Lower Makefield Township Board of Supervisors' Vice Chair John B. Lewis and an October 13, 2016 letter sent to Airport Manager Melinda Montgomery by Pennsylvania State Representative Steve Santarsiero. Both letters are self-explanatory, but further describe the necessity for a full, open and transparent process whereby all those affected by the potential airport expansion are included in the review process.

If you have any questions regarding this request, we would ask that you direct them either by telephone or by E-mail to Township Manager Terry Fedorchak, at the mailing address, E-mail address and telephone number as noted above as well as to the Township's Solicitor, as follows:

David J. Truelove, Esquire
Hill Wallack LLP
777 Township Line Road
Suite 250
Yardley, PA 19067
(267)-759-2075
dtruelove@hillwallack.com

Thank you for your consideration. We look forward to your anticipated cooperation.

Very truly yours,

Jeffrey C. Benedetto
Jeffrey Benedetto, Chairman
Lower Makefield Township
Board of Supervisors

DJT/jlr
Enclosures

cc: David J. Truelove, Esquire
Terry Fedorchak, Township Manager
Melinda Montgomery, Manager
Trenton-Mercer County Airport
1100 Terminal Circle Drive
West Trenton, New Jersey 08628

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Township of Lower Makefield

BOARD OF SUPERVISORS
Jeffrey Benedetto, Chairman
John B. Lewis, Vice Chairman
Kristen Tyler, Secretary
Judi Reiss, Treasurer
David E. Fritchey, Supervisor

October 14, 2016

Mr. Dale Russell
Urban Engineers
530 Walnut Street
Philadelphia, PA 19106

Subject: Trenton Mercer Airport Master Plan Update

Dear Mr. Russell:

As the Vice Chairman of the Lower Makefield Board of Supervisors, I would like to share my perspective on the proposed Airport Master Plan Update. While Lower Makefield residents appreciate the convenience and service of the Trenton Mercer Airport, we have significant concerns with planned expansion in the number of flights and the continued inability of the Federal Aviation Administration to comply with National Environmental Policy Act (NEPA) requirement for an Environmental Impact Statement (EIS) on Trenton Mercer Airport's continued expansion.

Specifically, I believe the routing of plane traffic should be shared equally among New Jersey and Pennsylvania residents and the Airport Master Plan should address this directly. Currently, Lower Makefield, Yardley Borough, and Upper Makefield residents deal with the significant negative externality of being in the flight path of Trenton Mercer Airport. Residents in Lower Makefield frequently express noise concerns over very low flights and late night landings.

A formal EIS and the proposed Trenton Mercer Airport Master Plan Update should properly evaluate the following:

- Impact of noise, vibrations, sleep disruptions, air pollution, land and water pollution, and safety concerns on health and well being of residents in the Trenton Mercer flight path;
- Risks and impacts of flight paths over numerous schools in the region;
- Negative financial impact on property values in the region;
- Positive economic impact of the airport;
- Impact on historical, architectural, and cultural resources in the flight path including vital national historic sites as well as the Delaware River and Canal resources; and
- Environment impact on wildlife, plants, fish, and farmlands.

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1100 EDGEWOOD ROAD
YARLEY, PA 19067-1696

TERRY FEDORCHAK
Township Manager

(267) 274-1100
FAX: (215) 493-3053
Website: www.lmt.org

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Page 2
October 14, 2016
Letter to Mr. Dale Russell

Lower Makefield Township remains concerned about the potential for increased airport traffic from Trenton Mercer Airport flying over our residents. To that end, the Board of Supervisors created a Trenton Mercer Airport Review Panel to be comprised of seven people. The Review Panel is designed to help the Township formulate its strategy to address the potential impact of increased air traffic. As the Master Plan Update process continues, we would welcome public hearings or public forums in Lower Makefield Township to provide the perspective of our residents.

Sincerely,



John B. Lewis
Vice Chairman

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512 49 310

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

P.O. BOX 202031
HARRISBURG, PENNSYLVANIA 17120-2031
PHONE: (717) 797-5475
FAX: (717) 797-6929

19 EAST APTON AVENUE
YARDLEY, PENNSYLVANIA 19067
PHONE: (215) 493-5420
FAX: (215) 493-6424

EMAIL: REPSANTARSIERO@PAHOUSE.NET
WEBSITE: WWW.PAHOUSE.COM/SANTARSIERO



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

EDUCATION
ENVIRONMENTAL RESOURCES & ENERGY
TRANSPORTATION SUBCOMMITTEE ON
HIGHWAYS - DEMOCRATIC CHAIR

DELEGATION

SOUTHEAST - DEMOCRATIC CHAIR

Oct. 13, 2016

Melinda Montgomery
Manager
Trenton-Mercer County Airport
1100 Terminal Circle Drive
West Trenton, NJ 08628

Re: Airport Master Plan Comments

Dear Ms. Montgomery:

The Trenton-Mercer County Airport is an important component to our regional transportation infrastructure and serves individuals and businesses on both sides of the Delaware River. However, the airport activities must be balanced against the quality of life for residents in the immediate flight path.

I am writing on behalf of many residents of Yardley area and Bucks Residents for Responsible Airport Management (BRRAM) in response to the Trenton-Mercer County Airport master plan that was presented on Sept. 29.

Over the last several years, these residents along the Delaware River opposite the Trenton-Mercer County Airport have reported a dramatic increase in noise, vibrations, air pollution, sleep disruptions and safety concerns with the frequency of large commercial aircraft flying very low during takeoff or landing. I and my staff continue to work with you and airport officials to minimize the quality of life impact to these communities for the current air traffic patterns.

The proposed Airport Master Plan presented last month, is the first step in an important process for determining airport activities in the next five, 10 and 20 years. As such, it must involve the communities most impacted here in Pennsylvania through every step in the process.

I respectfully request the following items be implemented as part of the Airport Master Plan:

- Advance notification of all Airport Master Plan meetings be made to US Representative for PA-08 district, PA Senator for the 10th Senate district, PA Representative for the 31st and 178th House districts, Lower Makefield and Upper Makefield townships, Yardley and Morrisville boroughs and BRRAM (my office can provide specific contact info for all of these entities);
- At least one additional public meeting at each stage of Airport Master Plan process be held in the Yardley area;

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EX I (pg 6/6)

PAGE TWO ... AIRPORT MASTER PLAN COMMENTS

- The addition of flight curfews and fines for violation of curfews; and,
- A formal Environmental Impact Study be completed for each construction project at the airport runways, parking facilities, terminal and other airport buildings.

Thank you for the opportunity to share these comments and work together.

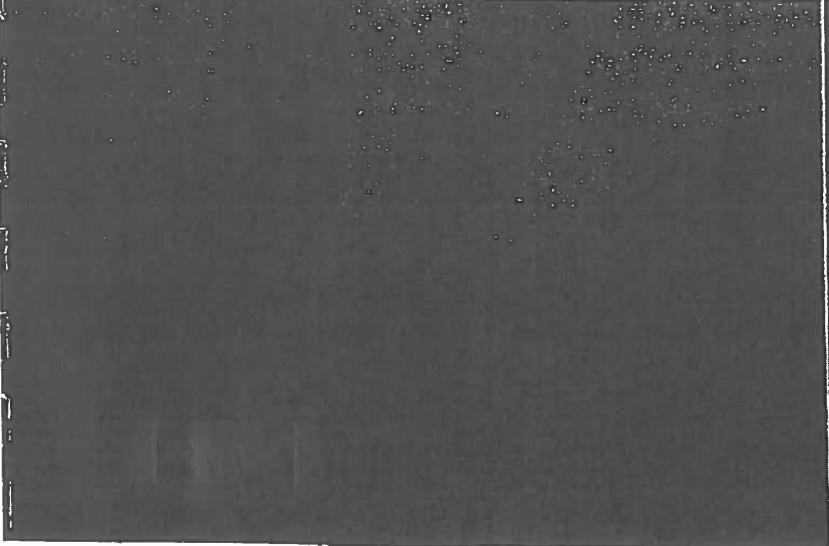
Very truly yours,

Steve Santarsiero

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2040 Regional Airport System Plan (RASP)



JULY 2014

DELAWARE VALLEY

dvrpc

REGIONAL
PLANNING COMMISSION

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EX II (pg 43)

Executive Summary

Access to aviation infrastructure creates more livable communities by offering transportation and recreational choices and amenities, as well as enhancing business linkages. Aviation planning has many challenges, including congestion, competing land uses, and economic uncertainty. As the Delaware Valley moves forward into the 21st century, it is important that aviation planning be factored into decisions to ensure the economic vitality of the region.

The purpose of this report is to provide an update to the 2035 Regional Airport System Plan (RASP) on base data (such as based aircraft and traffic counts), population, employment, operational and capacity forecasts, and recommendations to 2040. In addition, the report will provide an overview and analysis of the issues and trends impacting regional airport system development. Based on that analysis, the report makes detailed airport system development and investment recommendations to guide aviation in the region for the foreseeable future.

The challenge for aviation going forward is no doubt with general aviation (GA), at both the business and recreational level. It was noted that privately owned GA facilities are those most at risk, as publically owned facilities are supported by the operating authority. In addition, ~~community outreach~~ and aviation career education are both important components of a successful airport system plan. Therefore, the objectives for the 2040 RASP took these factors into account, and the following priorities were agreed upon by the RASP subcommittee:

1. ~~Expand commercial air service capacity within the region.~~
2. Preserve the existing public-use GA airport system.
3. ~~Sustain and improve infrastructure to attract more users.~~
4. ~~Improve community outreach to inform the public of the importance of airports to the local and regional economy.~~
5. Improve efforts to attract students to careers in aviation fields.

~~This report is being prepared with the support of the Federal Aviation Administration (FAA)~~ and with input from aviation-related professionals in state and local government, airport administration, interest groups, and academia. To provide stakeholder input throughout the development of the 2040 RASP, a subcommittee of Regional Aviation Committee (RAC) members was formed to attend steering meetings. A listing of the meetings and attendees is provided in Appendix A.

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EX II (pg 3/3)

Introduction

Aviation planning at the Delaware Valley Regional Planning Commission (DVRPC) covers a larger area than the traditional nine-county jurisdiction, adding Salem County in New Jersey, New Castle County in Delaware, and Cecil County in Maryland. "Aviation" to most people in the region will likely be associated with Philadelphia International Airport (PHL), the 11th busiest airport in the world (in terms of aircraft operations), but the Delaware Valley is also served by two other commercial service airports, Trenton-Mercer (TTN) and Wilmington (ILG), as well as a number of reliever and General Aviation (GA) airports. Public-use heliports also play a role in regional aviation planning and complement the airports. The importance of aviation facilities to the region can be seen in the regional airport system map, which shows that facilities are located in all counties of the Delaware Valley (Figure 1).

DVRPC's work in aviation is guided by the Regional Aviation Committee (RAC). The RAC meets on a quarterly basis on the third Thursday of the months of March, June, September, and December and provides technical and policy guidance concerning regional airport systems planning to the Federal Aviation Administration (FAA), the states, and the DVRPC. Membership is open to all aviation-related professionals, local governments, consultants, and interested citizens. The RAC is the main mechanism with which topics of aviation planning are discussed and presented to officials in the region.

DVRPC Connections 2040 Plan

The Connections 2040 Plan is the long-range plan for the DVRPC region that addresses land use, environmental, economic competitiveness, and transportation policies and includes a set of fiscally constrained transportation projects. The Connections 2040 Plan places a strong emphasis on rebuilding our transportation system and investigating additional transportation funding that is needed to maintain the system we have today, as well as to make necessary improvements to maintain our quality of life and enhance economic competitiveness. The Plan focuses on creating livable communities, managing growth and protecting resources, building the economy, and establishing a modern multi-modal transportation system.

As aviation links the region to the rest of the nation and the world, it is essential that aviation planning synergize with the goals of DVRPC's Connections 2040 Plan. Connectivity is a major element of the Plan and, as such, aviation planning needs to take into account the movement of travelers to, from, and between the airports in our area.

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Exhibit II
(page 1 of 5)



Township of Lower Makefield

BOARD OF SUPERVISORS
John B. Lewis, Chairman
Fredric K. Weiss, Vice Chairman
Kristin Tyler, Secretary
Daniel R. Grenier, Treasurer
Suzanne S. Blund, Supervisor

November 9, 2018

TTN Terminal EA
c/o Urban Engineers, Inc.
530 Walnut St., 7th Floor
Philadelphia, PA 19106

Attn: Environmental Assessment

To Whom It May Concern:

The Lower Makefield Township (Township) Board of Supervisors (Board) is providing this letter as formal comments to the Federal Aviation Administration (FAA) and Mercer County with respect to the National Environmental Policy Act (NEPA) and its application to the ongoing Trenton-Mercer Airport Expansion Project (Project).

The proposed Project has the potential to negatively impact the residents, businesses, and community that comprise the Township as the flight path associated with the airport is directly above the Township. Any project that has the potential to negatively impact the Township is of great concern to the Board. It is our responsibility as the Board to advocate for the health, safety, and welfare of our citizens. As such, the Board has major concerns with the process followed for the Project and the potential impacts to our community.

These concerns were addressed in a meeting at Congressman Brian Fitzpatrick's office (PA-08) on June 18, 2018. Meeting attendees included representatives from the following groups:

- FAA,
- Congressman Fitzpatrick's office,
- Lower Makefield Township,
- Upper Makefield Township,
- Yardley Borough,
- Bucks Residents for Responsible Airport Management (BRRAM), and
- Residents for Regional Traffic Solutions, Inc. (RRTS).

Unfortunately, no representatives from the Project attended the meeting. The following Project proponents were invited to the meeting but did not attend:

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1100 Edgewood Road
Yardley Pa 19067

KURT M. FERGUSON
Township Manager

(267) 274-1100
Fax: (215) 493-3053
Website: www.lmt.org

- Trenton-Mercer Airport Manager Melinda Montgomery,
- Assistant Trenton-Mercer Airport Manager Dale Carman, and
- Mercer County Executive Brian Hughes.

Trenton-Mercer Airport Deputy Administrator Aaron Watson was also invited to attend but did not respond to the meeting invitation.

Please also note that the Township is aware of letters sent by local citizen stakeholders via certified mail to the Trenton-Mercer Airport management team that have been returned to sender without any acknowledgment of the contents of said letters. This is especially disconcerting as it shows a lack of willingness to discuss Project impacts with those stakeholders most affected by the Project and other activities at the Trenton-Mercer Airport.

The Board feels that an Environmental Assessment (EA) may not fulfill NEPA requirements for the proposed action. FAA's Order Withdrawing a FONSI/ROD dated February 23, 2006 includes the following footnote #3:

The analyses of Build Alternative 2 revealed that that alternative would likely cause sufficient noise impacts that would require the preparation of an Environmental Impact Statement (EIS).

The aforementioned footnote, along with specific language in FAA Orders 1050.1f and 5050.4B, calls into question whether or not an EA is the applicable level of review required for the proposed action. The approach that the Project is taking calls into question whether or not limiting the Project to an EA is the result of segmenting the Project from other connected actions previously completed at the airport and those actions planned for the future.

Per FAA Order 1050.1f, connected actions are discussed as follows:

Connected actions are closely related actions that: (a) automatically trigger other actions; (b) cannot or will not proceed unless other actions are taken previously or simultaneously; or (c) are interdependent parts of a larger action and depend on the larger action for their justification (see 40 CFR § 1508.25(a)(1), CEQ Regulations). Connected actions and other proposed actions or parts of proposed actions that are related to each other closely enough to be, in effect, a single course of action must be evaluated in the same EA or EIS (see 40 CFR §§ 1502.4(a) and 1508.25(a)(1), CEQ Regulations).

Importantly, the concept of segmentation when applied to connected actions, is also discussed in the same FAA Order:

A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations).

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It is the concern of the Board that the Project represents an action that has been segmented from other connected actions in violation of 40 CFR § 1508.27(b)(7), CEQ Regulations.

Due to the potential segmentation of the connected actions associated with the Project, the Project NEPA process must also consider those cumulative impacts associated with cumulative actions connected to the Project. Per 40 CFR § 1508.25(a)(2), CEQ Regulations, “[c]umulative actions should be discussed in the same EIS.”

Even if the FAA somehow reaches the determination that all of the projects planned at the Trenton-Mercer Airport are not connected actions, the projects should at least be considered similar actions as defined in FAA Order 1050.1f. As such, the cumulative impacts of all actions should be considered in a single NEPA document:

Similar actions, such as those with common timing or geography, should be considered in the same environmental document when the best way to assess their combined impacts or reasonable alternatives to such actions is in a single document (see 40 CFR §§ 1502.4(b) through (c) and 1508.25(a)(3), CEQ Regulations).

Past, present, and future airport actions, whether they are connected or similar actions as defined in the Order, all also have cumulative impacts on the same affected environment. Per FAA Order 1050.1f, the “Affected Environment section should include critical background information of past, present, and reasonably foreseeable future actions.”

Furthermore, it is the responsibility of Project representatives and the FAA to consider cumulative impacts of not only connected actions at the airport property but also those off-airport projects that may impact the surrounding communities when combined with on-airport projects as discussed in the two aforementioned FAA orders:

...impacts associated when analysts cumulatively consider the project’s impacts with those of past, present and reasonably foreseeable actions on or off-airport (paragraph 9.q), those impacts may exceed one or more significant impact thresholds. Therefore, EA and EIS preparers must consider the impacts the airport project and the complex of past, present, and reasonably foreseeable projects affecting the same resources.

It is also of note that the FAA also provides an example of a how a terminal project, likely not dissimilar from the Project, must be considered in the NEPA document:

Note: Here, terminal area relocation is the principal action justifying the project, but the effects due to disrupting the community or other impacts due to highway or housing relocation must be part of the total proposal.

The Board formally requests that the Project addresses the issues discussed above and that they include a review of potential off-airport impacts to both New Jersey and Pennsylvania communities.

In addition, the Township's Trenton-Mercer Airport Review Panel (Panel) has provided the following questions and comments based on the Panel's review of the Project to date:

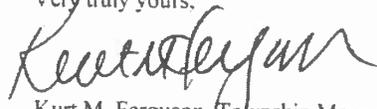
1. Airport planners must re-evaluate their forecasts, since the 2017 actuals are believed to be at the 2035 forecast already.
 - a. What are the 2017 actuals?
 - b. What is realistic for 2035 based on 2017 statistics?
 - c. How can they be reconciled?
2. Airport planners must be more specific about capacity planning.
3. Airport planners must specifically address quality of life issues, including but not limited to the following:
 - a. health and safety within our community due to air, water, land, and noise pollution;
 - b. vibration damage;
 - c. disruptions to sleep; and
 - d. disruptions to school activities.
4. Airport planner must include Pennsylvania communities in all analyses of surrounding areas.
5. Airport planners must detail the safety issues for the increased level of flights and what disaster plans are in place.
6. Airport planners must address the noise impacts of the increased traffic.
 - a. Reference is made to the FAA's Order Withdrawing a FONSI/ROD dated February 23, 2006, which includes footnote #3:
 - i. The analyses of Build Alternative 2 revealed that that alternative would likely cause sufficient noise impacts that would require the preparation of an Environmental Impact Statement (EIS).
7. Airport planners must consider the impact on property values and the tax base of surrounding communities in New Jersey and Pennsylvania
8. What evaluation has been done on cultural resources in the area? Under Section 106 of the National Historic Preservation Act, federal agencies must "account [for] the effect of their actions on structures eligible for inclusion in the National Register of Historic Places." *Ill. Commerce Comm'n v. ICC*, 848 F.2d 1246, 1261 (D.C. Cir. 1988). In fulfilling this obligation, agencies must consult with certain stakeholders in the potentially affected areas, including representatives of local governments. See 36 C.F.R. § 800.2(a)(4), (c)(3). If an agency determines that no historic structures will be adversely affected, it still has to "notify all consulting parties"—including a representative of the local government—and give them any relevant documentation. *Id.* § 800.5(c).
9. Airport planners must evaluate the cumulative impact of the activities at the airport over the planning period, not just the one incremental activity, to be valid and to reflect what is actually going on at the airport over the past years.
10. How many flights a day are possible at maximum utilization?
 - a. Based on maximum utilization, what are the potential cumulative impacts to surrounding communities?

In addition to the comments provided above, The Township incorporates by reference, and in their entirety, all other comments submitted by individuals, entities (public and private) and all

respondents, as if submitted by the Township as included in this response/these comments. Specifically, the Township directs Recipient's attention to the submissions and comments from Residents for Regional Traffic Solutions ("RRTS"), a Lower Makefield-based interest group, focusing on issues related to transportation, infrastructure, and the impact of transportation-related decisions on the Township and regional populations.

The Board respectfully submits these comments and questions to the Project as part of the FAA's NEPA process. As stakeholders and an affected party, the Board, as a representative of the Township, looks forward to the Project's detailed responses. We hope that the airport can be a good neighbor.

Very truly yours,



Kurt M. Ferguson, Township Manager
On Behalf of the Board of Supervisors

KMF/bze
Enclosures

Gayle McKee

From: Joan Haldenstein <haldens@att.net>
Sent: Friday, November 30, 2018 2:39 PM
To: Trenton Mercer Airport Project
Subject: How Pollution Can Hurt the Health of the Economy - The New York Times

<https://nyti.ms/2DMDRAT>

Sent from my iPad

THE NEW HEALTH CARE

How Pollution Can Hurt the Health of the Economy

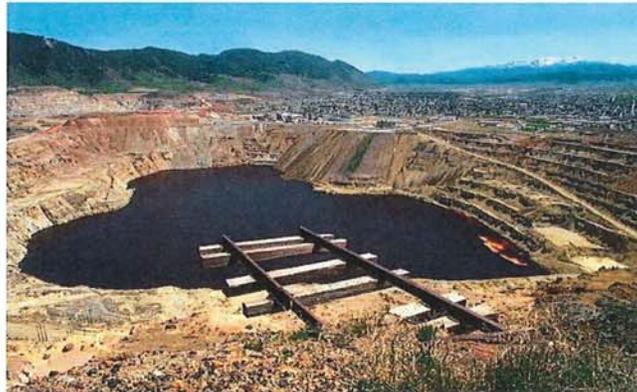
Comment 9

Many studies show a relationship between pollution and negative educational and earnings outcomes.



By Austin Frakt

Nov. 27, 2018



Berkeley Pit in Butte, Mont., is a former open-pit copper mine, so notoriously polluted that it has become something of a tourist attraction.
Walter Hinick/The Montana Standard, via Associated Press

One argument for rolling back environmental regulations — as is occurring under the Trump administration — is that a lighter touch on industry will lift investment and economic growth.

But increased pollution can also have long-term negative economic consequences. The effects on health are bad enough on their own, and are well understood.

- Particulate matter — a significant recent concern in California because of wildfires — as well as sulfur dioxide, nitrogen dioxide and ozone can aggravate people’s airways, degrade lung function and worsen asthma.
- Carbon monoxide can cause problems for people with some types of heart disease and, at very high levels (usually indoors), can lead to dizziness, confusion, unconsciousness and death.
- Lead can cause cardiovascular and neurological problems. Pollution to groundwater from industrial waste can also harm health.

Less well understood is how this can affect things like educational and economic outcomes. Many studies, some focused on regions of the United States, others on cities elsewhere, have documented this kind of relationship: It’s harder to perform well at work or school if you don’t feel well. Additionally, if school performance suffers as a result of health problems, that threatens long-term work and earnings prospects.

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Children are especially vulnerable to the effects of pollution. The fetal origins hypothesis posits that environmental conditions before birth can affect development, health and well-being. Daniel Prinz, a Harvard Ph.D. candidate, is an author of a recent paper on the subject. "The evidence is overwhelming that pollutants encountered in utero can cause long-term harm," Mr. Prinz said. (I was a co-author on this paper, along with two Harvard health economists, David Cutler and Michael Chernew.)

The 1970 amendment to the Clean Air Act significantly reduced air pollution in certain areas, offering a research opportunity. A study published last year in the *Journal of Political Economy* looked at the level of pollution experienced by children born in each year between 1969 and 1974, and also their earnings 30 or more years later. The study found that exposure to lower levels of pollution in their birth years led to higher earnings by age 30 and at least \$4,300 more over their lifetimes, or \$6.5 billion per affected cohort.

Another study, by authors from Northwestern and the University of Florida, examined the test scores of 13,000 children born in Florida between 1994 and 2002, when the E.P.A. cleaned up many Superfund sites.

The children were all in families with one child born before and one after a nearby Superfund site cleanup. That meant one child was exposed, in utero, to a higher level of environmental toxicity than the other. The study found that children conceived within two miles of a Superfund site before it was cleaned up had lower elementary school standardized test scores than the siblings born later. They were also 40 percent more likely to repeat a grade; 6.6 percentage points more likely to be suspended from school; and 10 percentage points more likely to be diagnosed with a cognitive disability.

But it doesn't take decades to see pollution's effect. One study of the 39 largest school districts in Texas found that when carbon monoxide levels were higher, children were more likely to be absent from school. Janet Currie, a Princeton economist, was an author of the study.

"Pollution harms everyone," she said. "But kids are hit the hardest. Pollution impacts kids' health in the short and long term, and ultimately translates into poorer labor market outcomes — lower productivity at work and lower incomes."

Another study examined the effects of carbon monoxide and particulate matter on Israeli students' performance on high school exit exams that were required for college admissions. It found worse performance when pollution was greater. Scores on tests administered on one of the days ranked in the top 5 percent in carbon monoxide pollution were about 14 percent lower than average, for example.

The quantity of work produced by people can degrade at higher levels of pollution. A study found that higher concentrations of fine particulate matter depressed the productivity of pear packers in Northern California. In another study, the same authors found that when pollution was higher, Chinese call center workers took more breaks.

Pollution may also affect the quality of work, which is much harder to measure. An intriguing study in the *Journal of the Association of Environmental and Resource Economists* got at this issue by examining how accurately baseball umpires called balls and strikes under different pollution conditions.

Since 2008, pitch calls have been checked by Major League Baseball with an electronic system. In a typical game, an umpire makes 140 ball/strike calls. When there was a 150 percent increase over average carbon monoxide levels or the same increase in small particulate matter, the study found an average of 1.4 additional incorrect calls. Levels of pollution that high occur in about one in 10 games.

Over the very long term, economic growth has been a boon to health and longevity. But when that growth is achieved through increased pollution, that can harm both health as well as longer-term economic prospects. And pollution from large-scale environmental events like the California fires may also challenge productivity at school and work, even for children only now in utero.

Austin Frakt is director of the Partnered Evidence-Based Policy Resource Center at the V.A. Boston Healthcare System; associate professor with Boston University's School of Public Health; and adjunct associate professor with the Harvard T.H. Chan School of Public Health. He blogs at *The Incidental Economist*. @afrakt

A version of this article appears in print on Nov. 28, 2018, on Page A15 of the New York edition with the headline: Pollution Takes Long-Term Economic Toll

READ 60 COMMENTS

<https://www.nytimes.com/2018/11/27/upshot/how-pollution-can-hurt-the-health-of-the-eco...> 12/3/2018

The New York Times

THE UPSHOT | How Pollution Can Hurt the Health of the Economy

Gayle McKee

From: Glen Schostak <gschostak@aol.com>
Sent: Thursday, December 6, 2018 8:26 AM
To: Trenton Mercer Airport Project
Cc: suherman54@gmail.com
Subject: TTN Environmental Assessment Public Meeting - November 27, 2018 Comments

Gayle M. McKee
Senior Project Planner
C&S Companies
141 Elm Street, Suite 100
Buffalo, NY 14203

Dear Ms. McKee,

I was present at the TTN Environmental Assessment Public Meeting - November 27, 2018 and participated in the public comments part of the meeting. For the sake of clarity and appropriate historical documentation I would like to ask my questions again and receive a written response to insure the answers I heard are correct.

Comment 10.1

What is the reason that the FAA has decided to review the runway protection zone and obstruction mitigation? You responded at the meeting this is a normal review and TTN is just part of the program.

Comment 10.2

When I asked if this has anything to do with the size of commercial aircraft landing and taking off at TTN (Frontier Airlines) and/or the proposed expansion of the terminal and/or the increase of Frontier flights currently landing and taking off and the projected increase of flights over the next ten years, you again responded this a FAA review and recommendation of the airport for safety reasons and suggested this is a normal process and not specifically related to the increase of commercial traffic or plane size.

Sincerely,

Glen Schostak
Lawrenceville, NJ

From: [Amy Preston](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public comment on runway protection zone plan for Mercer airport
Date: Monday, December 10, 2018 8:38:33 AM

Amy Preston
1522 Stapler drive
Yardley PA
Amy.preston5656@gmail.com

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

On November 27, 2018 there was a *separate meeting held to discuss another portion of the TTN expansion*. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

Comment 11.2

This meeting appears to be another blatant attempt at “segmentation” at Trenton Mercer Airport (TTN), to avoid conducting a FULL, expansive Environmental Impact Statement (EIA) that would require the **entire project** be reviewed. TTN and its consultants continue to break airport build-out into many separate projects (whose whole, equals large-scale expansion). The tactic systematically presents the overall destruction of communities affected by your unchecked expansion. You have ignored pleas from neighboring impacted communities to work with them to find ways to mitigate the negative impacts of the airport. We have asked only that you be a responsible neighbor and operate within the spirit of the law. We do not wish the shut down the airport. 1522

Comment 11.3

TTN has been incrementally expanding the airport for well over 20+ years under the radar screen”, so as to avoid conducting an Environmental Impact Statement (EIS). **WHAT IS NEEDED is an Environmental Impact Statement (EIS) that measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ years PLUS (b) the improvements in the current Master Plan.** The Cumulative EIS should:

- Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years **PLUS** the improvements in the current Master Plan.
- Study beyond the area adjacent to the airport and includes all other affected areas in NJ and PA
- Consider changes to the character and reputation of our communities
- Consider quality of life due to noise levels
- Include health & safety within our community due to air, water, land and noise pollution; vibration damage; disruptions to sleep; and disruptions to school activities
- Consider the economic impact on our tax base in terms of property values
- Consider the negative environmental impact on our ecosystems including the Delaware River, the Pennsylvania & Raritan Canals, wildlife, and farmlands
- Consider the impacts on Mercer residents (mostly the economically- disadvantaged in Ewing) who are losing homes being purchased by the airport or having trees cut down for this expansion (the current Master Plan)
- Consider the negative impacts to historic landmarks in affected areas in NJ & PA

TTN continues to defy the recommendation of the FAA in 2006---why? The Federal Aviation Administration (FAA) should require that the Cumulative EIS be done.

Comment 11.4

The FAA document titled “**ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated February 23, 2006 for the Trenton-Mercer Airport (TTN) Terminal Replacement and Other Projects in the Capital Improvement Program**” clearly states that the FONSI was withdrawn because the airport was no longer going to expand the terminal. **“The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS).”**(Build Alternative 2, the terminal was expanded to 4 gates. THIS IS WHAT’S BEING PROPOSED.)

I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
Amy preston
Sent from my iPad

From: [Andrea Conti](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 2:06:21 PM

Andrea Conti
10 Houston Rd
Yardley, PA 19067
12/09/2018

Please confirm that you have received my public comment via email.

Stop doing what you want to do and do what is right. Your tactics including splitting up changes to the airport and putting bogus email addresses for comment are not in keeping with a proper democratic process.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

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Sincerely,
Andrea Conti

Gayle McKee

From: Dave Chmielewski <drski49@gmail.com>
Sent: Monday, December 10, 2018 4:41 PM
To: Gayle McKee
Subject: Comments Trenton Mercer Airport EA
Attachments: Draft EA Assessment for RPZ and Obstruction Mitigation Trenton Mercer Airport.pdf

Good Afternoon Gayle,
Sent from Anne Chmielewski
First transmission did not go through.
Please advise when you receive this document

Draft EA Assessment for RPZ and Obstruction Mitigation Trenton Mercer Airport

Comments re: Biological Resources

Clearing of trees:

Massive loss of 31 acres of trees and loss of habitat for wildlife (impact)

EA mitigation : re: removal leaving low growing vegetation.

Comment 12.1

Comment 12.2

This EA mitigation is extreme and a more ecological approach should be taken. Based on the information listed below from Appendix K, many of the trees are growing on soil that contains rock. The forest self-modifies due to the nature of vegetation growing on the bedrock soil. Most trees die off before reaching significant size. Only trees exceeding the height requirement should be removed on a case by case basis rather than clear cutting an entire forested area.

Appendix-K-USDA-Custom-Soil-Resource-Report page 7 states

If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas. Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape. Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

The Soil Map located on Page 10 K11 has a Legend/Map Information on Page 11 K10as follows:

Source of Map: Natural Resources Conservation Service Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Mercer County, New Jersey Survey Area Data: Version 12, Sep 28, 2016

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 26, 2011—Jul 5, 2014

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Page 9 states:

Within the map there is UdbB Udorthents, (bedrock substratum, 0 to 8 percent slopes)

The soil map section includes the soil map for the defined **area of interest**, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

UdbB Udorthents, bedrock substratum, 0 to 8 percent slopes consists of 517.2acres within the area of interest. That is 24.8%of the area of interest.

Runway Protection Zone

Socioeconomic : Fee simple acquisition/ relocation of 6 residences, Fee acquisition of state parcel Avigation easements (impact)

Mitigation measures: Property acquisition, voluntary program with propert owners, replacement planting.

Comment 12.3

The RPZ trapezoid on Runway 6 is larger than the RPZ trapezoids on the three other runways. It should be the same size as the trapezoids on the other runways. The regulations of the State of NJ as set forth in the NJ Administrative Code define the measurements for the runway trapezoids. Under the NJ Statues the Administrative Code sets the guidelines for Air Safety and Zoning in NJ.

NJAC 16:62 AIR SAFETY AND ZONING Expires on August 14, 2024. SUBCHAPTER 1. AIR SAFETY AND ZONING Appendix A defines the runway zones. Figures 1 through 7 define the runway zones. Utilizing the established NJ Administrative Code removes the residences from the RPZ. The residences under these standards are not noncompliant elements in the RPZ.

Comment 12.4

There are many other comments I want to make but am unable to comment within the tight timeframe provided. I know that the FAA establishes a minimum standard timeframe for responses, but I do not believe that an extension would be unreasonable. Formal presentation of the draft EA was not made until November 27, 2018 with a deadline of December 10, 2018 4:30. After many requests for extension I was informed at on December 6, 2018 Mercer County Freeholders meeting that the FAA refused to extension timeframe for comments.

I have not been afforded adequate time to review 4 voluminous books documents.

Due to the time of 4:20 pm., I hereby submit the limited comment si am able to provide.

Hardcopy will be mailed. The version contained herein is being sent to Gayle McKee C&S Companies in pdf format

Repectfully submitted,

Anne Chmielewski

49 Sunset Avenue

Ewing, NJ 08628

Gayle McKee

From: david chmielewski <d.r.ski@att.net>
Sent: Monday, December 10, 2018 5:59 PM
To: acannon@mercercounty.org; akoontz@mercercounty.org; sfrisby@mercercounty.org; lwalter@mercercounty.org; pcolavita@mercercounty.org; jcimino@mercercounty.org; nmelker@mercercounty.org
Cc: jworthy@mercercounty.org; mherbert@parkermccay.com; rdavis@mercercounty.org; Gayle McKee; kherzstein@mercercounty.org
Subject: Comments Draft EA Runway Protection Zone and Obstruction Mitigation Project
Attachments: Draft EA Assessment for RPZ and Obstruction Mitigation Trenton Mercer Airport.pdf

Good Afternoon Mercer County Freeholders,
Attached are my comments in the referenced matter. I have transmitted the comments on deadline to Gayle McKee, Senior Project Planner, C&S Companies. Your review/ perusal is appreciated. I will continue to participate as a voice of the average citizen, at future Freeholder Meetings and Public Hearings pertaining to the Airport. As always, I endeavor to be reasonable, responsible and respectful.

I thank you for the opportunity you have afforded me.

Sincerely,

Anne Chmielewski
49 Sunset Avenue
Ewing, NJ 08628

Draft EA Assessment for RPZ and Obstruction Mitigation Trenton Mercer Airport

Comments re: Biological Resources

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NJAC 16:62 AIR SAFETY AND ZONING Expires on August 14, 2024. SUBCHAPTER 1. AIR SAFETY AND ZONING Appendix A defines the runway zones. Figures 1 through 7 define the runway zones. Utilizing the established NJ Administrative Code removes the residences from the RPZ. The residences under these standards are not noncompliant elements in the RPZ.

There are many other comments I want to make but am unable to comment within the tight timeframe provided. I know that the FAA establishes a minimum standard timeframe for responses, but I do not believe that an extension would be unreasonable. Formal presentation of the draft EA was not made until November 27, 2018 with a deadline of December 10, 2018 4:30. After many requests for extension I was informed at on December 6, 2018 Mercer County Freeholders meeting that the FAA refused to extension timeframe for comments.

Comment 12.4

I have not been afforded adequate time to review 4 voluminous books documents.

Due to the time of 4:20 pm., I hereby submit the limited comment sl am able to provide.

Hardcopy will be mailed. The version contained herein is being sent to Gayle McKee C&S Companies in pdf format

Repectfully submitted,

Anne Chmielewski

49 Sunset Avenue

Ewing, NJ 08628

From: [Barbara Krivda](#)
To: [Trenton Mercer Airport Project](#)
Subject: Fwd: Public Comment Regarding 11/27/18 Public Meeting For EA for Runway Protection Zone and obstruction Mitigation Project for TTN
Date: Saturday, December 8, 2018 5:02:54 PM

John and Barbara

8 Duffield Drive, Ewing, NJ
12/8/2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

On November 27, 2018 there was a separate meeting held to discuss another portion of the TTN expansion. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

Comment 11.2

This meeting appears to be another blatant attempt at “segmentation” at Trenton Mercer Airport (TTN), to avoid conducting a FULL, expansive Environmental Impact Statement (EIA) that would require the entire project be reviewed. TTN and its consultants continue to break airport build-out into many separate projects (whose whole, equals large-scale expansion). The tactic systematically presents the overall destruction of communities affected by your unchecked expansion. You have ignored pleas from neighboring impacted communities to work with them to find ways to mitigate the negative impacts of the airport. We have asked only that you be a responsible neighbor and operate within the spirit of the law. We do not wish the shut down the airport.

Comment 11.3

TTN has been incrementally expanding the airport for well over 20+ years “under the radar screen”, so as to avoid conducting an Environmental Impact Statement (EIS). WHAT IS NEEDED is an Environmental Impact Statement (EIS) that measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ years PLUS (b) the improvements in the current Master Plan. The Cumulative EIS should:

- Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years PLUS the improvements in the current Master Plan.

- Study beyond the area adjacent to the airport and includes all other affected areas in NJ and PA

- Consider changes to the character and reputation of our communities

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TTN continues to defy the recommendation of the FAA in 2006---why? The Federal Aviation Administration (FAA) should require that the Cumulative EIS be done.

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The FAA document titled “ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated February 23, 2006 for the Trenton-Mercer Airport (TTN) Terminal Replacement and Other Projects in the Capital Improvement Program” clearly states that the FONSI was withdrawn because the airport was no longer going to expand the terminal. “The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS).”(Build Alternative 2, the terminal was expanded to 4 gates. THIS IS WHAT’S BEING PROPOSED.)

I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
John and Barbara Krivda

Sent from my iPad

From: jcauley679@aol.com
To: [Trenton Mercer Airport Project](#)
Subject: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport
Date: Sunday, December 9, 2018 8:27:00 PM

← Comment 11.1

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Sincerely,
Beth Cauley
1355 James Court
Yardley, PA 19067

From: [Clarke, Bill \(SNY\)](#)
To: [Trenton Mercer Airport Project](#)
Subject: EMAIL SUBJECT: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 8:31:57 PM

Bill Clarke
53 N. Delaware Avenue
Yardley, PA 19067

12/9/18

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

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I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
Bill Clarke

Sent from my iPhone

Gayle McKee

From: Bobby Hoechner <bobbyhoechner@gmail.com>
Sent: Monday, December 10, 2018 4:44 PM
To: Trenton Mercer Airport Project
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN

Bobby Hoechner
1406 Silo Rd, Yardley, PA 19067
12/10/18

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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Sincerely,
Bobby Hoechner

Gayle McKee

From: Bruce Hoechner <bhoechner@hotmail.com>
Sent: Monday, December 10, 2018 3:31 PM
To: Trenton Mercer Airport Project
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN

Bruce Hoechner
1406 Silo Road
Yardley, PA 19067

December 10, 2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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Sincerely,

Bruce Hoechner

Sent from [Outlook](#)

From: [Carol Townsend](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 8:51:20 AM

217 West Afton Avenue
Yardley, PA 19067

10 December 2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

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Sincerely,

Carol Townsend

From: [Cheryl Laser](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 3:41:52 PM

143 North Main Street
Yardley, PA 19067

Date: 10.8.2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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Sincerely,

Cheryl and Norm Bubenheimer

Sent from my iPhone

From: Cliff Heaton <cliffheat@verizon.net>
Sent: Monday, December 10, 2018 1:15 AM
To: Trenton Mercer Airport Project
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN

Clifford Heaton
1248 Madison Drive
Yardley, PA 19067

December 10, 2018

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Sincerely,
Clifford Heaton

From: [O'Brien, Dan](#)
To: [Trenton Mercer Airport Project](#)
Cc: [Wuenschel, Rosemary](#); suherman54@gmail.com
Subject: Public Comment for Trenton-Mercer County Airport
Date: Monday, December 10, 2018 12:35:43 PM
Attachments: [TTN Airport.pdf](#)

Ms. McKee,

I am contacting you on behalf of Senator-elect Steve Santarsiero from PA District 10. I have attached a letter that Senator-elect Santarsiero would like to formally submit for the public comment period for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton-Mercer Airport. Thank you for considering the request.

Dan O'Brien
Director of Local Government Relations
Sen.-Elect Steve Santarsiero
dan.obrien@pasenate.com

This message and any attachment may contain privileged or confidential information intended solely for the use of the person to whom it is addressed. If the reader is not the intended recipient then be advised that forwarding, communicating, disseminating, copying or using this message or its attachments is strictly prohibited. If you receive this message in error, please notify the sender immediately and delete the information without saving any copies.

10TH DISTRICT
STATE SENATOR
STEVE SANTARSIERO
SENATE BOX 203010
THE STATE CAPITOL
HARRISBURG, PA 17120-3010
717-787-7305



Senate of Pennsylvania

December 10, 2018

Gail M. McKee
Senior Project Planner
C&S Companies
141 Elm Street, Suite 100
Buffalo, NY 14203

Re: Public Comment for Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton-Mercer Airport

Dear Ms. McKee:

As the newly elected State Senator for PA Senate District 10, I am writing on behalf of Bucks County residents who will be greatly impacted by your Master Plan and proposed Runway Protection Zone and Obstruction Mitigation Project for Trenton-Mercer Airport. Over the years, residents have expressed their grievances regarding the airport to both Pennsylvania and New Jersey government officials and airport administrators. There have been requests for studies to be conducted on the economic and environmental impact that the airport's projects have had on both states.

For years, residents in both states have simply asked if the quality of their everyday lives would be considered whenever a new proposal is brought forward that would cause an increase in air traffic arriving at and departing from Trenton-Mercer Airport. Residents in Bucks County have requested that studies be conducted to assess the impact that the airport's Master Plan would have on pollution levels, property values, etc. Residents are concerned that the creation of a new terminal coupled with this planned clearing of local ecosystems will lead to increased air traffic and the use of larger jets which will only intensify the issues already present. Residents are only asking that the airport consider the community's wishes and be accountable for any negative impact caused to the surrounding area.

On behalf of the people I will be representing shortly, I am urging you to consider the following by conducting an Environmental Impact Study to assess the effect the airport's Master Plan and expansion proposals have had and will have on the surrounding community. Please consider the following:

Comment 13.1

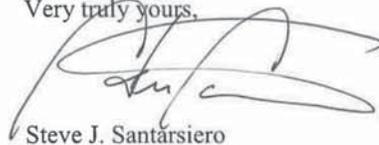
Comment 13.2

Comment 13.3

- The environmental impact of increased air and water pollution
- The economic impact of decreased property values
- The quality of life impact due to increased noise and vibration levels disrupting daily community activities

Once again, I am respectfully requesting that you consider the above and adjust future plans to ensure any negative effects on the area surrounding the airport are minimal. Let's work together, before it's too late, to ensure the airport does not have a lasting negative impact on the quality of life for residents of Bucks and Mercer Counties. Thank you for considering my request.

Very truly yours,

A handwritten signature in black ink, appearing to read "Steve J. Santarsiero", written over a horizontal line.

Steve J. Santarsiero

From: dd.sokol@verizon.net
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 7:32:22 PM

1407 Silo Rd
Yardley, PA 19067

9 December 2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

On November 27, 2018 there was a *separate meeting held to discuss another portion of the TTN expansion*. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

Comment 11.2

This meeting appears to be another blatant attempt at “segmentation” at Trenton Mercer Airport (TTN), to avoid conducting a FULL, expansive Environmental Impact Statement (EIA) that would require the entire project be reviewed. TTN and its consultants continue to break airport build-out into many separate projects (whose whole, equals large-scale expansion). The tactic systematically presents the overall destruction of communities affected by your unchecked expansion. You have ignored pleas from neighboring impacted communities to work with them to find ways to mitigate the negative impacts of the airport. We have asked only that you be a responsible neighbor and operate within the spirit of the law. We do not wish the shut down the airport.

Comment 11.3

TTN has been incrementally expanding the airport for well over 20+ years “under the radar screen”, so as to avoid conducting an Environmental Impact Statement (EIS). WHAT IS NEEDED is an Environmental Impact Statement (EIS) that measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ years PLUS (b) the improvements in the current Master Plan. The Cumulative EIS should:

– Measure the cumulative effects of the improvements that TTN has done

incrementally over the past 20+ years PLUS the improvements in the current Master Plan.

- Study beyond the area adjacent to the airport and includes all other affected areas in NJ and PA
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TTN continues to defy the recommendation of the FAA in 2006---why? The Federal Aviation Administration (FAA) should require that the Cumulative EIS be done.

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The FAA document titled "ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated February 23, 2006 for the Trenton-Mercer Airport (TTN) Terminal Replacement and Other Projects in the Capital Improvement Program" clearly states that the FONSI was withdrawn because the airport was no longer going to expand the terminal. "The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS)."(Build Alternative 2, the terminal was expanded to 4 gates. THIS IS WHAT'S BEING PROPOSED.)

I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
David Sokol

From: deb.sokol@verizon.net
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 7:34:17 PM

1407 Silo Rd
Yardley, PA 19067

9 December 2018

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RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
Deborah Sokol

From: [DJ Nikles](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 8:34:00 AM

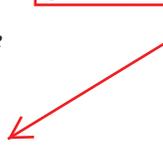
From:
Donald Nikles
668 Leslie Lane
Yardley, PA 19067

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

On November 27, 2018 there was a *separate meeting held to discuss another portion of the TTN expansion*. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

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Comment 11.3



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I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
Donald Nikles

From: [DONALD](#)
To: [Trenton Mercer Airport Project](#)
Cc: [Donald A Wilcox](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Saturday, December 8, 2018 12:34:04 PM

Donald Wilcox
81 N Delaware Ave.
Yardley, PA 19067

December 8, 2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1



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Sincerely,
Donald Wilcox

Sent from XFINITY Connect Mobile App

From: [Eileen Killeen](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 7:23:51 PM

1116 University Drive
Yardley, PA 19067

Decemember 9, 2018

To Whom It May Concern,

I would appreciate if you would confirm that you have received my comment via email.

Comment 11.1

On November 27, 2018 there was a *separate meeting held to discuss another portion of the TTN expansion*. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

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I am asking that all those parties involved and conduct a FULL EIA immediately of TTN Expansion project.

Sincerely,
Eileen Killeen

From: [Holly Bussey](#)
To: [Trenton Mercer Airport Project](#)
Subject: COMMENT On TTN Expansion meeting November 27,2018
Date: Monday, December 10, 2018 11:43:51 AM
Attachments: [BRAAM letter response to nov 27 tree hearing TTN.pdf](#)
[TTN FONSIROD Order Withdrawing 2006.pdf](#)

We respectfully request acknowledgement that you have received this email regarding comments related to the November 27,2018 meeting regarding the **Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport**. Comments were due by EOB, December 10, 2018. This communication complies to this criteria. **KINDLY RESPOND THAT YOU'VE RECEIVED THIS EMAIL** and attachments therein.

Sincerely,
Holly Bussey, President
Bucks Residents for Responsible Airport Management (BRRAM)

10 December 2018

Dear Ms. McKee,

RE: Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport.

We respectfully request acknowledgement that you have received this email regarding comments related to the November 27, 2018 meeting regarding the **Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport**. Comments were due by EOB, December 10, 2018. This communication complies to this criteria. **KINDLY RESPOND THAT YOU'VE RECEIVED THIS EMAIL.**

This letter is being submitted on behalf of the Bucks Residents for Responsible Airport Management (BRRAM). BRRAM represents over 800 members (residents/households) who are impacted by development of TTN and its inability to include Pennsylvania in studying the impact of expansion.

Comment 11.1

On November 27, 2018 there was a *separate meeting held to discuss another portion of the TTN expansion*. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be *local to those residents living near the airport whose trees would be removed*. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

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This meeting appears to be another example at how Trenton Mercer Airport (TTN), continues to segment the expansion project to avoid conducting a FULL, expansive Environmental Impact Statement (EIA) that would require the **entire project** be reviewed in *its entirety*. TTN and its consultants continue to break airport build-out into separate projects (whose whole, equals large-scale expansion). The tactic systematically presents the overall destruction of communities affected by unchecked expansion. TTN has ignored pleas from neighboring impacted communities to work with them to find ways to mitigate the negative impacts of the airport. We have asked only that you be a responsible neighbor and operate within the spirit of the law. We do not wish the shut down the airport.

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Trenton-Mercer Airport (TTN) has been incrementally expanding the airport for well over 20+ years. Incrementally, so as to avoid conducting an Environmental Impact Statement (EIS). **WHAT IS NEEDED, is an Environmental Impact Statement (EIS) that measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ years PLUS (b) the improvements in the current Master Plan.**

The Cumulative EIS should:

- Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years PLUS the improvements in the current Master Plan
-

PAGE 2

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Note that in Build Alternative 2, the terminal was expanded to 4 gates.

BRRAM and its members are NOT suggesting that the airport be closed. Rather, that you follow the law of the National Environmental Protection Act and perform an extensive EIS.

It is hoped that the airport could be a good neighbor and operate legally. Please desist in segmenting this project and conduct a full and complete EIS on the entire TTN Expansion.

Sincerely,

Holly J Bussey, President
BRRAM

CC: U.S. Senator Bob Casey; US Senator Pat Toomey PA Governor Tom Wolf* NJ Governor Phil Murphy*; PA State Senator Chuck McIlhinney* Congressman Brian Fitzpatrick* ; PA State Representative, Perry Warren* : Lower Merion Township Solicitor, David Truelove; Joanne Guiniven; Chair, LMT Trenton/Mercer Airport Review Panel Yardley Borough Council David Bria; RRTS Susan Herman

*Certified Mail

**ORDER WITHDRAWING
Finding of No Significant Impact/Record of Decision (FONSI/ROD)
dated February 23, 2006
for the
Trenton-Mercer Airport (TTN)
Terminal Replacement and Other Projects in the Capital Improvement Program**

This Order withdraws the Finding of No Significant Impact/Record of Decision (FONSI/ROD) issued by the Federal Aviation Administration (FAA) on February 23, 2006. The FAA issued the FONSI/ROD subsequent to its independent review of the Environmental Assessment and its Appendices ("the EA") for the Trenton-Mercer County Airport (TTN) *Construction of a New Replacement Terminal and Other Projects in the TTN Capital Improvement Program* ("the project"). The EA was issued pursuant to the National Environmental Policy Act of 1969 (NEPA), Council on Environmental Quality (CEQ) Regulations, and other applicable laws, FAA Orders, regulations and policies. The EA assessed the potential environmental impacts associated with the project, which is described in detail below. The FONSI/ROD was issued pursuant to 49 U.S.C. §40101 *et seq.* (Part A) and 49 U.S.C. §47101 *et seq.* (Part B) and constitutes a final order of the Administrator subject to review by the courts of appeals of the United States, pursuant to 49 U.S.C. §46110.

Project Description

The ROD allows for the construction of a new 44,000 square foot terminal building accommodating two aircraft gates to replace the existing two-gate terminal; expanded apron area; realignment of existing airport terminal access road; additional automobile parking spaces (proposed northern and southern parking areas); demolition and removal of the existing Tennis Center (for southern parking area); new snow removal equipment and storage building; and taxiway improvement plan (including relocation of Taxiway D, widening Taxiway B and F, extension of Taxiway F to Runway 24, extension of Taxiway J to Taxiway B, and the addition of connectors to Runway 6/24 and the Terminal Ramp, Taxiway E to H connector; and Taxiway G connector.)

Background

In early 1998, TTN requested FAA funding and Airport Layout Plan (ALP) approval for replacement of its terminal and other capital improvement plan (CIP) projects. In 1999, after considering and discussing this request with the airport sponsor, the FAA determined that an EA should be prepared to evaluate current conditions and analyze the impact of recent past and potential foreseeable future projects at TTN. On April 13, 2000, the airport sponsor submitted the draft EA to the FAA for review and comment.

During the preparation and review of the environmental analyses for this project, the purpose and need for the project changed. At various times during this process, TTN/Mercer County expressed interest in developing increased air carrier service at TTN. In fact, one of the alternatives analyzed during the NEPA process proposed a new, four-gate terminal facility. TTN described the purpose and need for this alternative, in part, as enabling it to accommodate the entry of a low fare/high frequency (LF/HF)¹ air carrier into the TTN

¹ A low fare-high frequency (LF/HF) air carrier is an air carrier with operations similar to those of Southwest Airlines. Specifically, Section 1.5.2 of the EA defines a LF/HF air carrier operation as "a commercial air carrier

market. This terminal design alternative encompassed 64,000 square feet of terminal space and four aircraft gates. Thereafter, but still during the NEPA process, TTN advised the FAA that it was no longer interested in pursuing the four-gate alternative. Rather, it was interested in pursuing a two-gate replacement alternative, the project described above.² This change in purpose and need required major modifications to the draft EA documentation. The FAA advised TTN that, in the interest of transparency and full compliance with applicable laws and regulations, the four-gate terminal alternative and its analyses should be included in the EA. This alternative is referred to as the "Build Alternative 2".³

The final draft Final EA was transmitted to the FAA on December 19, 2001. On March 11, 2002, the FAA provided the airport sponsor with its official comments and acknowledged that the sponsor was no longer interested in pursuing "Build Alternative 2". Therefore, while the final draft EA did include the analysis for the "Build Alternative 2" project *and* the potential impacts of the entry and operation of a LF/HF air carrier, the County's preferred alternative was the 44,000 square foot replacement terminal building accommodating two aircraft gates (also referred to as "Build Alternative 1"). This alternative is a "replacement terminal project" and reflects the fact that the airport sponsor no longer anticipated the entry of a LF/HF air carrier into the TTN market.⁴

The final draft EA was made available to the public via Public Notice on May 9, 2002 for a 60-day comment period including a public hearing held on June 12, 2002. The preliminary final EA, which included responses to comments, was transmitted to FAA on November 1, 2002. While undergoing FAA review, the County, via Public Notice on February 10, 2003, initiated an additional ten-day public comment period. On August 29, 2003, FAA received the final appendices to the preliminary final EA that included additional comments and responses. The FAA once again conducted an independent review of the NEPA documentation submitted for this project. The document still required additional information, modification, and coordination with other agencies.

Finally, in February, 2006, after all required information was obtained and agency coordination was completed, the FAA issued a FONSI/ROD approving the airport sponsor's preferred alternative/"Build Alternative 1". Based on the facts and circumstances at the time, as documented in the administrative record, the FONSI/ROD was accurate, well supported, and warranted. The FONSI/ROD made it clear that if the airport sponsor desired to pursue other projects for any purpose in the future, appropriate environmental review and documentation would be required.

characterized as offering low fares with a high frequency of flights to popular business and leisure destinations....A LF/HF commercial carrier typically starts up a new market like TTN with a minimum of 10 flights per day. LF/HF commercial air carriers also typically exhibit relatively high load factors (percent of seats occupied) from the start due to the low fares and wide selection of destination choices."

² Letter from Robert D. Prunetti, Mercer County Executive to Philip Brito, Manager, FAA New York Airports District Office, dated January 24, 2001

³ The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS).

⁴ To date, no LF/HF air carrier is operating at TTN and, to the FAA's knowledge, no LF/HF air carrier has recently expressed interest in starting operations at TTN. Additionally, as of early 2006, several commercial service airlines have commenced and ceased operations, or reduced the number of operations into and out of TTN. These carriers include Shuttle America, Boston-Maine Airways (PanAm), Big Sky, and Comair (Delta).

Current Status and Changed Circumstances

In making my decision to withdraw the February 23, 2006 FONSI/ROD, I have considered the changed status of the replacement terminal project and substantial new information that has been brought to my attention.

Specifically, it is the FAA's understanding that to date, the airport sponsor has taken no major steps to implement the project, nor does it have any plans to do so. By letter dated April 25, 2008, FAA requested Mercer County Counsel to provide information with respect to the implementation of the replacement terminal project. FAA specifically asked whether the County had initiated major steps to implement the replacement terminal project or, if no major steps had been taken, whether the County had any plans to begin work on the replacement terminal project prior to February 23, 2009. By letter dated April 29, 2008, Mercer County Counsel advised the FAA that it has no plans for the replacement terminal at this time. Additionally, to FAA's knowledge, no other large commercial air carrier has expressed interest to enter this market. Finally, pursuant to FAA Orders 5050.4B and 1050.1E,⁵ an EA remains valid for three years in the absence of major steps to implement a project. Therefore, in approximately nine months (of which, only about five months could be considered "construction season" for the project), and in the absence of major steps to implement the project, the TTN EA would need to be reevaluated, at the very least to ensure that environmental analyses are accurate, valid, adequate, and current.

Based on my consideration of this substantial new information and the changed circumstances concerning the purpose and need for the replacement terminal project discussed above, as well as my consideration of FAA Orders cited above, I am withdrawing the February 23, 2006 FONSI/ROD. Accordingly, all FAA actions approved in the FONSI/ROD are also withdrawn. Should the airport sponsor wish to proceed with any component of the project approved in the now-withdrawn ROD, the sponsor must seek FAA approval for that component.


Manny Weiss
FAA Regional Administrator
FAA Eastern Region

JUN 9 2008
Date

This decision is taken pursuant to 49 U.S.C. §40101 et seq. (Part A) and 49 U.S.C. §47101 et seq. (Part B), and constitutes a final order of the Administrator which is subject to review by the courts of appeals of the United States in accordance with the provision of 49 U.S.C. §46110.

⁵ FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, Paragraph 1401(c)(1) and FAA Order 1050.1E, *Environmental Impacts: Policy and Procedures*, Paragraph 402b.(1)

From: [Ilene](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 6:49:46 PM

Ilene Blanton
155 Lincoln Avenue
Yardley, PA 19067
12/09/18

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

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The FAA document titled "ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated February 23, 2006 for the Trenton-Mercer Airport (TTN) Terminal Replacement and Other Projects in the Capital Improvement Program" clearly states that the FONSI was withdrawn because the airport was no longer going to expand the terminal. "The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS)."(Build Alternative 2, the terminal was expanded to 4 gates. THIS IS WHAT'S BEING PROPOSED.)

I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
Ilene Blanton

From: [James Sinisgalli](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Monday, December 10, 2018 12:41:24 PM

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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Sincerely,
Jim Sinisgalli

From: [jeanette.szymanski](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 6:05:56 AM

18 Wilbur Road
Yardley, PA 19067
December 9, 2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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Sincerely,
JEANETTE SZYMANSKI

From: [Judith Clarke](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment on 11//27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Saturday, December 8, 2018 3:36:59 PM

December 8th, 2018

Judith Clarke
11 Orchard Avenue
Pennington, NJ 08534

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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Judith Clarke

Gayle McKee

From: Judith Hoechner <jhoechner@gmail.com>
Sent: Monday, December 10, 2018 3:15 PM
To: Trenton Mercer Airport Project
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN

Judy Hoechner
1406 Silo Road
Yardley, Pa 19067

Dec 10, 2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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Judy Hoechner

Gayle McKee

From: Katie Heaton <kmheaton@verizon.net>
Sent: Monday, December 10, 2018 7:48 AM
To: Trenton Mercer Airport Project
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN

Katherine Heaton
1248 Madison Drive
Yardley, PA 19067

December 10, 2018

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RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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Sincerely,
Katherine Heaton

From: [Nolan, Katherine](#)
To: [Trenton Mercer Airport Project](#)
Cc: [Foster, Ruth](#); [Brunatti, Megan](#); [Pepe, David](#)
Subject: FAA NEPA Comment Letter Trenton Mercer Airport EA
Date: Friday, December 7, 2018 1:50:31 PM
Attachments: [12-7-18 Comment Letter Trenton Mercer EA.pdf](#)

Good Afternoon,

Please find attached a copy of the signed FAA Trenton Mercer Airport Environmental Assessment comment letter. There is a hard copy in the mail. Please be sure to save a copy of the comment letter for your records.

Sincerely,

Katie Nolan

New Jersey Department of Environmental Protection
Office of Permit Coordination & Environmental Review
401 East State Street
Trenton, NJ 08625-0420
Mailcode: 401-07J

Office #: (609) 272-3600

Direct #: (609) 984-6506

Fax #: (609) 633-1196

Email: Katherine.Nolan@dep.nj.gov



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF PERMIT COORDINATION AND ENVIRONMENTAL REVIEW
P.O. Box 420 Mail Code 401-07J Trenton, New Jersey 08625-0420
Phone Number (609) 292-3600
FAX NUMBER (609) 292-1921

PHILIP D. MURPHY
Governor

CATHERINE R. MCCABE
Commissioner

SHEILA Y. OLIVER
Lt. Governor

December 7, 2018

Gayle M. McKee, C.M.
Senior Project Planner
C&S Engineers, Inc.
141 Elm Street, Suite 100
Buffalo, NY 14203

RE: Trenton Mercer Airport
NEPA Draft Environmental Assessment for Runway Protection Zone & Obstruction
Mitigation
Township of Ewing, Mercer County, New Jersey

Dear Mr. McKee:

The New Jersey Department of Environmental Protection's (Department) Office of Permit Coordination and Environmental Review (PCER) distributed, for review and comment, the NEPA Draft Environmental Assessment for Runway Protection Zone & Obstruction Mitigation at the Trenton Mercer Airport in the Township of Ewing, New Jersey. Based on the information provided for review, the Department offers the following comments for your consideration:

Endangered Non-game Species Program

Comment 14.1

The Endangered & Non-game Species Program (ENSP) would recommend a timing restriction for tree clearing (i.e. no clearing of trees >=3" DBH from April 1-Sept 30) based on confirmed and possible presence of bats of concern. The acoustic survey done on site by Eco-Tech in Aug 2015 recorded at least 1 Myotis sp. (presumed to be a little brown by Eco-Tech manual vetting) and several tri-colored bat (Perimyotis subflavus) calls, along with less distinguishable calls and more common species.

These surveys do not rule out presence of rare bats - and by the time the proposed tree clearing will be done (2020-2021+, according to the E.A. "Time Frame For Action" (p. 1-12)), the survey will be 5 years old. According to the USFWS Range-wide Indiana Bat Survey Guidance https://www.fws.gov/midwest/Endangered/mammals/inba/surveys/pdf/2018RangewideIBatSurveyGuidelines.pdf (also used for Northern long-eared bat), "Unless otherwise agreed to by the USFWS, negative P/A survey results obtained using this guidance are valid for a minimum of five years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise." In addition to the acoustic records collected on-site by Eco-Tech, the ENSP has recorded abundant little

Comment 14.2

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brown bat activity on a preserved tract within 5 miles of the airport, and subsequently caught a reproductive adult female little brown *and* a juvenile northern long-eared bat at that location (July 2018; in process of being entered into Biotics and Landscape Project), showing that maternity colonies of both species are active nearby. Also, by the time of the proposed tree clearing at Trenton-Mercer Airport, the little brown, northern long-eared, and tri-colored bats will likely have been added to NJ's endangered species list (they are currently candidates for E listing).

ENSP believes a time of year restriction on tree clearing is warranted for bats. The applicant should double-check if the USFWS specified an "expiration date" on the acoustic survey results at the time of consultation; if it was 5 years then the site may need to be re-surveyed or at least consulted again with the NJ Field Office.

Comment 14.3

As indicated multiple times in Appendix H, Habitat Assessment, tree clearing to protect nesting birds will be done between October 31 through March 1 of any given year. NJDFW agrees with this restricted time period.

Comment 14.4

Bureau of Freshwater Fisheries would expect little to no impact to aquatic resources (West end Shabacunk Creek and Unnamed trib. of Delaware River) from this project.

Further, please see attached letter from the US Fish & Wildlife.

If you have any questions or concerns, please contact Mr. Kelly Davis at (908) 236-2118 or Kelly.Davis@dep.nj.gov.

Comment 14.5

Historic and Cultural Resources

Through Section 106 of the National Historic Preservation Act consultation, the HPO concurred with the FAA that the obstruction removal project will have no adverse effect on historic properties. Therefore, no additional consultation regarding historic and archaeological resources is necessary.

If you have any additional questions, please contact Vincent Maresca at (609) 984-0578.

Division of Land Use Regulation

Comment 14.6

Based on the information provided, the proposed project will require a Flood Hazard Area Individual Permit, and a Freshwater Wetlands General Permit No. 9. However, if the proposed project goes beyond the thresholds of the general permit, then a Freshwater Wetlands Individual Permit will apply.

Comment 14.7

Mitigation will be required under both the Freshwater Wetlands Protection Act Rules and the Flood Hazard Area Control Act Rules. The applicant must follow all timing restrictions set forth for fisheries, non-game species, and any threatened and endangered species.

If you have any additional questions, please contact Ariana Tsiattalos at (609) 984-3442 or Ariana.Tsiattalos@dep.nj.gov or Dennis Contois at (609) 292-1236 or Dennis.Contois@dep.nj.gov.

Division of Land Use Regulation, Mitigation

Comment 14.8

Since the proposed project will require both Freshwater Wetlands and Flood Hazard Area permits, mitigation will be required for this project. Land Use Mitigation recommends further consultation when the applicant gets closer to applying for permits.

If you have any additional questions, please contact Susan Lockwood at (609) 984-0580 or Susan.Lockwood@dep.nj.gov.

Division of Parks and Forestry

Comment 14.9

Based on the information provided in the Environmental Assessment, it is unclear if the No Net Loss Program requirements are going to be addressed. In September 2016, the Department informed C&S Engineers of the requirement to address No Net Loss reforestation due to the 23.08 acres of deforestation that is proposed on state owned/maintained lands.

A No Net Loss Reforestation Plan must be submitted and approved by the Division of Parks and Forestry prior to any deforestation occurring, as per the No Net Loss Compensatory Reforestation Act (N.J.S.A 13:1L-14.1 *et seq.*).

If you have any additional questions, please contact Rosa Yoo at (609) 984-3861 or Rosa.yoo@dep.nj.gov.

Green Acres

Comment 14.10

The Green Acres Program reviewed project information in April 2017 and determined that the proposed tree trimming and removal within the designated flight path would not constitute a diversion because FAA/CAA restrictions pre-date Green Acres restrictions on the encumbered properties. Provided that the plans for obstruction removal have not moved outside the flight path, Green Acres has no further comments on the project.

Should project plans change, please contact the Green Acres Program for further consultation.

If you have any additional questions, please contact Maude Snyder at (609) 292-0903 or Maude.Snyder@dep.nj.gov.

Delaware & Raritan Canal Commission

Comment 14.11

Based on the information provided, the activities proposed, in combination with prior projects constructed within the Trenton-Mercer Airport, will likely result in a "major project" under the Delaware and Raritan Canal Commission's (DRCC) regulations (See N.J.A.C. 7:45-1.3) and therefore require DRCC authorization prior to construction. The Trenton-Mercer Airport is situated on a ridge between three drainage systems that ultimately reach the Delaware River. The western section of the site drains into Reeders Creek, the eastern section of the site drains into West Branch Shabakunk Creek, which flows into Assumpink Creek before reaching the Delaware, and the northern section of the site drains toward Jacobs Creek. Several streams leading to each of these watersheds cross the site. The site contains a recorded stream corridor, previously established under a Memorandum of Agreement between the airport and the DRCC. It does not appear any of the proposed activities will be located within the recorded stream corridor on the airport. However, the scans of both the disturbance areas and MOA exhibit are difficult to read and verify. Accordingly, the Commission reserves judgement on whether the proposed activities intrude into a stream corridor.

If you wish to discuss further, please contact John Hutchinson at (609) 397-2000 or John.Hutchinson@dep.nj.gov.

Thank you for giving the New Jersey Department of Environmental Protection the opportunity to comment on the NEPA Draft Environmental Assessment for Runway Protection Zone & Obstruction Mitigation at the Trenton Mercer Airport. Please contact Katherine Nolan at (609) 292-3600 if you have any additional questions or concerns.

Sincerely,


Ruth W. Foster, PhD., P.G., Acting Director *RWF*
Permit Coordination and Environmental Review

- c. Kelly Davis, New Jersey Division of Fish and Wildlife
Vincent Maresca, NJDEP Historic Preservation Office
Ariana Tsiattalos, NJDEP Division of Land Use Regulation
Dennis Contois, NJDEP Division of Land Use Regulation
Sue Lockwood, NJDEP Division of Land Use Regulation, Mitigation
Maude Snyder, NJDEP Green Acres Program
Rosa Yoo, NJDEP Parks and Forestry
John Hutchinson, NJDEP Delaware and Raritan Canal Commission



In Reply Refer To:
15-1-0629a

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New Jersey Field Office
4 East Jimmie Leeds Road, Suite 4
Galloway, New Jersey 08205
Tel: 609/646 9310
<http://www.fws.gov/northeast/njfieldoffice>



Ruth W. Foster, PhD., Acting Director
New Jersey Department of Environmental Protection
Office of Permit Coordination and Environmental Review
Mail Code 401-07J
401 East State Street -- P.O. Box 420
Trenton, NJ 08625
Ruth.Foster@dep.nj.gov

DEC 03 2018

Dear Dr. Foster:

The U.S. Fish and Wildlife Service (Service), New Jersey Field Office appreciates the opportunity to review and provide comments on the *Draft Environmental Assessment for Runway Protection Zone and Obstruction Mitigation at the Trenton – Mercer Airport, Township of Ewing, Mercer County, New Jersey* (draft EA).

The Preferred Alternative includes the following proposed activities for each of the airport runways:

Runway 6 End

- Removal of tree canopy areas (5.4 acres on and 1.8 acres off airport property)
- Land Acquisition (Voluntary)
- Fee simple acquisition/relocation of 6 residential properties and removal of critical obstructions
- Fee simple acquisition of one parcel to remove critical obstructions
- Avigation easement on 1 parcel to remove critical obstructions

Runway 24 End

- Removal of tree canopy areas (11.1 acres on and 1.4 acres off airport property)
- Land Acquisition (Voluntary)
- Avigation easements on 3 parcels to remove critical obstructions

Runway 16 End

- Removal of tree canopy areas (3.5 acres on and 0.1 acres off airport property)

Runway 34 End

- Removal of tree canopy areas (3.2 acres on and 4.2 acres off airport property)
- Removal/lowering of one utility pole (on airport)
- Installation of seven obstruction lights to mark a railroad
- Land Acquisition (Voluntary)
- Avigation easements on 2 parcels to remove critical obstructions

AUTHORITY

The following comments provide technical assistance for federally listed threatened and endangered species only and do not constitute consultation for any project pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) (ESA). The Service comments do not preclude additional comments on any forthcoming environmental documents pursuant to the National Environmental Policy Act of 1969 as amended (83 Stat. 852; 42 U.S.C. 4321 *et seq.*).

FEDERALLY LISTED SPECIES

The Service notes that the proposed project site is located within the summer foraging range of the federally listed Indiana bat (*Myotis sodalis*). Indiana bats are federally listed as endangered pursuant to the ESA. Indiana bats hibernate in caves and abandoned mine shafts from October through April. Between April and August, Indiana bats inhabit floodplain, riparian, and upland forests, roosting under loose tree bark during the day, and foraging for flying insects in and around the tree canopy at night. During these summer months, numerous females roost together in maternity colonies. Maternity colonies use multiple roosts in both living and dead trees. From late August to mid-November, Indiana bats congregate in the vicinity of their hibernacula, building up fat reserves for hibernation. Protection of Indiana bats during all phases of their annual life cycle is essential to the long term conservation of this species. Threats to the Indiana bat include disturbance or killing of hibernating and maternity colonies; vandalism and improper gating of hibernacula; fragmentation, degradation, and destruction of forested summer habitats; and use of pesticides and other environmental contaminants. The Service recommends that any permit be conditioned with a tree removal restriction from April 1 to September 30 to protect the Indiana bat. The tree removal restriction would also protect the federally listed (threatened) northern-long eared bat (*Myotis septentrionalis*) under the 4(d) rule.

Comment 15.1

On October 8, 2015, the Service provided a concurrence with the results of summer acoustic surveys conducted during the period of August 10 to August 13, 2015 on the subject property and its vicinity. No northern long-eared bats or Indiana bats were positively detected during the summer surveys. The grace period to remove trees year-round would have expired on August 13, 2017, but the project scaled back the number of acres proposed for removal and the acoustic survey effort that was conducted in 2015 had a satisfactory level of effort to conclude likely absence of the Indiana bat and northern long-eared bat based on the Service's 2018 updated survey guidelines. Therefore, following additional coordination that took place between July 3 and September 19, 2018, the Service extended the validity period of the acoustic survey results to

Comment 15.2

August 13, 2020, after which the Service must be contacted to determine if additional summer surveys will be required.

Comment 15.3

According to Davis (pers. comm. 2018), the New Jersey Division of Fish and Wildlife's Endangered And Nongame Species Program (ENSP) has recommended a seasonal restriction on tree removal from April 1 to September 30 to protect little brown bats (*Myotis lucifugus*) and tri-colored bats (*Perimyotis subflavus*) that were documented onsite by the 2015 acoustic survey. According to the draft EA (Appendix H), the applicant has agreed to remove trees outside of the recommended timing restriction.

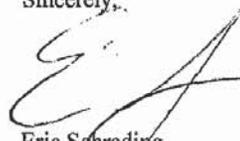
MITIGATION FOR TREE REMOVAL

The project as proposed would remove trees within properties of the State's Green Acres Program, requiring mitigation through either replanting of replacement trees or monetary compensation. If the applicant elects to replant trees, the Service recommends planting tree species that provide roost prospects to bat species (list enclosed).

Comment 15.4

Thank you for the opportunity to review the subject draft EA. Please contact Carlo Popolizio at (609) 382-5271 or Alicia Protus at (609) 382-5266, if you have any question regarding the above requests.

Sincerely,



Eric Schradling
Field Supervisor

Enclosure

cc: Katherine.Nolan@dep.nj.gov
ttn.cs@cscos.com

NJFO;ES:cpopolizio:RP:ES:cap: 11/18/18

P:/Shared/Carlo/15-I-0629a

Enclosure – Characteristics of Indiana Bat Summer Habitat

Potential summer habitat for Indiana bats features at least 16 suitable roost trees per acre. Tree characteristics such as loose or shaggy bark, crevices, and hollows are more important than tree species. Suitable roost trees include any of the following:

- live shagbark hickories (*Carya ovata*) over 9 inches in diameter at breast height (dbh);
- lightning-struck trees over 9 inches dbh;
- dead, dying, or damaged trees of any species over 9 inches dbh with at least 10 percent exfoliating bark;
- den trees, broken trees, or stumps over 9 inches dbh and over 9 feet in height; and
- live trees of any species over 26 inches dbh.

Trees as small as 5 inches dbh have been used as maternity roosts and trees as small as 3 inches dbh have been used by roosting males; therefore, smaller dbh trees with the aforementioned characteristics should be retained if larger dbh trees are not present.

The following are examples of native tree species that should be included in planting plans designed to provide suitable roosts for Indiana bats in New Jersey.

Red maple	<i>Acer rubrum</i>
Silver maple*	<i>Acer saccharinum</i>
Sugar maple *	<i>Acer saccharum</i>
Yellow birch	<i>Betula alleghaniensis</i>
Gray birch	<i>Betula populifolia</i>
Bitternut hickory	<i>Carya cordiformis</i>
Sweet pignut hickory	<i>Carya ovalis</i>
Shagbark hickory *	<i>Carya ovata</i>
White ash	<i>Fraxinus americana</i>
Green ash*	<i>Fraxinus pennsylvanica</i>
White pine	<i>Pinus strobus</i>
Eastern cottonwood*	<i>Populus deltoides</i>
White oak*	<i>Quercus alba</i>
Pin oak	<i>Quercus palustris</i>
Northern red oak	<i>Quercus rubra</i>
Post oak	<i>Quercus stellata</i>
American elm*	<i>Ulmus americana</i>
Slippery elm	<i>Ulmus rubra</i>

* preferred roost tree species

Revised 11/29/2018

Gayle McKee

From: jcauley679@aol.com
Sent: Sunday, December 9, 2018 8:23 PM
To: Trenton Mercer Airport Project
Subject: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

On November 27, 2018 there was a *separate meeting held to discuss another portion of the TTN expansion*. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

Comment 11.2

This meeting appears to be another blatant attempt at “segmentation” at Trenton Mercer Airport (TTN), to avoid conducting a FULL, expansive Environmental Impact Statement (EIA) that would require the **entire project** be reviewed. TTN and its consultants continue to break airport build-out into many separate projects (whose whole, equals large-scale expansion). The tactic systematically presents the overall destruction of communities affected by your unchecked expansion. You have ignored pleas from neighboring impacted communities to work with them to find ways to mitigate the negative impacts of the airport. We have asked only that you be a responsible neighbor and operate within the spirit of the law. We do not wish the shut down the airport.

Comment 11.3

TTN has been incrementally expanding the airport for well over 20+ years “under the radar screen”, so as to avoid conducting an Environmental Impact Statement (EIS). **WHAT IS NEEDED is an Environmental Impact Statement (EIS) that measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ years PLUS (b) the improvements in the current Master Plan.** The Cumulative EIS should:

- Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years **PLUS** the improvements in the current Master Plan.
- Study beyond the area adjacent to the airport and includes all other affected areas in NJ and PA
- Consider changes to the character and reputation of our communities
- Consider quality of life due to noise levels
- Include health & safety within our community due to air, water, land and noise pollution; vibration damage; disruptions to sleep; and disruptions to school activities
- Consider the economic impact on our tax base in terms of property values
- Consider the negative environmental impact on our ecosystems including the Delaware River, the Pennsylvania & Raritan Canals, wildlife, and farmlands
- Consider the impacts on Mercer residents (mostly the economically- disadvantaged in Ewing) who are losing homes being purchased by the airport or having trees cut down for this expansion (the current Master Plan)
- Consider the negative impacts to historic landmarks in affected areas in NJ & PA

TTN continues to defy the recommendation of the FAA in 2006---why? The Federal Aviation Administration (FAA) should require that the Cumulative EIS be done.

Comment 11.4

The FAA document titled “**ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated February 23, 2006 for the Trenton-Mercer Airport (TTN) Terminal Replacement and Other Projects in the Capital Improvement Program**” clearly states that the FONSI was withdrawn because the airport was no

longer going to expand the terminal. **“The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS).”**(Build Alternative 2, the terminal was expanded to 4 gates. THIS IS WHAT’S BEING PROPOSED.)

I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
Kevin Cauley
1355 James Court
Yardley, PA 19067

Gayle McKee

From: Lee Farnham <leefarnham3@gmail.com>
Sent: Sunday, December 9, 2018 11:04 PM
To: Trenton Mercer Airport Project
Subject: Public comment regarding 11/17/18 public meeting for EA for Runway Protection Zone

Lee and Ann Farnham
68 Lochatong Road
Ewing, NJ 08628
9 December 2018

PLEASE CONFIRM THAT YOU HAVE RECEIVED MY PUBLIC COMMENT VIA EMAIL.

Re: Comment regarding the 11/27/18 public meeting for the Environmental Assessment for the runway protection zone and obstruction mitigation project for Trenton Mercer airport.

On November 27, 2018 there was a separate meeting held to discuss another portion of the TTN expansion. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with respect to its ability to increase the number of flights, lower altitudes and frequency,

Comment 11.1

That meeting appears to be another blatant attempt at "segmentation" at Trenton Mercer airport (TTN) to avoid conducting a FULL expansive Environmental Impact Statement (EIA) that would require the entire project to be reviewed. TTN and its consultants continue to break airport build-out into many separate projects (whose whole, equals large-scale expansion). The tactic systematically presents the overall destruction of communities affected by your unchecked expansion. You have ignored pleas from neighboring impacted communities to work with them to find ways to mitigate the negative impacts of the airport. We have asked only that you be a responsible neighbor and operate within the spirit of the law. We do not wish the shut down of the airport.

Comment 11.2

TTN has been incrementally expanding the airport for well over 20+ years "under the radar screen," so as to avoid conducting an Environmental Impact Statement (EIS).

WHAT IS NEEDED is an EIS that measures the cumulative effects of:

- a. The improvements that TTN has done incrementally over the past 20+ years PLUS
- b. The improvements in the current Master Plan.

The cumulative EIS should:

--Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years PLUS the improvements in the current Master Plan.

--Study beyond the area adjacent to the airport and include all other affected areas in NJ and PA.

--Consider changes to the character and reputation of our communities.

--Consider quality of life due to noise levels.

--Include health & safety within our community due to air, water, land and noise pollution, vibration damage, disruptions to sleep and disruptions to school activities.

--Consider the economic impact on our tax base in terms of property values.

Comment 11.3

- Consider the negative environmental impact on our ecosystems including the Delaware River, The Pennsylvania and Raritan Canals, wildlife, and farmlands,.
- Consider the impacts on Mercer residents (mostly the economically disadvantaged in Ewing) who are losing homes being purchased by the airport, or having trees cut down for this expansion (the current Master Plan).
- Consider the negative impacts to historic landmarks in affected areas in NJ & PA

TTN continues to defy the recommendation on the FAA IN 2006...WHY? The Federal Aviation Administration (FAA) should REQUIRE that the Cumulative EIS be done.

Comment 11.4

The FFA document titled "Order Withdrawing Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated February 23, 2006 for the Trenton Mercer airport (TTN) Terminal Replacement and Other Projects in the Capital Improvement Program" clearly states that the FONSI was withdrawn because the airport was no longer going to expand the terminal. "The analyses of Build Alternative 2 revealed that (that) alternative would likely cause (sufficient) noise impacts that would require the preparation of an Environmental Impact Statement (EIS)." (In Build Alternative 2 the terminal was expanded to 4 gates. THIS IS WHAT'S BEING PROPOSED!!!)

We are asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of the TTN Expansion project. DO THE RIGHT THING.

Sincerely,
Lee and Ann Farnham

p.s. In December, 2015 the Ewing Environmental Commission was asked to comment on TTN expansion and tree removal, and did with the comment that any tree removed should be replaced (elsewhere perhaps) by a tree that had the same carbon sequestration. Is that part of the tree removal plan if it goes forward?

From: [eileen omahony](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment re: 11/27/18 public meeting for EA for runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 2:16:19 PM

EMAIL SUBJECT: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN

THE EMAIL BODY: :

Maryann E O'Mahony
151 Riverview Avenue
Yardley, PA 19067
12/8/2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

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Comment 11.2

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Sincerely,
Maryann E O'Mahony

From: [Gross, Maureen](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Monday, December 10, 2018 11:41:23 AM

Maureen Corbett Gross 12/10/2018

19 Wilfred Dr, Yardley PA 19067

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,

Maureen Corbett Gross
Sr. Professional Delivery Coordinator
mgross8@dxc.com
Cell 267-238-7179

DXC Technology Company - Headquarters: 1775 Tysons Boulevard, Tysons, Virginia 22102, USA.

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From: [M](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 10:37:18 PM

Michael J Rybczynski
139 Pine Lane
Yardley, Pa 19067

December 9, 2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

On November 27, 2018 there was a separate meeting held to discuss another portion of the TTN expansion. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

Comment 11.2

This meeting appears to be another blatant attempt at "segmentation" at Trenton Mercer Airport (TTN), to avoid conducting a FULL, expansive Environmental Impact Statement (EIA) that would require the entire project be reviewed. TTN and its consultants continue to break airport build-out into many separate projects (whose whole, equals large-scale expansion). The tactic systematically presents the overall destruction of communities affected by your unchecked expansion. You have ignored pleas from neighboring impacted communities to work with them to find ways to mitigate the negative impacts of the airport. We have asked only that you be a responsible neighbor and operate within the spirit of the law. We do not wish the shut down the airport.

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TTN has been incrementally expanding the airport for well over 20+ years "under the radar screen", so as to avoid conducting an Environmental Impact Statement (EIS). WHAT IS NEEDED is an Environmental Impact Statement (EIS) that measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ years PLUS (b) the improvements in the current Master Plan.

The Cumulative EIS should:

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- - Consider quality of life due to noise levels
- - Include health & safety within our community due to air, water, land and noise pollution;

- vibration damage; disruptions to sleep; and disruptions to school activities
- - Consider the economic impact on our tax base in terms of property values
 - - Consider the negative environmental impact on our ecosystems including the Delaware River, the Pennsylvania & Raritan Canals, wildlife, and farmlands
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TTN continues to defy the recommendation of the FAA in 2006---why? The Federal Aviation Administration (FAA) should require that the Cumulative EIS be done.

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The FAA document titled "ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated February 23, 2006 for the Trenton-Mercer Airport (TTN) Terminal Replacement and Other Projects in the Capital Improvement Program" clearly states that the FONSI was withdrawn because the airport was no longer going to expand the terminal. "The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS)."(Build Alternative 2, the terminal was expanded to 4 gates. THIS IS WHAT'S BEING PROPOSED.)

I am asking that all those parties involved **DO WHAT IS RIGHT** and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
Michael Rybczynski

From: [Michaele Mikovsky](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Saturday, December 8, 2018 2:30:52 PM

Michaele A. Mikovsky, VMD, MEd
Drexel Avenue
Merceville, NJ 08648
mikovsky@verizon.net
883-2472

December 8, 2018

Whom It May Concern: I request that you please confirm you have received my public comment via email.

Comment Regarding the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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Comment 11.3



1. Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years plus the improvements in the current Master Plan.

2. Measure the impact of the airport beyond the area adjacent to the airport and includes all other affected areas in NJ and PA

3. Measure the impact of the airport on the character and reputation of our communities

4. Measure the impact of the airport on the quality of life due to noise levels

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Comment 16.1

Ily, as a homeowner in Lawrenceville, NJ, my quiet life here has already been made hell, yes, hell, he noise & vibrations of planes overhead at all hours of the day & night. I’m now limited to fewer vities I can enjoy both indoors & outdoors because I’m being strafed day & night. Lawrenceville a long history of being a quiet, peaceful, residential place—I have lived here for over 50 years. hing so far has impacted our village as much as the airport. The airport has muscled its way into peaceful lives. It has destroyed my retirement lifestyle, the property value of my dream home, & places I could peacefully visit without the thunder of overhead jets. These planes are a mere few dred feet overhead. The noise is indescribably deafening, at times so loud that I’ve run into the d sure that a plane was crashing nearby. The noise terrified my little dog when we went out for cs. I live near a nature center & I mourn the fact that there is no longer respect for the residents, environment & the wild creatures that call this place home. What was once my solace has ome my sorrow. There are planes overhead as I write these notes. There is never any predictable ce & quiet. The proposed loss of additional trees for expansion will decrease the natural sound iers even further. I ask you and all concerned to do the right thing for those of us who live here.

Comment 16.2

Comment 16.3

erely,

raele A. Mikovsky, VMD, MEd
Drexel Avenue
renceville, NJ 08648
mikovsky@verizon.net
883-2472

From: [Mitch Harris](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Saturday, December 8, 2018 1:40:07 PM

Mitchell J Harris
33 Ludlow Rd
Yardley, PA 19067

December 8, 2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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Sincerely,
Mitchell J Harris

Gayle McKee

From: McAleavy, Patricia A - PENNINGTON NJ <patricia_mcaleavy@ml.com>
Sent: Monday, December 10, 2018 5:30 PM
To: Trenton Mercer Airport Project
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN

Please confirm that you have received my public comment via email.

Comment 11.2



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Sincerely,

Patricia Mc Aleavy

This message, and any attachments, is for the intended recipient(s) only, may contain information that is privileged, confidential and/or proprietary and subject to important terms and conditions available at <http://www.bankofamerica.com/emaildisclaimer>. If you are not the intended recipient, please delete this message.

From: [Rep. Perry Warren](#)
To: [Trenton Mercer Airport Project](#)
Cc: [Montgomery, Melinda \(mmontgomery@mercercounty.org\)](#)
Subject: Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton-Mercer Airport
Date: Monday, December 10, 2018 12:19:37 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

I represent the 31st Legislative District in Bucks County, Pennsylvania, the communities of Lower Makefield Township, Morrisville, Newtown Borough, Newtown Township and Yardley. I submit these comments with respect to the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton-Mercer Airport. I note that I previously submitted comments regarding the Trenton-Mercer Airport Terminal Environmental Assessment.

Comment 27.1

Many of our residents' quality of life is directly affected by the operations of the Trenton-Mercer Airport. I have received and reviewed letters prepared by the Lower Makefield Township Board of Supervisors, particularly its letter dated November 9, 2018, the Residents for Regional Traffic Solutions, Inc., and the Bucks Residents for Responsible Airport Management. Each of these entities raises in their respective letters the issue of the "segmentation" of what appear to be "connected," or at the least "similar," actions, with respect to what amounts to a substantial expansion of the Trenton-Mercer Airport and its operations. The cumulative impact of the past and future Trenton-Mercer Airport expansion may adversely affect the health, safety and welfare of our residents.

The "segmentation" of the project is evidenced by the separate public meetings conducted by the Trenton-Mercer Airport. Indeed, the Notice of the November 27, 2018 "Public Meeting Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport" contains the parenthetical "(*This is not the Terminal EA or Airport Master Plan Project.*)" Neither the public meetings nor the environmental assessments should be conducted in a vacuum. Rather, the assessment ought to be of all of the proposed project(s) without segmentation. Our residents are affected by the entirety of the past, present and proposed future expansion of the airport and its operations and by the off-airport projects.

Comment 27.2

Accordingly, I join the Lower Makefield Township Board of Supervisors and the stakeholder organizations and other members of our community in requesting a more holistic evaluation, such as an Environmental Impact Statement, with

respect to the totality of the past, present and future expansion of the airport and the airport's operations and of the off-airport projects. Only through such a holistic lens and examination can the actual cumulative impact of the Trenton-Mercer Airport upon our community and its residents be accurately assessed and any negative impact mitigated or eliminated.

Thank you for your consideration of these comments and the best interest of our community and the health, safety and welfare of our residents.

Perry Warren

State Representative, 31st Legislative District

District Office: 91 South Main Street, Yardley, PA 19067 | (215) 493-5420

Capitol Office: 27A East Wing, Harrisburg PA 17120-0031 | (717) 787-5475

www.pahouse.com/warren



From: [Phillip Smith](#)
To: [Trenton Mercer Airport Project](#)
Cc: [Phillip Smith](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Saturday, December 8, 2018 10:43:25 PM

Phillip Smith
35 Highland Dr, Morrisville, PA 19067
08 December 2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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Sincerely,
Phillip Smith, Ph.D.

From: [Rich Wayne \(BLOOMBERG/ PRINCETON\)](#)
To: [Trenton Mercer Airport Project; HIGHROCKS@GMAIL.COM](#)
Subject: TTNCS - ATTN: Gayle McKee
Date: Friday, December 7, 2018 4:28:04 PM
Attachments: [Obstruction Comment to C&S and FA.docx](#)

Attached is a copy of my mailed comments.

Rich Wayne
115 Windsor Road
Yardley PA 19067
highrocks@gmail.com

TTNCS@CSCOS.COM
ATTN: Gayle McKee
C&S Companies
141 Elm Street, Suite 100
Buffalo, NY 14203

Comment 17.1

I attended the November 27 public meeting for the proposed Environmental Assessment for RPZ and Obstruction Mitigation for the Trenton Mercer Airport (TTN). I am writing to formally request that an Environmental Impact Statement (EIS) instead be performed. The EIS must cover the nearby communities of Yardley Borough and Lower Makefield Township. The projected increases in longer-haul flights and passengers will increase air, water, land, and noise pollution as well as vibration damage and disruptions to sleep and school activities.

Please also share your responses to my comments with U.S. Representative Brian Fitzpatrick (PA 1), Pennsylvania State Senator-elect Steve Santarsiero, Pennsylvania State Representative Perry Warren as well as the managers of Lower Makefield Township, Upper Makefield Township and Yardley Borough in Bucks County, Pennsylvania.

Comment 17.2

1. C&S Companies representatives acknowledge that the obstruction mitigation will better allow aircraft taking off and landing at TTN to start or end a flight at a lower trajectory.

Comment 17.3

2. This may increase safety but it will also enable TTN airlines to start commercial service to new, more distant locations. TTN and Frontier officials have for years commented with each other online about their efforts to get a non-stop flight to Denver from TTN. They have frequently cited obstructions and runway configuration as an obstacle.

Comment 17.4

3. These longer flights combined with the Master Plan expansion prepared by Urban Engineers and McFarland Johnson will fundamentally change the frequency and noise profile of the airport. The Master Plan alone will enable passenger enplanements at TTN to increase 33 percent between 2020 and 2035. Peak hour enplanements will soar 42 percent while airline operations will increase 22 percent.

Comment 17.5

4. The Master Plan calls for runway improvements, land acquisition, a quintupling of the airport's terminal and a doubling of jet bridges/gates to make the giant increases in plane operations possible. These fundamental changes in plane operations coupled with longer-haul flights enabled by obstruction mitigation require a formal study of the impact on our communities.

Comment 17.6

5. There is a legal judgment requiring an EIS, according to the FAA's Order Withdrawing a FONSI/ROD dated February 23, 2006. This order includes a footnote #3

that states: “The analyses of Build Alternative 2 revealed that that alternative would likely cause sufficient noise impacts that would require the preparation of an Environmental Impact Statement (EIS).”

Comment 17.7

6. Please explain why an EIS has never been performed at TTN in its history and why one was not performed in 2012 when the runways were replaced and the parking and luggage area enlarged. When was the last obstruction audit at TTN?

Comment 17.8

7. FAA order 1050.1f also allows for an airport authority to devise remedies to mitigate an action that causes significant impact even if an EA is performed instead of an EIS. If you do not perform an EIS, please include remedies for the increased noise caused by the extra long-haul flights anticipated between 10pm and 7am. These remedies should include:

- An earlier but strictly enforced (via fines) curfew for arriving flights at 10pm and a cap on the number of departing flights before 7am.
- Creation of a funding mechanism to pay for the soundproofing of area property owners, especially those closest to the Yardley NAV path.
- Establish another NAV path that avoids Yardley Borough and the Northern half of Lower Makefield Township. This would enable distributed takeoffs and landings so that the same house aren't inundated with noise every time.
- Establish a higher ceiling for take-offs so that pilots can get higher faster.

Thank you,

Rich Wayne
115 Windsor Road
Yardley PA 19067
highrocks@gmail.com

From: [Richard Preston](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Sunday, December 9, 2018 10:00:14 PM

Please confirm that you have received my public comment via email.
rpreston57@gmail.com

Richard Preston

1522 Stapler Drive

Yardley, PA 19067

The proposed obstacle removal is not needed for the current airport traffic and the presenters at the public meeting were disingenuous by implying that the proposal has nothing to do with allowing an increase in airport traffic. Removing trees and houses in the airport vicinity will made a substantial change to the take-off weight (increased fuel load) and therefore flyable range of aircraft using the Trenton-Mercer airport. This change will significantly impact the noise levels, pollution spread and run-off associated with airport operations. The airport Is trying to separate many steps in the airport expansion without acknowledging that they collectively make for a significant impact on the environment, the community, its quality of life and housing values. Other specific concerns include:

1) NJ DEP Division of Water Monitoring and Standards Report FIB1512-R1 on Shabakunk Creek which is next to the airport was rated as having a poor index of biotic Integrity (IBI) score and marginal habitat rating. This cause of this poor rating of a Delaware River Tributary needs to be understood since it is adjacent and merits an environmental impact study regarding the proposed expansion.

2) Gold Run near the airport is site AN0107 as referenced in the Environmental summary you provided. It was unimpaired in 1992-1993 and 1997-1998, moderately impaired in 2002-2003 and assessed as poor (macroinvertebrate assessment categories changed) in 2008. So Gold Run appears to be degrading in water quality in relation to aquatic life, but the cause is not clear (which is why the watershed is listed as impaired for aquatic life with "cause unknown"). Certainly, the degradation of a Delaware Tributary adjacent to the airport in the period of significantly increased airport use deserves the study associated with an environmental impact study.

3) The actual flight paths used by aircraft are different than those used in the noise modeling assessments. Neighborhood residents have complained about planes flying over their houses and are told by the airport that planes don't fly there or the airport has no control over the decisions made by pilots once they are airborne. But it is unfair for the noise modeling to not make use of the actual flight paths is assessing if there is a noise impact on the neighborhoods. It is also unfair for the noise assessments to not take into account the paths heavier, larger aircraft will use once the "obstacle mitigation" plan is carried out.

Clearly, lower level flights will mean more noise, and more concentrated pollution levels strewn over houses and neighborhoods. Please insist that the EIS be carried out before approving this project.

Sincerely, Richard Preston

Comment 18.1

Comment 18.2

Comment 18.3

Comment 18.4

Comment 18.5

Comment 18.6

Comment 18.7

From: [Jeanne and/or Rob](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Saturday, December 8, 2018 3:44:14 PM

Robert Moore
21 Austin Road
Yardley, Pa 19067

December 8, 2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

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The FAA document titled **“ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated February 23, 2006 for the Trenton-Mercer Airport (TTN) Terminal Replacement and Other Projects in the Capital Improvement Program”** clearly states that the FONSI was withdrawn because the airport was no longer going to expand the terminal. **“The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS).”** (Build Alternative 2, the terminal was expanded to 4 gates. THIS IS WHAT’S BEING PROPOSED.)

I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
Robert Moore

From: [Shelly Tatro](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN
Date: Saturday, December 8, 2018 8:00:24 PM

Shelly Tatro
53 N Delaware Avenue
Yardley PA. 19067

12/8/18

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

On November 27, 2018 there was a *separate meeting held to discuss another portion of the TTN expansion*. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

Comment 11.1

Comment 11.2

This meeting appears to be another blatant attempt at “segmentation” at Trenton Mercer Airport (TTN), to avoid conducting a FULL, expansive Environmental Impact Statement (EIA) that would require the **entire project** be reviewed. TTN and its consultants continue to break airport build-out into many separate projects (whose whole, equals large-scale expansion). The tactic systematically presents the overall destruction of communities affected by your unchecked expansion. You have ignored pleas from neighboring impacted communities to work with them to find ways to mitigate the negative impacts of the airport. We have asked only that you be a responsible neighbor and operate within the spirit of the law. We do not wish to shut down the airport.

Comment 11.3

TTN has been incrementally expanding the airport for well over 20+ years “under the radar screen”, so as to avoid conducting an Environmental Impact Statement (EIS). **WHAT IS NEEDED is an Environmental Impact Statement (EIS) that**

measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ years PLUS (b) the improvements in the current Master Plan. The Cumulative EIS should:

- Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years **PLUS** the improvements in the current Master Plan.
- Study beyond the area adjacent to the airport and includes all other affected areas in NJ and PA
- Consider changes to the character and reputation of our communities
- Consider quality of life due to noise levels
- Include health & safety within our community due to air, water, land and noise pollution; vibration damage; disruptions to sleep; and disruptions to school activities
- Consider the economic impact on our tax base in terms of property values
- Consider the negative environmental impact on our ecosystems including the Delaware River, the Pennsylvania & Raritan Canals, wildlife, and farmlands
- Consider the impacts on Mercer residents (mostly the economically- disadvantaged in Ewing) who are losing homes being purchased by the airport or having trees cut down for this expansion (the current Master Plan)
- Consider the negative impacts to historic landmarks in affected areas in NJ & PA

TTN continues to defy the recommendation of the FAA in 2006---why? The Federal Aviation Administration (FAA) should require that the Cumulative EIS be done.

Comment 11.4

The FAA document titled **“ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated February 23, 2006 for the Trenton-Mercer Airport (TTN) Terminal Replacement and Other Projects in the Capital Improvement Program”** clearly states that the FONSI was withdrawn because the airport was no longer going to expand the terminal. **“The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS).”**(Build Alternative 2, the terminal was expanded to 4 gates. THIS IS WHAT’S

BEING PROPOSED.)

I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
Shelly Tatro



From: [Susan Herman](#)
To: [Trenton Mercer Airport Project](#)
Cc: [Susan Herman](#)
Subject: Airport: 12/09/18 Addendum to RRTS Written Comment dated 11/27/18
Date: Sunday, December 9, 2018 7:11:25 PM
Attachments: [RRTS Airport 120918 Addendum to 112718 comment submission.pdf](#)

Dear Ms. McKee,

Attached is a 5-page, 12/09/18 Addendum to the 47-page, 11/27/18 Written Comment Submission that you received from Residents for Regional Traffic Solutions, Inc. **RE: Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport.**

We respectfully request acknowledgement that you have received this Addendum via email. We are also mailing the Addendum to you tomorrow (12/10/18) via Certified Mail, Return Receipt.

Sincerely,

Susan Herman
President
Residents for Regional Traffic Solutions, Inc.

--

Sue Herman

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940
RRTSbucks5@gmail.com

Gayle M. McKee*
Senior Project Planner
C & S Companies
141 Elm Street, Suite 100
Buffalo, NY 14203

Ms. Melinda Montgomery, Manager*
Trenton-Mercer Airport
1100 Terminal Circle Drive
West Trenton, NJ 08628

Mercer County Freeholders*
McDade Administration Building
640 South Broad Street
Office #221
Trenton, N.J. 08611

December 9, 2018

Subject: 12/09/18 ADDENDUM to the 11/27/18 letter from Residents for Regional Traffic Solutions, Inc. (RRTS) to the above addressees RE: VERBAL COMMENT TO BE MADE & WRITTEN COMMENT SUBMITTED at the 11/27/18 Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Dear Ms. Montgomery, Ms. Walter, Ms. Cannon, Mr. Frisby, Mr. Cimino, Mr. Colavita, Mr. Koontz, Mr. Verrelli and Ms. McKee,

This is a 12/09/18 ADDENDUM to RRTS's 11/27/18 written comment letter RE: VERBAL COMMENT TO BE MADE & WRITTEN COMMENT SUBMITTED at the 11/27/18 Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport. This ADDENDUM will be emailed to ttn.cs@cscos.com today and we respectfully request written confirmation that it was received. You will also receive it via Certified Mail Return Receipt.

*Copy of this document sent Certified Mail, Return Receipt to these individuals

Page 1 of 5

GRIEVANCES

We have several grievances about your actions during the process where the public had the opportunity to review the **Draft Environmental Assessment (EA) for the Runway Protection Zone and Obstruction Mitigation Project for Trenton-Mercer Airport**. Our grievances are:

Comment 19.1

- During the public Q & A period at the 11/27/18 Public Meeting, several residents stated to the presenting engineer (Ms. McKee) that the Draft EA was not available at the Ewing Library as they had been informed it would be.
- During the public Q & A period at the 11/27/18 Public Meeting, one resident stated to Ms. McKee that she went to the Ewing Library in the afternoon on 11/27/18 and the voluminous, 4-part Draft EA was finally available there.
- During the public Q & A period at the 11/27/18 Public Meeting, one well-informed, active Ewing resident (whose home is heavily impacted by Trenton-Mercer Airport's operation) asked Ms. McKee to extend the deadline for submission of comments. The resident maintained that the public was given insufficient time to review & comment on the Draft EA, considering the Thanksgiving holiday and the fact that the Draft EA was not available at the Ewing Library.

Comment 19.2

Comment 19.3

Comment 19.4

Ms. McKee responded that Trenton-Mercer Airport ("The Airport") had followed regulations. She offered no extension of the deadline.

Comment 19.5

- On 12/7/18, RRTS learned that a member of BBRAM (Bucks Residents for Responsible Airport Management) had submitted comments to the email address stated on the Written Comment Handout ("Handout") that was distributed at the 11/27/18 Public Meeting. The email bounced back, as the Handout had an incorrect email address on it. The Handout gave this email address: ttnacs@cscos.com. The correct email address is: ttn.cs@cscos.com

This error significantly hinders the ability of residents to submit comments. Probably many will not comment, as a result of this. There has been no attempt on the part of The Airport and its consultants to publicize the error and its correction. While we would like to think that this was a rare oversight on the part of The Airport, we doubt that this is the case. Over the past 20+ years, The Airport has had a documented track record of providing inaccurate addresses and limiting notification of meeting dates/times/locations.

Comment 19.6

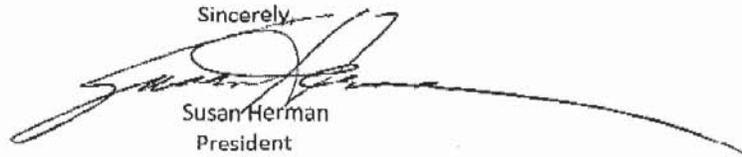
- On your website(s), you have omitted data and provided insufficient information to enable the public to effectively comment on the Draft EA. You have also provided OUTDATED data.

Page 2 of 5

For example: when you go to the mercercounty.org website and then click on "Airport Development" it takes you to the page that has links outlined on it for various subject matter. If you click on "Appendix E: Noise Report" it redirects you to the Urban Engineers website which either cannot connect to their server or it says the document is not ready for review. This has been going on for months.

Comment 19.7

In addition, attached is a 12/5/18 letter from Barbara Lichman to Trenton Mercer Airport (Attn: Melinda Montgomery, A.A.E., Airport Manager) **Re: Comments on Trenton Mercer Airport Intention to: File Passenger Facility Charge Notice of Intent 19-06-C-00-TTN.** RRTS fully endorses this letter and our goals are aligned to ensure that The Airport acts as a responsible neighbor and operates within the spirit of the law.

Sincerely,

Susan Herman
President

- CC: U.S. Senator Bob Casey
- U.S. Senator Pat Toomey
- Governor Tom Wolf*
- PA State Senator Chuck McIlhinney*
- Congressman Brian Fitzpatrick*
- Josh Shapiro, Attorney General
- PA State Representative, Perry Warren* / Ryan Bevitz, Legislative Assistant
- Bucks County Commissioners*; Robert Loughery, Charles Martin, Diane Ellis-Marseglia
- Lower Makefield Township Board of Supervisors*: Supervisors Lewis, Weiss, Grenier, Tyler, Blundi
- Lower Makefield Township Manager, Kurt Ferguson*
- Lower Makefield Township Police Chief, Ken Coluzzi
- Lower Makefield Township Solicitor, David Iruelove*
- Joanne Guinven; Chair, LMT Trenton/Mercer Airport Review Panel
- Yardley Borough Council President, Bryon Marshall
- Upper Makefield Township Board of Supervisors Chair, Thomas Cino
- Newtown Borough Council President, Kevin McDermott
- Newtown Township Board of Supervisors Chair, Phil Calabro
- Morrisville Borough Council President, Debbie Smith
- Middletown Township Board of Supervisors Chair, Amy Strouse
- Langhorne Borough Interim Borough Manager, John Godzieba
- BRRAM President, Holly Busscy
- RRTS membership (mass email)
- Mercer Quiet Skys
- Steve Santarsiero

*This letter will be sent Certified Mail Return Receipt to individuals who are asterisked

Page 3 of 5

Buchalter

18400 Von Karman Avenue
Suite 800
Irvine, CA 92612
949.760.1121 Phone
949.720.0182 Fax

December 5, 2018

949.224.8292 Direct
blichman@buchalter.com

VIA FEDEX

Trenton Mercer Airport
Attn: Melinda Montgomery, A.A.E., Airport Manager
340 Scotch Road, Suite 200
Ewing, NJ 08628-2411

Re: Comments on Trenton Mercer Airport Intention to: File Passenger Facility Charge
Notice of Intent 19-06-C-00-TTN

Dear Ms. Montgomery:

We represent the Township of Lower Makefield, Pennsylvania (referred to here as the "Township"). The following comments constitute the Township's response to the Notice of Intent to File Passenger Facility Charges in the total amount of \$3,231,139 for five projects on Trenton Mercer Airport ("Airport"), including: (1) design and construction of a Taxiways D and G Connector; (2) design and construction of Taxiway F; (3) design and rehabilitation of Taxiway E; (4) design and reconstruction of the Airfield Lighting Vault; and (5) administration of the Passenger Facility Charge ("PFC") program at the Airport.

First, the Township is unable to verify that the specified projects are designated on the most recent Airport Layout Plan ("ALP"), conditionally approved by the Federal Aviation Administration ("FAA"). The Township requests specific evidence that the specified projects are, in fact, specified on the conditionally approved ALP.

Moreover, in the event that the projects are included on the most recent ALP, the Township requests written confirmation that "adequate notice" of the proposed construction or alteration to be financed by the PFCs, as required by 14 C.F.R. Part 77.9(d), has been given to the FAA pursuant to 14 C.F.R. Part 77.5.

Third, the Township has been unable to locate an environmental review for the projects for which financing is being requested. If the specified projects are in fact reflected on the most recent, conditionally approved, ALP, a central condition of that ALP's approval is that "all

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Los Angeles
Napa Valley
Orange County
Sacramento
San Francisco
Scottsdale

BN 34789911v1

Page 4 of 5

Buchalter

Trenton Mercer Airport
December 5, 2018
Page 2

proposed airport development identified on the ALP requires environmental processing and shall not be undertaken with or without federal funds prior to the written environmental approval by FAA," (conditional ALP, condition 2). The Township, therefore, submits that any request for funding requires evidence of full and complete prior environmental review for each project for which request is made.

Finally, in light of the potential impacts of the specified projects, the Township requests, pursuant to 14 C.F.R. § 158.24(b)(2) that the Airport "make available a more detailed project justification or the justification documents to the public."

The incremental implementation of the specified projects, when combined with both the capacity enhancing capabilities of runway and taxiway construction, and increased additional separations between runways and taxiways, hitherto unanalyzed, may result in dramatic airfield capacity increases which have the potential for also substantially increasing the number of overflights, and, thus, the project's impacts on surrounding communities, including the Township. Therefore, absent the above requested disclosures and analyses, the incremental process with which the improvement of the airport is being carried out will serve principally to mask the environmental impacts of that global improvement, and, thus, cannot withstand scrutiny under, among other statutes, the National Environmental Policy Act, 42 U.S.C. § 4321, *et seq.*

The Township looks forward to receiving complete and timely response to its inquiries and requests.

Sincerely,

BUCHALTER
A Professional Corporation



By

Barbara Lichman

From: [Timothy Case](#)
To: [Trenton Mercer Airport Project](#)
Subject: Public comment regarding 11/27/18 Public Meeting for EA for runway protection zone and obstruction mitigation project for TTN
Date: Saturday, December 8, 2018 7:18:55 PM

Pamela Durkalski
15 sunset ave
Ewing, NJ 08628

December 8, 2018

Please confirm that you have received my public comment via email.

Comment 11.1

On 11/27/18 there was a separate meeting held to discuss another portion of the be reviewed TTN expansion. This meeting covered an entirely different area of the airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

Comment 11.2

This meeting seems to be another blatant attempt at segmentation at Trenton Mercer Airport to avoid conducting a full expansive Environmental Impact Statement (EIS) that would require the entire project be reviewed. TTN and its consultants continue to break airport build-out into many separate projects (whose whole, equals large scale expansion). The tactic systematically presents the overall destruction of communities affected by your unchecked expansion. You have ignored pleas from neighboring impacted communities to work with them to find ways to mitigate the negative impacts of the airport. We have asked only that you be a responsible neighbor and operate within the spirit of the law. We do not wish the shutdown of the airport. TTN has been incrementally expanding the airport for well over 20+ years "under the radar screen" so as to avoid conducting an Environmental Impact Statement (EIS).

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WHAT IS NEEDED is an Environmental Impact Statement (EIS) that measures the cumulative effects of

(a) The improvements that TTN has done incrementally over the past 20+ years and PLUS (b) the improvements in the current master plan. The Cumulative EIS should:

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-Consider the negative impacts to historic landmarks in affected areas in NJ and PA.

TTN continues to defy the recommendation of the FAA in 2006--why? The FAA should require that the Cumulative EIS be done.

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The FAA document titled "ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated 2/23/06 for the TTN Terminal Replacement and Other Projects in the Capital improvement program" clearly states that the FONSI was withdrawn because the airport was no longer going to expand the terminal. "The analysis of Build Alternative two revealed that alternative would like cause sufficient noise impacts that would require the preparation of an EIS (Build Alternative 2), the terminal was expanded to 4 gates. This is what is being proposed.

I am asking that all those parties involved DO WHAT IS RIGHT and conduct a full EIA immediately of TTN expansion project.

Sincerely,

Pamela Durkalski and

Timothy Case

From: [Sirenne, Tina](#)
To: [Carlo Popolizio](#); katherine.nolan@dep.nj.gov; [Trenton Mercer Airport Project](#); ruth.foster@dep.state.nj.us
Subject: Mercer Airport
Date: Thursday, December 6, 2018 11:55:57 AM
Attachments: [2015-I-0629B.pdf](#)

Please see attached.
Thanks
Tina

--

Tina Sirenne
USFWS
New Jersey Field Office
4 East Jimmie Leeds Road
Unit 4
Galloway, NJ 08205
Phone (609) 382-5273
Fax (609) 646-0352



In Reply Refer To:
15-I-0629a

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New Jersey Field Office
4 East Jimmie Leeds Road, Suite 4
Galloway, New Jersey 08205
Tel: 609/646 9310
<http://www.fws.gov/northeast/njfieldoffice>



Ruth W. Foster, PhD., Acting Director
New Jersey Department of Environmental Protection
Office of Permit Coordination and Environmental Review
Mail Code 401-07J
401 East State Street – P.O. Box 420
Trenton, NJ 08625
Ruth.Foster@dep.nj.gov

DEC 03 2018

Dear Dr. Foster:

The U.S. Fish and Wildlife Service (Service), New Jersey Field Office appreciates the opportunity to review and provide comments on the *Draft Environmental Assessment for Runway Protection Zone and Obstruction Mitigation at the Trenton – Mercer Airport, Township of Ewing, Mercer County, New Jersey* (draft EA).

The Preferred Alternative includes the following proposed activities for each of the airport runways:

Runway 6 End

- Removal of tree canopy areas (5.4 acres on and 1.8 acres off airport property)
- Land Acquisition (Voluntary)
- Fee simple acquisition/relocation of 6 residential properties and removal of critical obstructions
- Fee simple acquisition of one parcel to remove critical obstructions
- Avigation easement on 1 parcel to remove critical obstructions

Runway 24 End

- Removal of tree canopy areas (11.1 acres on and 1.4 acres off airport property)
- Land Acquisition (Voluntary)
- Avigation easements on 3 parcels to remove critical obstructions

Runway 16 End

- Removal of tree canopy areas (3.5 acres on and 0.1 acres off airport property)

Runway 34 End

- Removal of tree canopy areas (3.2 acres on and 4.2 acres off airport property)
- Removal/lowering of one utility pole (on airport)
- Installation of seven obstruction lights to mark a railroad
- Land Acquisition (Voluntary)
- Avigation easements on 2 parcels to remove critical obstructions

AUTHORITY

The following comments provide technical assistance for federally listed threatened and endangered species only and do not constitute consultation for any project pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) (ESA). The Service comments do not preclude additional comments on any forthcoming environmental documents pursuant to the National Environmental Policy Act of 1969 as amended (83 Stat. 852; 42 U.S.C. 4321 *et seq.*).

FEDERALLY LISTED SPECIES

The Service notes that the proposed project site is located within the summer foraging range of the federally listed Indiana bat (*Myotis sodalis*). Indiana bats are federally listed as endangered pursuant to the ESA. Indiana bats hibernate in caves and abandoned mine shafts from October through April. Between April and August, Indiana bats inhabit floodplain, riparian, and upland forests, roosting under loose tree bark during the day, and foraging for flying insects in and around the tree canopy at night. During these summer months, numerous females roost together in maternity colonies. Maternity colonies use multiple roosts in both living and dead trees. From late August to mid-November, Indiana bats congregate in the vicinity of their hibernacula, building up fat reserves for hibernation. Protection of Indiana bats during all phases of their annual life cycle is essential to the long term conservation of this species. Threats to the Indiana bat include disturbance or killing of hibernating and maternity colonies; vandalism and improper gating of hibernacula; fragmentation, degradation, and destruction of forested summer habitats; and use of pesticides and other environmental contaminants. The Service recommends that any permit be conditioned with a tree removal restriction from April 1 to September 30 to protect the Indiana bat. The tree removal restriction would also protect the federally listed (threatened) northern-long eared bat (*Myotis septentrionalis*) under the 4(d) rule.

Comment 15.1

Comment 15.2

On October 8, 2015, the Service provided a concurrence with the results of summer acoustic surveys conducted during the period of August 10 to August 13, 2015 on the subject property and its vicinity. No northern long-eared bats or Indiana bats were positively detected during the summer surveys. The grace period to remove trees year-round would have expired on August 13, 2017, but the project scaled back the number of acres proposed for removal and the acoustic survey effort that was conducted in 2015 had a satisfactory level of effort to conclude likely absence of the Indiana bat and northern long-eared bat based on the Service's 2018 updated survey guidelines. Therefore, following additional coordination that took place between July 3 and September 19, 2018, the Service extended the validity period of the acoustic survey results to

August 13, 2020, after which the Service must be contacted to determine if additional summer surveys will be required.

Comment 15.3

According to Davis (pers. comm. 2018), the New Jersey Division of Fish and Wildlife's Endangered And Nongame Species Program (ENSP) has recommended a seasonal restriction on tree removal from April 1 to September 30 to protect little brown bats (*Myotis lucifugus*) and tri-colored bats (*Perimyotis subflavus*) that were documented onsite by the 2015 acoustic survey. According to the draft EA (Appendix H), the applicant has agreed to remove trees outside of the recommended timing restriction.

MITIGATION FOR TREE REMOVAL

Comment 15.4

The project as proposed would remove trees within properties of the State's Green Acres Program, requiring mitigation through either replanting of replacement trees or monetary compensation. If the applicant elects to replant trees, the Service recommends planting tree species that provide roost prospects to bat species (list enclosed).

Thank you for the opportunity to review the subject draft EA. Please contact Carlo Popolizio at (609) 382-5271 or Alicia Protus at (609) 382-5266, if you have any question regarding the above requests.

Sincerely,



Eric Schradung
Field Supervisor

Enclosure

cc: Katherine.Nolan@dep.nj.gov
ttn.cs@cscos.com

NJFO:ES:cpopolizio:RP:ES:cap: 11/18/18

P:/Shared/Carlo/15-1-0629a

Enclosure – Characteristics of Indiana Bat Summer Habitat

Potential summer habitat for Indiana bats features at least 16 suitable roost trees per acre. Tree characteristics such as loose or shaggy bark, crevices, and hollows are more important than tree species. Suitable roost trees include any of the following:

- live shagbark hickories (*Carya ovata*) over 9 inches in diameter at breast height (dbh);
- lightning-struck trees over 9 inches dbh;
- dead, dying, or damaged trees of any species over 9 inches dbh with at least 10 percent exfoliating bark;
- den trees, broken trees, or stumps over 9 inches dbh and over 9 feet in height; and
- live trees of any species over 26 inches dbh.

Trees as small as 5 inches dbh have been used as maternity roosts and trees as small as 3 inches dbh have been used by roosting males; therefore, smaller dbh trees with the aforementioned characteristics should be retained if larger dbh trees are not present.

The following are examples of native tree species that should be included in planting plans designed to provide suitable roosts for Indiana bats in New Jersey.

Red maple	<i>Acer rubrum</i>
Silver maple*	<i>Acer saccharinum</i>
Sugar maple *	<i>Acer saccharum</i>
Yellow birch	<i>Betula alleghaniensis</i>
Gray birch	<i>Betula populifolia</i>
Bitternut hickory	<i>Carya cordiformis</i>
Sweet pignut hickory	<i>Carya ovalis</i>
Shagbark hickory *	<i>Carya ovata</i>
White ash	<i>Fraxinus americana</i>
Green ash*	<i>Fraxinus pennsylvanica</i>
White pine	<i>Pinus strobus</i>
Eastern cottonwood*	<i>Populus deltoides</i>
White oak*	<i>Quercus alba</i>
Pin oak	<i>Quercus palustris</i>
Northern red oak	<i>Quercus rubra</i>
Post oak	<i>Quercus stellata</i>
American elm*	<i>Ulmus americana</i>
Slippery elm	<i>Ulmus rubra</i>

* preferred roost tree species

Revised 11/29/2018

Gayle McKee

From: PATRICIA FLETCHER <pat.fletcher@comcast.net>
Sent: Monday, December 10, 2018 8:38 PM
To: Trenton Mercer Airport Project
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN

From:

Patricia C. Fletcher

134 W. Upper Ferry Rd, Ewing, NJ

(one house row from Runway 6 protection zone, just behind Sunset Ave)

Please confirm that you have received my public comment via email.

On November 27, 2018 there was a *separate meeting held to discuss another portion of the TTN expansion.*

I was present at that meeting.

Comment 11.1



This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

Comment 12.4



I DO NOT appreciate that the hard copy bound volumes of documents supporting the 11/27/18 meeting (the series of large volumes placed in the Ewing Library) were made available in hard copy to Ewing residents only on 11/27/18, and then public comments were only accepted until 12/10/18. I view that behavior as a clear attempt to manipulate and limit fair & meaningful public comment into this process. There was only one hard copy made available for all residents to share, and this was absolutely insensitive to the busy work and travel schedules for affected families at this time of the year.

Comment 11.2

This meeting appears to be another blatant attempt at “segmentation” at Trenton Mercer Airport (TTN), to avoid conducting a FULL, expansive Environmental Impact Statement (EIA) that would require the **entire project** be reviewed. TTN and its consultants continue to break airport build-out into many separate projects (whose whole, equals large-scale expansion). The tactic systematically presents the overall destruction of communities affected by your unchecked expansion. You have ignored pleas from neighboring impacted communities to work with them to find ways to mitigate the negative impacts of the airport. We have asked only that you be a responsible neighbor and operate within the spirit of the law. We do not wish the shut down the airport.

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- Consider the negative impacts to historic landmarks in affected areas in NJ & PA

TTN continues to defy the recommendation of the FAA in 2006---why? The Federal Aviation Administration (FAA) should require that the Cumulative EIS be done.

Comment 11.4

The FAA document titled **“ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated February 23, 2006 for the Trenton-Mercer Airport (TTN) Terminal Replacement and Other Projects in the Capital Improvement Program”** clearly states that the FONSI was withdrawn because

the airport was no longer going to expand the terminal. “The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS).” (Build Alternative 2, the terminal was expanded to 4 gates. THIS IS WHAT’S BEING PROPOSED.)

I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
Patricia Fletcher

Gayle McKee

From: Glenn Reitmeier <glenn.reitmeier@live.com>
Sent: Monday, December 10, 2018 11:28 PM
To: Trenton Mercer Airport Project
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN

From:

Glenn Reitmeier
1124 S Houston Rd
Yardley, PA 19067
Dec 10, 2018

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

On November 27, 2018 there was a *separate meeting held to discuss another portion of the TTN expansion*. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

Comment 11.1

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Comment 11.2

TTN has been incrementally expanding the airport for well over 20+ years “under the radar screen”, so as to avoid conducting an Environmental Impact Statement (EIS). **WHAT IS NEEDED is an Environmental Impact Statement (EIS) that measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ years PLUS (b) the improvements in the current Master Plan.** The Cumulative EIS should:

Comment 11.3

- Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years **PLUS** the improvements in the current Master Plan.

- Study beyond the area adjacent to the airport and includes all other affected areas in NJ and PA

- Consider changes to the character and reputation of our communities

- Consider quality of life due to noise levels
- Include health & safety within our community due to air, water, land and noise pollution; vibration damage; disruptions to sleep; and disruptions to school activities
- Consider the economic impact on our tax base in terms of property values
- Consider the negative environmental impact on our ecosystems including the Delaware River, the Pennsylvania & Raritan Canals, wildlife, and farmlands
- Consider the impacts on Mercer residents (mostly the economically- disadvantaged in Ewing) who are losing homes being purchased by the airport or having trees cut down for this expansion (the current Master Plan)
- Consider the negative impacts to historic landmarks in affected areas in NJ & PA

TTN continues to defy the recommendation of the FAA in 2006---why? The Federal Aviation Administration (FAA) should require that the Cumulative EIS be done.

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Sincerely,
Glenn Reitmeier

Gayle McKee

From: junemorr@verizon.net
Sent: Saturday, December 8, 2018 2:11 PM
To: Trenton Mercer Airport Project
Subject: Fwd: Immediate Action Required by 12/10 - 2nd EA Public Comment Deadline

-----Original Message-----

From: junemorr <junemorr@verizon.net>
To: cs <cs@cscos.com>
Sent: Sat, Dec 8, 2018 2:04 pm
Subject: Fwd: Immediate Action Required by 12/10 - 2nd EA Public Comment Deadline

-----Original Message-----

From: BRRAM <donald.wilcox@comcast.net>
To: June Morreale <junemorr@verizon.net>
Sent: Sat, Dec 8, 2018 12:29 pm
Subject: Immediate Action Required by 12/10 - 2nd EA Public Comment Deadline

We need your help!. Please send email comment by Monday, Dec 10.

Template provided at bottom of this email or provide your own thoughts.

Comment 11.1

On November 28 The TTN Airport had a **separate** meeting to discuss removing trees to provide site line improvement to the airport. This action will impact the ability to bring in more planes, and will **impact the overall operation of the airport enabling more planes, more often, at all times of the day.**

Comment 11.2

This tactic of separating portions of the overall expansion of the airport so that the TOTAL impact is not easily comprehended is reprehensible and is an example of SEGMENTATION (breaking a project down into portions that “fly under the radar” to avoid notice and not triggering a full blown Environmental Impact Statement/Study to be conducted).

WHAT TO DO? Take the letter supplied here and EMAIL **IMMEDIATELY**.

3 QUICK STEPS WILL TAKE 5 minutes:

1. COPY LETTER PROVIDED at the bottom of this email into a new email.
2. At the top put your name/address and date onto the email and at the bottom put your name.
3. EMAIL to: ttn.cs@cscos.com and REQUEST A RETURN ACKNOWLEDGEMENT

Comment 19.5

The deadline is end of business MONDAY, December 10.

Why the late notice? While we were aware of this deadline, we JUST found out **the original email address in the presentation handout was INCORRECT**. TTN has made no attempt to publicize this error or correction. It is obvious they wish to avoid feedback. PLEASE TAKE A MOMENT TO DO THIS. VOLUME is important.

DO IT TODAY PLEASE.

Thank you.

Bucks Residents for Responsible Airport Management (BRRAM)

Mercer Quiet Skys (MercerQuietSkys)

----- EMAIL TEMPLATE BELOW -----

CUT AND PASTE THE FOLLOWING, ADD your name/address/date at the top and your name at the bottom Send the email below to the following: ttn.cs@cscos.com BY 12 NOON Monday, December 10 and ask for a received receipt.

EMAIL TO: ttn.cs@cscos.com

EMAIL SUBJECT: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN

THE EMAIL BODY::

Citizen address

Date

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

On November 27, 2018 there was a *separate meeting held to discuss another portion of the TTN expansion*. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with the respect of its ability to increase the number of flights, lower altitudes and frequency.

Comment 11.2

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Comment 11.3

TTN has been incrementally expanding the airport for well over 20+ years “under the radar screen”, so as to avoid conducting an Environmental Impact Statement (EIS). **WHAT IS NEEDED is an Environmental Impact**

Statement (EIS) that measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ years PLUS (b) the improvements in the current Master Plan. The Cumulative EIS should:

- Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years **PLUS** the improvements in the current Master Plan.
- Study beyond the area adjacent to the airport and includes all other affected areas in NJ and PA
- Consider changes to the character and reputation of our communities
- Consider quality of life due to noise levels
- Include health & safety within our community due to air, water, land and noise pollution; vibration damage; disruptions to sleep; and disruptions to school activities
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- Consider the negative impacts to historic landmarks in affected areas in NJ & PA

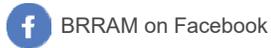
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I am asking that all those parties involved DO WHAT IS RIGHT and conduct a FULL EIA immediately of TTN Expansion project. DO THE RIGHT THING.

Sincerely,
YOUR NAME
June C. Morreale



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You are receiving this email because you entered your email address on one of our sign up sheets.

Our mailing address is:

BRRAM

25 S. Main St. #208

Yardley, Pa 19067

[Add us to your address book](#)

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).



Gayle McKee

From: Joan Haldenstein <haldens@att.net>
Sent: Friday, December 7, 2018 11:01 PM
To: nrdcaction@nrdc.org
Cc: Trenton Mercer Airport Project; Gayle M.McKee
Subject: Re: We need to fix transportation in New Jersey

[Comment 20.1](#)

Are you aware that a large expansion of the Trenton Airport is planned? Hopewell and Bucks County residents Will suffer from unhealthy air and noise pollution. Many are against it. Hopefully Gov. Murphy will look Into that and change the location to someplace closer to the ocean where the prevailing Winds will blow off some of the pollution. Fort Dix could be expanded. They say it will be As large as LaGuardia Airport. Thank you for your concerns with NJ Transportation. We are all concerned with a healthy solution. Joan Tarlow Haldenstein, Ph.D
60 Foster Road, Pennington, NJ 08534.

Sent from my iPad

On Dec 7, 2018, at 3:46 PM, NRDC – Susan Casey-Lefkowitz <actions@nrdc.org> wrote:



[DONATE](#)

**It's Time to Fix New Jersey's
Transportation System!**



Dear Joan tarlow,

Call on your governor to invest in transportation solutions that benefit everyone in New Jersey.

TAKE ACTION

Our transportation systems in the Northeast and Mid-Atlantic, from Maine to Virginia, are in crisis. We sit in traffic on overcrowded highways, choke on vehicle exhaust, drive on decrepit roads, walk and bike on dangerous streets, and cope with unreliable public transit.

What's more — transportation is the single largest source of dangerous carbon pollution driving climate change.

New Jersey's transportation system needs a transformation. NRDC has a plan to make that happen — but we need your help.

[Joan Tarlow, help improve transportation for everyone in New Jersey by calling on your governor to take immediate action to cut vehicle emissions and invest in modern, clean, and equitable transportation.](#)

A new report shows that residents from the region are clamoring for clean and modern transportation solutions. Our plan will help achieve these goals — while slashing carbon pollution — by:

- Enhancing public transit, creating more walkable and bike-friendly communities, and developing cleaner vehicle choices for all citizens regardless of income levels
- Building a stronger regional transportation system that connects all communities across the Northeast and Mid-Atlantic
- Advancing policies that would put a price on carbon pollution from transportation and use the proceeds to invest in modern, clean, and equitable transportation alternatives

[Call on your governor to lead New Jersey forward and invest in transportation for all.](#)

Following the roadmap that NRDC has developed would yield enormous health and environmental benefits, including:

- Curbing wasteful gasoline consumption, saving consumers over \$100 billion by 2035
- Creating 125,000 new jobs and adding \$17.7 billion per year to the region's economy
- Reducing pedestrian and cyclist deaths; 970 pedestrians and 115 cyclists in the region were struck and killed by vehicles in 2016 alone
- Improving air quality and health; nearly 60 percent — 37 million people — in the region live in areas that do not meet national air quality standards

It's clear where we need to go. Now, we need to convince governors in the region to work together and follow suit. **[Stand with NRDC and call on your governor to invest in the 21st-century transportation solutions that New Jersey needs.](#)**

Sincerely,

Susan Casey-Lefkowitz
Chief Program Officer, NRDC

The mission of the Natural Resources Defense Council (NRDC) is to safeguard the Earth: its people, its plants and animals, and the natural systems on which all life depends.



We appreciate the opportunity to communicate with you and other NRDC Activists. We are committed to protecting your privacy and will never sell, exchange or rent your email address.

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Natural Resources Defense Council | 40 West 20th Street | New York, NY 10011
www.nrdc.org

Gayle McKee

From: Jim Chamberlin <jimberlin9@aol.com>
Sent: Tuesday, December 11, 2018 8:32 AM
To: Trenton Mercer Airport Project

Jim Chamberlin
40 e college ave
Yardley pa 19067

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the [11/27/18](#) the Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

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Sincerely,
Jim Chamberlin

Gayle McKee

From: Duane Love <duane.love@icloud.com>
Sent: Wednesday, December 19, 2018 10:28 PM
To: Trenton Mercer Airport Project
Subject: Trenton-Mercer Airport

Comment 21



Please do not expand this airport. It has caused such a disruption in our life's. What once was a quite lovely place to live has now become a take off & landing zone for airplanes. So please kindly consider leaving well enough alone and do not expand what is already a total disaster for those of us living in the flight path.

Thank you
Duane love
21 penn oak trail
newtown pa

Gayle McKee

From: Richard Barrett <baryardley@hotmail.com>
Sent: Friday, January 4, 2019 10:19 AM
To: Trenton Mercer Airport Project
Subject: Public Comment Regarding 11/27/18 Public Meeting for EA for Runway Protection Zone and Obstruction Mitigation Project for TTN

Richard & Theresa Barrett
61 East College Ave.
Yardley, PA 19067

Please confirm that you have received my public comment via email.

RE: COMMENT REGARDING the 11/27/18 Public Meeting for the Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport

Comment 11.1

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Sincerely,

Richard & Theresa Barrett

Gayle McKee

From: Ron Cresta <rmcresta@yahoo.com>
Sent: Thursday, December 20, 2018 12:17 PM
To: Trenton Mercer Airport Project
Subject: Trenton Airport

Comment 22.1



The aircraft noise and frequency of it is HORRIBLE.

Comment 22.2



If your home is in the flight path the particulates expelled is a very real problem.

BRIAN K. FITZPATRICK
8TH DISTRICT, PENNSYLVANIA

COMMITTEE ON HOMELAND SECURITY
COMMITTEE ON FOREIGN AFFAIRS
COMMITTEE ON SMALL BUSINESS



Congress of the United States
House of Representatives
Washington, DC 20515

514 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4276

1717 LANGHORNE NEWTOWN ROAD
SUITE 400
LANGHORNE, PA 19047
(215) 579-8102

December 1, 2018

Gayle M. McKee
Senior Project Planner
C&S Companies
141 Elm St.
Suite 100
Buffalo, NY 14203

Dear Ms. Gayle McKee:

I write to you today on behalf of my constituents in Pennsylvania's 8th congressional district regarding Trenton Mercer Airport's current Environmental Assessment for the Runway Protection Zone (RPZ) and Obstruction Mitigation Project. The airport is not in my district, but some of its flights do pass over the residents in Bucks County, who have expressed their continued concerns regarding the airport's FAA approved master plan.

Comment 23.1

While Trenton Mercer Airport provides convenient travel for many in our community, its expansion by way of apparent segmentation over the last 20+ years has failed to prompt any environmental assessments. These studies should be performed to determine the impact which past, present and future projects may have on the surrounding area.

Comment 23.2

My constituents and I shared these concerns during a meeting with FAA officials at my district office in Langhorne, PA on June 18th of this year. Unfortunately, airport management and Mercer County's Executive declined to attend.

Comment 23.3

While I am aware that the RPZ and Obstruction Mitigation FAQ states that this voluntary program is not being implemented to accommodate projects included in the current master plan, there is still concern that this program will further pave the way for additional segmentation, leading to increased air traffic and use of larger planes without the need to perform any environmental impact assessments.

As I continue to work in seeking a solution to these concerns, I urge Trenton Mercer Airport officials and the Mercer County Freeholders to consider the impacts of any airport projects which could affect the surrounding area, whether they are deemed to be connected actions of the approved Master Plan or otherwise.

Sincerely,

Brian K. Fitzpatrick
Member of Congress

Gayle McKee

From: Lia Mastropolo <lmastropolo@thewatershed.org>
Sent: Friday, January 11, 2019 4:12 PM
To: Trenton Mercer Airport Project
Cc: Michael Pisauro
Subject: Comments on the Trenton-Mercer Airport Preliminary Environmental Assessment
Attachments: Comments on Preliminary Environmental Assessment 20190111.pdf

Dear Ms. McKee,

Please see attached for comments on the Trenton-Mercer Airport Preliminary Environmental Assessment for Runway Protection Zones and Obstruction Mitigation. We appreciate the opportunity to share our feedback.

Best regards,

Lia Mastropolo
Municipal Policy Specialist
The Watershed Institute
formerly the Stony Brook-Millstone Watershed Association
31 Titus Mill Road, Pennington, New Jersey 08534
www.thewatershed.org | 609.737.3735 x29

Your water. Your environment. Your voice.



Your water. Your environment. Your voice.

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The Watershed Center
31 Titus Mill Road
Pennington, NJ 08534
609.737.3735
thewatershed.org

January 11, 2019

Gayle M. McKee
Senior Project Planner
C&S Companies
141 Elm Street, Suite 100
Buffalo, NY 14203

Dear Ms. McKee,

The Watershed Institute, located in Pennington, New Jersey, respectfully submits the below comments on the Trenton-Mercer Airport Preliminary Environmental Assessment for Runway Protection Zones and Obstruction Mitigation (the Assessment). Since 1949, the Watershed Institute (formerly the Stony Brook Millstone Watershed Association) has worked to protect clean water and the environment in central New Jersey. We work closely with state agencies, municipal governments, non-profit organizations, and citizens to improve the policies upon which healthy watersheds depend. We thank you for this opportunity to share our feedback.

The proposed project will result in the cutting and removal of trees on 30.7 acres of wooded land, some of which is located within and adjacent to wetlands and riparian buffer zones. This will result in the loss of upland forest, successional upland field, and forested wetlands. Much of this land will be converted to maintained grassland/early successional upland field. It is not clear if these areas will be maintained as lawn, meadow, or some combination.

Comment 24.1

We acknowledge the mitigation steps outlined in the Assessment, but we are concerned that they are not commensurate with the loss of environmental services. Specifically, the Assessment does not fully characterize the impacts associated with loss of carbon storage and loss of rainfall interception. Overall, we feel that the mitigation measures identified do not adequately compensate for the loss of services.

Impacts

Comment 24.2

With regard to climate impacts, the Assessment is focused on greenhouse gas emissions (GHG) associated with construction-phase equipment operation. However, the loss of carbon storage due to tree clearing is not insignificant and should be considered. According to the US Forest Service, the average northeast mixed hardwood and softwood forest stores approximately 50,000 lbs of carbon per

acre¹ in mature trees (additional storage is provided by soils and the forest understory). The proposed project will result in the loss of 18.2 acres of upland forest, and 4.2 acres of wetland forest. The loss of these 22.4 acres of forest could result in the release of up to 1,120,000 lbs of stored carbon, or 560 tons. Assuming that the majority of these trees will not be replaced, the carbon storage potential of the site will be reduced by approximately 800 lbs/ year¹ for each acre not restored as forest. This estimate does not include the additional acreage of tree clearing outside the Upland and Wetland Forest regions which results in greater loss of carbon storage.

Comment 24.3

The Assessment finds that the effects of tree loss “will not change the quantity or quality of adjacent streams”¹. However, the proposed changes in cover will increase the quantity of runoff, reduce infiltration to groundwater, and increase the load of nutrients and suspended sediment delivered to downstream water bodies. The runoff curve number², an accepted coefficient used to describe imperviousness, would increase across the cleared area. These changes will directly affect the quality and quantity of rainfall runoff from the project site. Furthermore, the project will encroach on FEMA floodways and floodplains and state flood hazard areas, as well as the riparian zones of multiple streams. The Assessment must provide an analysis of the water quality and quantity impacts associated with these changes.

Comment 24.4

According to the National Tree Benefit Calculator³, a single red maple tree of 8 inches diameter intercepts approximately 962 gallons of stormwater per year. Generalizing with the assumption that there may be approximately 50 trees of similar size and capacity per acre, the current stormwater interception provided by 30.7 wooded acres could be approximately 1,476,670 gallons per year. This volume is equal to the runoff from 42 acres of impervious surface during a single one-year storm event. This highlights the need for the Assessment to further analyze this issue and to fully quantify these impacts. Using the forest characterization data already collected, the Assessment should include an estimate of stormwater interception that will be lost, and include this information in the determination of net impact to streams. It is impossible to expect that the proposed tree removal will not affect downstream conditions.

Comment 24.5

The Assessment finds that the proposed project area includes habitat for multiple species of federally and state-listed threatened and endangered species, and proposes to minimize impacts primarily by limiting the tree clearing schedule. In addition, the Habitat Assessment performed by C&S Engineers found that the project area includes foraging, travel corridor, and possible maternity habitat for little brown bats, a species that is being reviewed for listing under the Endangered Species Act. This information should be discussed in the body of the Assessment in sections 3.22 and 4.3. Furthermore, the Assessment should address the permanent loss of habitat for these species, and integrate this information into the suggested mitigation measures.

¹ Trenton-Mercer Airport Preliminary Environmental Assessment for Runway Protection Zones and Obstruction Mitigation.

² USDA Natural Resources Conservation Services. Urban Hydrology for Small Watersheds. Technical Release 55. 1986.

³ Casey Trees/Davey Tree Expert Co. <http://www.treebenefits.com/calculator>. Accessed 1/8/2019.

Mitigation

Comment 24.6

The Assessment describes opportunities to mitigate impacts, many of which involve various alternative methods of tree clearing or cutting. For example, in wetland and transition areas, the project proposes to leave the stumps of cut trees in place in order to minimize disturbance. Wetland disturbances will be further mitigated off-site. In some areas, a small number of trees will be replaced. However, these measures are not sufficient to mitigate the loss of ecosystem services provided by 30+ wooded acres that include floodways, riparian zones, and threatened and endangered species habitat.

We suggest a holistic, onsite approach to mitigation whereby the lost vegetation can be replaced with native shrub/scrub and meadow vegetation of the height and character needed to conform with runway obstruction safety standards in the long term. This will provide for partial mitigation on site while additional mitigation can occur offsite. For example, cleared forested areas could be restored to low-growing shrub/scrub habitat that will meet maximum height requirements at maturity. Areas that have been identified for conversion to “maintained grassland” should be converted to native meadow, which requires significantly less maintenance than lawn and would easily meet all height restrictions. This approach would improve long-term carbon storage and stormwater interception, and increase wildlife habitat while allowing for the safe protection of runway zones. This work should not replace offsite mitigation; rather, mitigation through local wetland banks or other restoration practices should be done concurrently.

Conclusion

Comment 24.7

The Mercer-Trenton airport is a large landholder and an important member of the local community. The proposed mitigation efforts are insufficient and miss a significant opportunity to restore ecological functions that benefit the Township of Ewing and Mercer County. In preparing the final draft of the Assessment, we hope you will consider the additional impacts we have outlined, as well as the enhanced approach to mitigation we have suggested. We thank you for this opportunity to share our comments.

Respectfully submitted,



Lia Mastropolo
Municipal Policy Specialist
The Watershed Institute

Gayle McKee

From: david chmielewski <d.r.ski@att.net>
Sent: Friday, January 11, 2019 6:18 PM
To: Trenton Mercer Airport Project
Subject: Re: Public comment Trenton Mercer Airport (RESEND revised)
Attachments: Expanded comments DEAand Section 4 f Determination revised.pdf

Hi Gayle,
The attached document is revised to correct a few typos. Please accept this revised submission.
Thanks,
Anne

On Friday, January 11, 2019, 4:36:39 PM EST, david chmielewski <d.r.ski@att.net> wrote:

Good afternoon Gayle,
Attached are my comments in the referenced matter.
Please confirm receipt.
Anne Chmielewski
49 Sunset avenue
Ewing, NJ
609 937 2778

Expanded comments on item submitted on 12/6/2018

1. Runway Protection Zone

Socioeconomic : Fee simple acquisition/ relocation of 6 residences, Fee acquisition of state parcel Avigation easements (impact)

Mitigation measures: Property acquisition, voluntary program with property owners, replacement planting.

COMMENT:

Comment 25.1



The RPZ trapezoid off Runway 6 is larger than the RPZ trapezoids off the three other runways. It should be the same size as the trapezoids off the other runways. The regulations of the State of NJ as set forth in the NJ Administrative Code define the measurements for the runway trapezoids. Under the NJ Statues, it is the Administrative Code that sets the guidelines for Air Safety and Zoning in NJ. The Citation is listed below:

**NJAC 16:62 AIR SAFETY AND ZONING Expires on August 14, 2024.
SUBCHAPTER 1. AIR SAFETY AND ZONING with Appendix A**

Figures 1 through 7 in Appendix A define the runway zones.

When following the guidelines established in the referenced NJAC 16:62 Subchapter 1, Appendix A, the configuration of the RPZ off Runway 6 is different from the configuration of the RPZ as delineated in the Draft Environmental Assessment (DEA) and Section 4 (f) Determination report.

The RPZ under New Jersey Code is smaller than the RPZ defined in the report.

CONCLUSION:

The residences off Runway 6 are definSystem Equipped, in the DEA report, as noncompliant elements within the RPZ off Runway 6. Under New Jersey Administrative Code, the residences are not even in the boundaries of the RPZ. As a result, any action for easement or acquisition is not warranted.

2. Runway Protection Zone

Statements have been made that the RPZ off Runway 6 is larger due to the installation of an Instrument Navigational System. As stated by the Clerk of the Mercer County Freeholders Board, the System Equipment was approved by the Freeholders on June 9, 2016. This is relevant as it relates to the FAA interim policy guidance that pertains to this type of action.

Transportation Research Board (TRB) conducted a webinar on Wednesday, February 7, 2018 presenting the Airport Cooperative Research Program (ACRP) Report 168 entitled: Runway Protection Zone (RPZ) Risk Assessment Tool

In the Webinar the following power point slide was included

FAA Guidance on RPZ Land Use

FAA interim policy guidance on land uses within RPZs, 2012

Common incompatible land uses: Transportation facilities

Buildings and structures

Recreational land uses

RPZ analysis trigger examples:

- ✓ An airfield project (e.g. runway extension, runway shift)
- ✓ A change in the critical aircraft that increases the RPZ dimensions
- ✓ A local development proposal in the RPZ (either new or reconfigured)

RPZ Analysis: Develop a full range of alternatives

Field staff consult with the FAA Airport Planning and Environmental Division (APP-400)

The slide cites FAA interim policy guidance on land uses within RPZs. That Policy was issued on September 27, 2012. Page 2 of the FAA document addresses **New or Modified Land Uses in the RPZ**. It is copied below with highlight emphasis.

“Interim Guidance

New or Modified Land Uses in the RPZ

Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400 (who will coordinate with the Airport Engineering Division, AAS-100), when any of the land uses described in Table I would enter the limits of the RPZ as the result of:

1. An airfield project (e.g., runway extension, runway shift)
2. A change in the critical design aircraft that increases the RPZ dimensions
3. A new or revised instrument approach procedure that increases the RPZ dimensions
4. A local development proposal in the RPZ (either new or reconfigured)

Table 1: Land Uses Requiring Coordination with APP-400

-Buildings and structures (Examples include, but are not limited to: residences, schools, churches, hospitals or other medical care facilities, commercial/industrial buildings, etc.)

-Recreational land use (Examples include, but are not limited to: golf courses, sports fields, amusement parks, other places of public assembly, etc.) -Transportation facilities. Examples include, but are not limited to:

- o Rail facilities -light or heavy, passenger or freight

o Public roads/highways

o Vehicular parking facilities -Fuel storage facilities (above and below ground) -Hazardous material storage (above and below ground) -Wastewater treatment facilities
• Above-ground utility infrastructure (i.e. electrical substations), including any type of solar panel installations.”

COMMENT:

Comment 25.2

The new instrument approach equipment approved by the Mercer County Freeholders in June, 2016 should have been fully vetted by the National Airport Planning and Environmental Division, APP-400 “(who will coordinate with the Airport Engineering Division, AAS-I OO).”

If the prescribed process was followed as set forth in the Interim Policy, than Alternative Analysis would have provided a method to define an RFZ that would not impact on pre existing land use (such as residences).

It is clear that the alternative Analysis was not fully followed which resulted in impact on residences in the vicinity of Runway 6.

See the Alternative analysis from the FAA Policy below:

“Alternatives Analysis

Prior to contacting APP-400, the RO and ADO staff must work with the airport sponsor to identify and document the full range of alternatives that could:

- I. A void introducing the land use issue within the RPZ
2. Minimize the impact of the land use in the RPZ (i.e., routing a new roadway through the controlled activity area, move farther away from the runway end, etc.)
3. Mitigate risk to people and property on the ground (i.e., tunneling, depressing *and/or* protecting a roadway through the RPZ, implement operational measures to mitigate any risks, etc.)

Documentation of the alternatives should include:

- A description of each alternative including a narrative discussion and exhibits or figures depicting the alternative
- Full cost estimates associated with each alternative regardless of potential funding sources.
- A practicability assessment based on the feasibility of the alternative in terms of cost, constructability and other factors.
- Identification of the preferred alternative that would meet the project purpose and need while minimizing risk associated with the location within the RPZ.
- Identification of all Federal, State and local transportation agencies involved or interested in the issue.
- Analysis of the specific portion(s) and percentages of the RPZ affected, drawing a clear distinction between the Central Portion of the RPZ versus the Controlled Activity Area, and clearly delineating the distance from the runway end and runway landing threshold.
- Analysis of (and issues affecting) sponsor control of the land within the RPZ.
- Any other relevant factors for HQ consideration.

APP-400 will consult with AAS-J 00 when reviewing the project documents provided by the *RO/ADO*. APP-400 and AAS-IOO will work with the Region/ADO to make a joint determination regarding Airport Layout Plan (ALP) approval after considering the proposed land use, location within the RPZ and documentation of the alternatives analysis.

In addition, APP-400 and AAS-IOO will work with the Region/ADO to craft language for inclusion in the airspace determination letter regarding any violations to ensure that all stakeholders (including tenants, operators, and insurers) are fully apprised of the issues and potential risks and liabilities associated with permitting such facilities within the RPZ.

Existing Land Uses in the RPZ

This interim policy only addresses the introduction of new or modified land uses to an RPZ and proposed changes to the RPZ size or location. Therefore, at this time, the RO and ADO staff shall continue to work with sponsors to remove or mitigate the risk of any existing incompatible land uses in the RPZ as practical.” QUOTE from FAA document.

This concludes my comments at this time.

Thank you for your consideration in this matter.

Sincerely,

Anne Chmielewski

49 Sunset Ave.

Ewing, NJ

Gayle McKee

From: rkurisko@verizon.net
Sent: Tuesday, January 15, 2019 9:51 AM
To: Trenton Mercer Airport Project
Subject: Environmental Assessment at Trenton Mercer Airport

Comment 26.1

About 1 and 1/2 ago, a public hearing was held where it was portended that Homes close to the runway of a commercial airport would be bought out due to environmental impacts.

This didn't happen and the only properties being purchased are cemetery plots and NJ state property.

You have made my house very difficult to sell because of misleading information put forward by Mercer County.

This is ridiculous!

Comment 26.2

The most sensitive environmental receptors, namely people, weren't even considered in this supposed "environmental assessment".

Comment 26.3

No noise levels were recorded, no air pollution information was compiled, no interviews were conducted for this environmental assessment.

Comment 26.4

This is a joke, especially considering the fact that Mercer County was allocated 4.5 million dollars to purchase residential homes surrounding the airport.

Comment 26.5

What happened to the money?

Where are commercial airplanes allowed to take off within 200 feet of the property line of a residential neighborhood any where in the United States not just New Jersey but at this airport!

Comment 26.6

Do the right thing and buy out our houses or I'm going to the press and provide all kinds of relevant information to this situation and they are going to have a field day.

Consider that the public is probably not aware of the fact that this airport has never made a single dime for Mercer County and continues to be funded at taxpayer expense.

The airport exists to reward the commercial businesses in Mercer County at taxpayer expense.

Also, consider the fact that the airport runway was expanded illegally in the 1960's, some houses were moved and some were demolished.

Something is very wrong here and needs to be addressed promptly.

Thanks for reviewing my comments.

Comment #	Commenter	Appendix P Page #	Comment	Response to Comment
1.1	#1 David Sokol	P-1	The proposed environmental assessment is inadequate because of the changes to TTN over the past 20 years and proposed changes that will increase capacity.	<p>Comment noted. It is unclear from the comment what particular past changes the commenter is concerned about and therefore a direct response regarding past changes, is not possible. However, past, present, and reasonably foreseeable actions have been considered in the cumulative impacts analysis.</p> <p>According to FAA Advisory Circular 150/5060-5, <i>Airport Capacity and Delay</i>, Change 2, "capacity (throughput capacity) is a measure of the maximum number of aircraft operations which can be accommodated on the airport or airport component in an hour". This EA is evaluating impacts associated with addressing incompatible land uses in the RPZs and critical obstructions. As identified in FAA Order 5100.38D., 3-23, b. "the FAA has interpreted 49 USC § 47105(b)(3) to mean that safe approaches are part of the FAA standards that must be met for runway projects," and AC 150/5300-13A, CHG 1, 310.(a)(1) states an RPZ area is "primarily for the purpose of safety." These projects address the safety of airport operations and will not result in any change in the number of aircraft operations which can be accommodated on the airport. Therefore the Proposed Project will not result in an increase in capacity.</p>
1.2	#1 David Sokol	P-1	The FAA should require a complete and cumulative environmental impact statement that studies cumulative and future changes, considers impact on surrounding areas in NJ & PA, impact on noise and air quality of life, impact on tax base and the environmental impact on nearby state parks, Delaware River, wetlands & farmlands.	<p>As identified in Chapter 4, Section 4.11, "In order to determine cumulative impacts to the environment, projects occurring within the past three years and planned for the next five years were evaluated" (page 4-79). According to the CEQ <i>Guidance on the Consideration of Past Actions in Cumulative Effects Analysis</i>, June 24, 2005 "CEQ interprets NEPA and CEQ's NEPA regulations on cumulative effects as requiring analysis and a concise description of the identifiable present effects of past actions to the extent that they are relevant and useful in analyzing whether the reasonably foreseeable effects of the agency proposal for action and its alternatives may have a continuing, additive and significant relationship to those effects...Generally, agencies can conduct an adequate cumulative effects analysis by focusing on the current aggregate effects of past actions without delving into the historical details of individual past actions.... CEQ regulations do not require the consideration of the individual effects of all past actions to determine the present effects of past actions. Since 2009, projects undertaken by the airport sponsor at TTN have been relatively minor, on airport property, and predominately related to rehabilitation of pavement, Runway Safety Area (RSA) improvements, equipment purchases, and customer accommodations including hangars, baggage trailers, parking, and modifications within the terminal. Each project had independent utility and did not increase or induce an increase in operations at the airport. An EIS would be warranted only if these projects were closely related; would automatically trigger other actions; could not proceed unless other actions are taken previously or simultaneously; are independent parts of a larger action and dependent on the larger action for justification; or would likely result in significant environmental impacts that could not be reduced through mitigation. These projects were subject to environmental review under NEPA and found not to have significant environmental impacts.</p>

Comment #	Commenter	Appendix P Page #	Comment	Response to Comment
2	#2 Deborah Sokol	P-2	The proposed EA is insufficient! The FAA should require that a cumulative EIS be done- one that measures the effect of TTN expansion over the past 20 years. Study the affected areas in PA as well. Consider quality of life due to NOISE levels. Consider economic effect on property values. Consider Health and Safety impact on Bucks and Mercer City. Water, air, sleep, school activities.	See response to Comment 1.2. In accordance with NEPA (See 40 CFR part 1500-1580 § 1508.25), a cumulative environmental review would only be warranted if these projects were closely related; would automatically trigger other actions; could not proceed unless other actions are taken previously or simultaneously; are independent parts of a larger action and dependent on the larger action for justification. In addition, an EIS would only be warranted if the action would likely result in significant environmental impacts that could not be reduced through mitigation. The EA did consider the potential impacts on environmental resources, including socioeconomic impacts. The FAA has not established a significance threshold for socioeconomics in FAA Order 1050.1F. However, the FAA does consider the context and intensity of a number of factors. As set forth in Section 4.7.1, the EA considered the impacts of the voluntary land acquisition program and determined that a significant impact was not expected. Indirect impacts to things such as property values, quality of life, and changes to the community character, are difficult to measure and often cannot be attributed solely to the airport. Some of these changes are subjective, and can result from housing and population growth, changes in economic drivers, shifts in demographics, or other such changes.
3	#3 Debra LeMay	P-3	I would like a letter stating that my home is no longer part of this project, so that when the time comes to sell my house, I will not be negatively impacted by potential buyers by the prior notices indicating that my home is located in an RPZ and my home was to be acquired by the County and the airport. This letter also must delineate the term that this in effect for. Whether 10 years, 20 years, whatever envisioned time is this will be in effect.	Informational packets were made available at the public meeting held on November 27, 2018 for property owner's use. These packets included a summary sheet identifying whether the property owner's parcel is included in the Final Project limits or not, and a graphic was prepared for each parcel as well. This information will be mailed out to you for your use. According to the informational packet prepared for your parcel, FAR Part 77 transitional surface obstructions were identified on your property (i.e., trees and residential home). Since your property is not located in the RPZ and does not contain critical obstructions that would negatively affect airport operations, acquisition and the removal of trees of your property and the removal of trees is not part of the Final Project and the County will not be acquiring your property.
4	#4 Joe Hedge	P-4 P-5 (Attachment)	Two or three layer trees just off my back property appear/will be taken down. May I have replacement trees placed on my property? Please see attachment	Chapter 4, Section 4.8 has been updated to include replacement planting on state parcels to maintain a screen of trees between the airport and residential properties (page 4-49).
5.1	#5 M. Stanford	P-6, P-7	I have lived in this community for over 30 years, my husband close to 40 years. The airport was fine all this time, planes flying over the "corn fields" - flying straight out from the runways. There was no problem at this point. Recently the planes have been flying over the houses - why?	This Environmental Assessment considered impacts from obstruction removal which will not affect aircraft flight patterns. Trenton Mercer Airport has an Air Traffic Control Tower (ATCT) that is responsible for coordinating aircraft traffic flying into and out of the airport from 6:00 a.m. to 10:00 p.m. Questions regarding flight patterns should be referred to the ATCT.
5.2	#5 M. Stanford	P-7	There is no need for such an extensive or expensive project...You will destroy our community west Trenton.	As stated in Chapter 1, Section 1.4 of the EA, the purpose and need for this project is to remove critical obstructions that would negatively affect airport operations, enhance the safety of airport operations, and comply with federal design standards and grant assurances (pages 1-4 to 1-9).

Comment #	Commenter	Appendix P Page #	Comment	Response to Comment
5.3	#5 M. Stanford	P-7	What about the environmental destruction? Your replacement will never equal what you have removed.	As identified in Section 4.8 (pages 4-47 to 4-51) replacement plantings with lower growing trees will be offered to the residential property owners at a 1:1 ratio, tree replanting will be offered to businesses property owners to maintain a screen between the airport and the business property, and replacement plantings and landscaping with lower growing trees will take place on the golf course property. It is correct that the replacement will not be the same as what has been removed. In an effort to minimize potential impacts the amount of trees to be removed has been reduced from the original proposed amount of 120 acres of tree canopy areas and 241 individual trees to 31 acres of tree canopy areas and 10 individual trees. This is a reduction of 74% and 95% respectively.
6.1	#6 Pete Boughton	P-8	Archaeology: Hope any Native American Artifacts found will be well documented, preserved and located on map.	The EA includes an Avoidance Plan approved by the NJ Historic Preservation Officer (HPO) (Appendix J, pages J-213 to J-216), the Ewing Historic Preservation Commission (Appendix J, page J-220), and Mercer County (Appendix J, pages J-218 to J-221). The Plan includes measures to avoid impacts to archeological resources that may be identified (pages 4-41 to 4-42).
6.2	#6 Pete Boughton	P-8	Nearby redevelopment: Should be taken into consideration. E.g. the Naval site with possible W Trenton bypass for motor vehicle traverse.	As stated in Chapter 4, Section 4.11 of the EA, "in order to determine cumulative impacts to the environment, projects occurring within the past three years, ongoing projects, and future projects taking place within the next five years were evaluated" (page 4-79). The Ewing Parkway Avenue Redevelopment Plan, January 2013 and Parkway Avenue Redevelopment Plan Transportation Study, July 2014 were reviewed regarding redevelopment plans for the Naval Site and W. Trenton Bypass for motor vehicles. The plans for the Naval Site and W. Trenton Bypass are conceptual at this time (<i>for illustrative purposes only</i>) and neither project has an approved site plan in place. The Naval Site is designated as a contaminated site and area of groundwater contamination by the NJDEP. Since a site plan is not in place and environmental cleanup is required before this site can be developed, it is not anticipated that the project will take place within the next five years and are not considered reasonably foreseeable. The Bypass extends onto Airport property, is contingent upon development of the Naval Base site, does not have an approved site plan, and is identified as a mid to long range project (i.e., 25 years). Since these plans are not expected to take place within the next five years of future projects being evaluated in this EA, a discussion of these projects is not included.

Comment #	Commenter	Appendix P Page #	Comment	Response to Comment
6.3	#6 Pete Boughton	P-8	Possible new addition of RR Station along the CSX tracks from current W Trenton SEPTA Station should be allotted for.	The proposal to relocate and link the West Trenton train station and the airport terminal is shown in the Parkway Avenue Redevelopment Area Transportation Study, July 2014, and was discussed at a presentation given at the Mid-Jersey Chamber of Commerce. At the meeting, Mr. Latini stated, "Ideally, the relocated station would serve as the hub of the proposed NJ Transit West Trenton line to New York, but construction of that line will depend on action by NJ Transit...What are we going to do with the train station? It's still a big question...No commitment has been made. Relocating the terminal and train station would require major outlays by agencies that could take years to secure" (statements made at a presentation at a MidJersey Chamber of Commerce meeting, and recorded in Times of Trenton newspaper article, February 13, 2013, Emily Brill). Since these plans are not expected to take place within the next five years of future projects being evaluated in this EA, they are not considered reasonably foreseeable and a discussion of these projects is not included.
7.1	#7 Rebecca Lynn	P-9	Where are the trees being planted to replace those that are lost that currently filter all the fuels exhaust that's wasted or take-off and landing.	The recommended replanting program will take place on the properties that trees are removed on. Trees will not be replanted in the RPZ due to safety requirements. In regards to possible effects (or no effect) removal of trees will have on filtering emissions, the emission standards established by EPA are not dependent on the presence of trees. See Response to Comment 5.3 for further information.
7.2	#7 Rebecca Lynn	P-9	How are the wetlands going to be preserved? Currently filter and keep out and fuel out of the river and canal?	Chapter 4, Section 4.9 of the EA discusses that no filling of wetlands will take place as part of the proposed tree removal (pages 4-71- to 4-74). It will involve the conversion of forested wetlands to shrub-scrub wetlands. Compensatory mitigation and minimization measures are recommended in the EA (pages 4-72 and 4-74).
7.3	#7 Rebecca Lynn	P-9	There are 31 acres of tress being removed- how many acres are being replanted? Is it a one for one ratio?	Chapter 4, Section 4.8 of the EA discusses the visual impacts and the proposed tree replanting program. On the Runway 6 end, 9 individual trees will be replaced at a 1:1 ratio since they are located on or adjacent to residential properties. On the Runway 24 end the acres of tree canopy obstructions will not be replaced at a 1:1 ratio. Rather, screens of trees are proposed between the commercial businesses and the airport. This would involve planting approximately 15 individual trees in each area. The Runway 16 end includes replacement plantings and/or landscaping. Since the Runway 16 end involves removing trees in the golf course, the recommended action is to hire a golf course architect to work with the County to determine the best replanting plan. As a result, details for this runway end are not available at this time. See response to Comment 5.3.

Comment #	Commenter	Appendix P Page #	Comment	Response to Comment
8.1	#8 Susan Herman	P-11	Tonight's meeting appears to be another blatant attempt at "segmentation" at Trenton Mercer Airport (TTN), so as to avoid conducting an Environmental Impact Statement. You keep breaking airport build-out into many separate projects (whose whole, equals large-scale expansion) and systematically destroying communities affected by your unchecked expansion.	According to 40 CFR § 1508.25 connected actions "are closely related and therefore should be discussed in the same impact statement...if they: (i) Automatically trigger other actions which may require environmental impact statements. (ii) Cannot or will not proceed unless other actions are taken previously or simultaneously. (iii) Are interdependent parts of a larger action and depend on the larger action for their justification." Chapter 4, Section 4.11 of the EA provides a list of past, present, and future projects for the Airport (pages 4-80). The current EA addresses incompatible land uses in the RPZs and obstructions to navigable airspace. This action is an independent, stand-alone project that is not dependent on other airport projects as identified in Table 4.10 (page 4-80) for the next project to take place, nor do any of the projects in Table 4.10 depend on the RPZ and Obstruction mitigation action for their justification. The RPZ and Obstruction Mitigation project enhances the safety of airport operations (see response to Comment 1.2), while the projects identified in Table 4.10 are pavement rehabilitation projects, and building construction projects (i.e., SRE building, Air Traffic Control Tower, and new terminal building).
8.2	#8 Susan Herman	P-12	You have ignored pleas from neighboring impacted communities to work with them to find ways to mitigate the negative impacts of the airport. They have asked only that you be a responsible neighbor and operate within the spirit of the law.	Comment noted. The purpose of this EA was to evaluate the environmental impacts of the airport's proposed removal of critical obstructions in an effort to enhance the safety of aircraft operations.

Comment #	Commenter	Appendix P Page #	Comment	Response to Comment
8.3	#8 Susan Herman	P-12	<p>WHAT IS NEEDED is an Environmental Impact Statement (EIS) that measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ years PLUS (b) the improvements in the current Master Plan. The Cumulative EIS should:</p> <ul style="list-style-type: none"> • Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years PLUS the improvements in the current Master Plan • Study beyond the area adjacent to the airport and includes all other affected areas in NJ and PA • Consider changes to the character and reputation of our communities • Consider quality of life due to noise levels • Include health & safety within our community due to air, water, land and noise pollution; vibration damage; disruptions to sleep; and disruptions to school activities • Consider the economic impact on our tax base in terms of property values • Consider the negative environmental impact on our ecosystems including the Delaware River, the Pennsylvania & Raritan Canals, wildlife, and farmlands • Consider the impacts on Mercer residents (mostly the economically- disadvantaged in Ewing) who are losing homes being purchased by the airport or having trees cut down for this expansion (the current Master Plan) • Consider the negative impacts to historic landmarks in affected areas in NJ & PA 	See response to Comments 1.2 and 2.0.
8.4	#8 Susan Herman	P-12	<p>Exhibit that was submitted, include a 38 page written comment submission at 10/23/18 mercer county public scoping meeting for construction of a proposed passenger terminal building. Comments are related Construction of a Proposed Passenger Terminal and TTN Master Plan.</p>	The exhibit has been incorporated into Appendix P as part of the public comments (Appendix P, pages P-15 to P-57). The EA for RPZ and Obstruction Mitigation analyzed environmental impacts from the proposed project and also discussed the cumulative impacts of past, present, and reasonably foreseeable projects.
9	#9 Joan Haldenstein	P-59	<p>The comment consisted of a link to the New York Times Article <i>How Pollution Can Hurt the Health of the Economy</i></p>	Comment noted.

Comment #	Commenter	Appendix P Page #	Comment	Response to Comment
10.1	#10 Glen Schostak	P-62	What is the reason that the FAA has decided to review the runway protection zone and obstruction mitigation? You responded at the meeting this is a normal review and TTN is just part of the program.	The FAA typically requires an obstruction evaluation be completed at an airport every 10-15 years. An obstruction evaluation had not been done at the Trenton Mercer Airport for over 10 years. As a result, FAA funding was provided and an RPZ and Obstruction Evaluation was completed in 2015. Obstruction removal is considered a safety project (see response to Comment 1.2). 49 USC § 47101 lists the policy directives and aviation priorities of the United States. These priorities include providing a safe and secure airport and airway system. In addition an FAA Memorandum dated August 18, 2015 states "a core part of the Office of Airport's (ARP) mission is to help maintain and enhance the safety, capacity and efficiency of airports. ARP is responsible for working with the nation's federally obligated airports to ensure approach and departure surfaces are clear of obstacles to ensure safety and to optimize the full capability of the runway without restrictions".
10.2	#10 Glen Schostak	P-62	When I asked if this has anything to do with the size of commercial aircraft landing and taking off at TTN (Frontier Airlines) and/or the proposed expansion of the terminal and/or the increase of Frontier flights currently landing and taking off and the projected increase of flights over the next ten years, you again responded this a FAA review and not specifically related to the increase of commercial traffic or plane size.	This is a safety project to clear obstructions to the critical runway approach and departure surfaces. Clear runway approach and departure surfaces are needed regardless of aircraft type, number of operations, or terminal requirements. Comments related to the new terminal building can be submitted to Trenton@mjinc.com.
11.1	#11 Amy Preston #12 Andrea Conti #14 John and Barbara Krivda #15 Beth Cauley #16 Bill Clarke #17 Bobby Hoechner #18 Bruce Hoechner #19 Carol Townsend #20 Cheryl and Norm Bubenheimer #21 Clifford Heaton #1 David Sokol #2 Deborah Sokol #23 Donald Nikles #24 Donald Wilcox #25 Eileen Killeen #26 Holly Bussey	P-63, 64 P-65, 66 P-75, 76 P-77 P-79, 80 P-82, 83 P-84, 85 P-86, 87 P-88, 89 P-91, 92 P-96, 97 P-98, 99 P-100, 101 P-103, 104 P-105, 106 P-108, 109 P-113, 114	On November 27, 2018 there was a separate meeting held to discuss another portion of the TTN expansion. This meeting covered an entirely different area of airport work and was presented with the perspective that impact would be local to those residents living near the airport whose trees would be removed. There was little attempt to connect that removal of trees and how that would impact the overall operation of the airport with respect of its ability to increase the number of flights, lower altitudes and frequency.	The proposed RPZ and Obstruction mitigation project is a safety related project not an airport expansion project. As identified in Sections 1.4 and 1.5 of the EA, the purpose and need for the project is to address existing incompatible land uses in the RPZ by acquiring six residential properties to remove residential structures (i.e., six homes and one garage) and mitigating existing critical obstructions that would negatively affect airport operations (pages 1-4 to 1-9). This includes removing trees, installing obstruction lights along a railroad track, lowering a utility pole, and land acquisition. It is correct to state that impacts related to the RPZ and Obstruction Mitigation project would be local to those residents living near the airport whose trees would be removed. Figure 1.7 of the EA identifies the limits of the project limits (page 1-10). The proposed tree removal will take place in Ewing Township within 3,000 feet of the Runway 6 end, 2,679 feet of the Runway 24 end, 1,000 feet of the Runway 16 end, and 1,846 feet of the Runway 36 end. Approximately 23.5 acres (81%) of the proposed tree removal takes place on airport property and 7.5 acres (19%) will be removed off airport property. The removal of trees will not result in an increase in the number of flights, lower altitudes, or affect the frequency of flights. As stated previously the Proposed Project enhances the safety of existing airport operations. See response to Comments 1.1, 17.2, and 18.6 for further information.

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11.2	#27 Ilene Blanton #28 James Sinisqalli #29 Jeanette Szymanski #30 Judith Clarke #31 Judy Hoechner #32 Katherine Heaton #35 Kevin Cauley #36 Lee and Ann Farnham #37 Maryann E. O'Mahony #38 Maureen Corbett Gross	P-115 P-117, 118 P-119, 120 P-121, 122 P-123, 124 P-135 P-137, 138 P-139, 140 P-141, 142 P-143, 144 P-145, 146	This meeting appears to be another blatant attempt at “segmentation” at Trenton Mercer Airport (TTN), to avoid conducting a FULL, expansive Environmental Impact Statement (EIA) that would require the entire project be reviewed. TTN and its consultants continue to break airport build-out into many separate projects (whose whole, equals large-scale expansion). The tactic systematically presents the overall destruction of communities affected by your unchecked expansion.	See response to Comments 1.1, 1.2, 2.0 and 8.1.
11.3	#39 Michael J. Rybczynski #40 Michaele A. Mikovsky #41 Mitchell J. Harris #42 Patricia McAleavy #44 Phillip Smith #47 Robert Moore #48 Shelly Tatro #49 Pamela Durkalski #51 Patricia C. Fletcher #52 Glenn Reitmeier #53 June Morreale #54 Jim Chamberlin #56 Richard & Theresa Barrett	P-147, 148 P-150 P-154, 155 P-160, 161 P-162, 163 P-171, 172 P-179, 180 P-182, 183 P-184 to p-186 P-192, 193 P-195, 196	TTN has been incrementally expanding the airport for well over 20+ years under the radar screen, so as to avoid conducting an Environmental Impact Statement (EIS). WHAT IS NEEDED is an Environmental Impact Statement (EIS) that measures the cumulative effects of (a) the improvements that TTN has done incrementally over the past 20+ PLUS (b) the improvements in the current Master Plan. The Cumulative EIS should: - Measure the cumulative effects of the improvements that TTN has done incrementally over the past 20+ years PLUS the improvements in the current Master Plan - Study beyond the area adjacent to the airport and includes all other affected areas in NJ and PA - Consider changes to the character and reputation of our communities - Consider quality of life due to noise levels - Include health & safety within our community due to air water, land and noise pollution; vibration damage; disruptions to sleep; and, disruptions to school activities - Consider the economic impact on our tax base in terms of property values - Consider the negative environmental impact on our ecosystems including the Delaware River, the Pennsylvania & Raritan Canals, wildlife, and farmlands - Consider the impacts on Mercer residents (mostly the economically-disadvantaged in Ewing) who are losing homes being purchased by the airport or having trees cut down for this expansion (the current Master Plan) - Consider the negative impacts to historic landmarks in affected areas in NJ & PA	See response to Comment 1.2 and 2.0.

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11.4			TTN continues to defy the recommendation of the FAA in 2006--- why? The Federal Aviation Administration (FAA) should require that the cumulative EIS be done. The FAA document titled "ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision (FONSI/ROD) dated February 23, 2006 for the Trenton-Mercer Airport (TTN) Terminal Replacement and Other Projects in the Capital Improvement Program" clearly states that the FONSI was withdrawn because the airport was no longer going to expand the terminal. "The analyses of Build Alternative 2 revealed that [that] alternative would likely cause [sufficient] noise impacts that would require the preparation of an Environmental Impact Statement (EIS)." (Build Alternative 2, the terminal was expanded to 4 gates. THIS IS WHAT'S BEING PROPOSED.)	<p>The Order Withdrawing the FONSI / ROD issued by the FAA on February 23, 2006 was related to the EA and Appendices for the Trenton Mercer Airport project titled "Construction of a New Replacement Terminal and Other Projects in the TTN Capital Improvement Program" that included the construction of a new 44,000 SF terminal building accommodating two aircraft gates to replace the existing two-gate terminal; expanded apron area; realignment of existing terminal access road; additional auto parking spaces; demolition and removal of the existing Tennis Center, new snow removal equipment and storage building, and taxiway improvement plan.</p> <p>The current EA addresses incompatible land uses in the RPZs and critical obstructions that would negatively impact airport operations. This comment is not related to the EA for RPZ and Obstruction Mitigation.</p>
12.1	#13 Anne Chmielewski (same comment twice - one set submitted to C&S Engineers, Inc., one set submitted to Mercer County Freeholders)	P-68 P-72	Massive loss of 31 acres of trees and loss of habitat for wildlife (impact)	See response to Comment 5.3.
12.2	#13 Anne Chmielewski (same comment twice - one set submitted to C&S Engineers, Inc., one set submitted to Mercer County Freeholders)	P-68 P-72	This EA mitigation is extreme and a more ecological approach should be taken. Based on the information listed below from Appendix K, many of the trees are growing on soil that contains rock. The forest self-modifies due to the nature of vegetation growing on the bedrock soil. Most trees die off before reaching significant size. Only trees exceeding the height requirement should be removed on a case by case basis rather than clear cutting an entire forested area.	Several measures have been taken to reduce the amount of tree removal being proposed. As stated in the response to Comment 5.3, the amount of trees to be removed has been reduced from the original amount of 120 acres of tree canopy areas and 241 individual trees to 31 acres of tree canopy areas and 10 individual trees. This is a reduction of 74% and 95% respectively. In addition, the Proposed Project includes using tree removal method 3 (clearing, leaving stumps in place - includes individual trees or tree canopy areas, involves cutting the tree trunk to approximately 3 inches from the ground surface, and removal of the woody material, leaving understory (with a height of 4 foot or less) intact) (pages 2-8 and 2-9). Lastly, replacement plantings has been proposed to minimize impacts related to the proposed tree removal (see response to Comment 5.3).
12.3	#13 Anne Chmielewski (same comment twice - one set submitted to C&S Engineers, Inc., one set submitted to Mercer County Freeholders)	P-69 P-73	The RPZ trapezoid on Runway 6 is larger than the RPZ trapezoids on the other three runways. It should be the same according to the Air Safety and Zoning in NJ.	The runway protection zone size is determined based on the type of approach to the runway end and design standards for RPZs identified in FAA AC 150/5300-13A, CHG 1, <i>Airport Design</i> . The Runway 6 end has a precision instrument approach procedure. Based on a review of AC 150/5300-13A, CHG 1, Chapter 3, Section 310 and Table 3-5, <i>Runway Design Standards Matrix</i> , the Runway 6 RPZ should have an inner width of 1,000 feet and outer width of 1,750 feet and a length of 2,500 feet. The remaining three runway ends have non-precision instrument approaches and the RPZs have an inner width of 500 feet an outer width of 1,010 feet and a length of 1,700 feet.

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12.4	#13 Anne Chmielewski (same comment twice - one set submitted to C&S Engineers, Inc., one set submitted to Mercer County Freeholders)	P-74 P-179	I have not been afforded adequate time to review 4 voluminous books documents.	The public comment period was extended until January 11, 2019 via public notice (Appendix O, pages O-283 to O-285), email blast (Appendix O, pages O-253 to O-270), and letters to adjacent property owners (Appendix O, pages O-247 to O-251) to provide the public with additional time to review and comment on the Draft EA. Additional report volumes were also made available at all locations identified in the public notice under document availability to further facilitate review of the EA documents (Appendix B, pages B-185, B-188, B-190 to B-192D).
13.1	#22 Dan O'Brien on behalf of Senator Steve Santarsiero	P-94	As the newly elected State Senator for PA Senate District 10, I am writing on behalf of Bucks County residents who will be greatly impacted by your Master Plan and proposed Runway Protection Zone and Obstruction Mitigation Project for Trenton-Mercer Airport.	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-193 to B-196).
13.2	#22 Dan O'Brien on behalf of Senator Steve Santarsiero	P-94	Residents are concerned that the creation of a new terminal coupled with this planned clearing of local ecosystems will lead to increased air traffic and the use of larger jets which will only intensify the issues already present. Residents are only asking that the airport consider the community's wishes and be accountable for any negative impact caused to the surrounding area.	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-193 to B-196).
13.3	#22 Dan O'Brien on behalf of Senator Steve Santarsiero	P-94	On behalf of the people I will be representing shortly, I am urging you to consider the following by conducting an Environmental Impact Study to assess the effect the airport's Master Plan and expansion proposals have had and will have on the surrounding community. Please consider the following: <ul style="list-style-type: none"> - The environmental impact of increased air and water pollution - The economic impact of decreased property values - The quality of life impact due to increased noise and vibration levels disrupting daily community activities 	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-193 to B-196).
14.1	#33 Katherine Nolan, NJDEP	P-94	<u>Endangered Non-game Species Program</u> - The Endangered & Non-game Species Program (ENSP) would recommend a timing restriction for tree clearing (i.e. no clearing of trees >:3" DBH from April 1-Sept 30) based on confirmed and possible presence of bats of concern.	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-197 to B-201).

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14.2	#33 Katherine Nolan, NJDEP	P-126	<p>ENSP Program - These surveys do not rule out presence of rare bats - and by the time the proposed tree clearing will be done (2020-2021+, according to the E.A. "Time Frame For Action" (p. 1-12)), the survey will be 5 years old. According to the USFWS Range-wide Indiana Bat Survey Guidance https://www.fws.gov/midwest/Endangered/mammals/inba/surveys/pdf/2018RangeWideBatSurveyGuidelines.pdf (also used for Northern long-eared bat), "Unless otherwise agreed to by the USFWS, negative PIA survey results obtained using this guidance are valid for a minimum of five years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise." In addition to the acoustic records collected on-site by Eco-Tech, the ENSP has recorded abundant little brown bat activity on a preserved tract within 5 miles of the airport, and subsequently caught a reproductive adult female little brown and a juvenile northern long-eared bat at that location (July 2018; in process of being entered into Biotics and Landscape Project), showing that maternity colonies of both species are active nearby. Also, by the time of the proposed tree clearing at Trenton-Mercer Airport, the little brown, northern long-eared, and tri-colored bats will likely have been added to NJ's endangered species list (they are currently candidates for E listing). ENSP believes a time of year restriction on tree clearing is warranted for bats. The applicant should double-check if the USFWS specified an "expiration date" on the acoustic survey results at the time of consultation; if it was 5 years then the site may need to be re-surveyed or at least consulted again with the NJ Field Office.</p>	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-197 to B-201).
14.3	#33 Katherine Nolan, NJDEP	P-126	<p>ENSP Program - As indicated multiple times in Appendix H, Habitat Assessment, tree clearing to protect nesting birds will be done between October 31 through March 1 of any given year. NJDFW agrees with this restricted time period.</p>	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-197 to B-201).
14.4	#33 Katherine Nolan, NJDEP	P-127	<p>ENSP Program - Bureau of Freshwater Fisheries would expect little to no impact to aquatic resources (West end Shabacunk Creek and Unnamed trib. of Delaware River) from this project. Further, please see attached letter from the US Fish & Wildlife.</p>	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-197 to B-201).
14.5	#33 Katherine Nolan, NJDEP	P-127	<p>Historic and Cultural Resources - Through Section 106 of the National Historic Preservation Act consultation, the HPO concurred with the FAA that the obstruction removal project will have no adverse effect on historic properties. Therefore, no additional consultation regarding historic and archaeological resources is necessary.</p>	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-197 to B-201).

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14.6	#33 Katherine Nolan, NJDEP	P-127	Division of Land Use Regulation - Based on the information provided, the proposed project will require a Flood Hazard Area Individual Permit, and a Freshwater Wetlands General Permit No. 9. However, if the proposed project goes beyond the thresholds of the general permit, then a Freshwater Wetlands Individual Permit will apply.	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-197 to B-201).
14.7	#33 Katherine Nolan, NJDEP	P-127	Mitigation will be required under both the Freshwater Wetlands Protection Act Rules and the Flood Hazard Area Control Act Rules. The applicant must follow all timing restrictions set forth for fisheries, non-game species, and any threatened and endangered species.	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B- B-197 to B-201).
14.8	#33 Katherine Nolan, NJDEP	P-127	Division of Land Use Regulation, Mitigation - Since the proposed project will require both Freshwater Wetlands and Flood Hazard Area permits, mitigation will be required for this project. Land Use Mitigation recommends further consultation when the applicant gets closer to applying for permits.	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-197 to B-201).
14.9	#33 Katherine Nolan, NJDEP	P-127	Division of Parks and Forestry - Based on the information provided in the Environmental Assessment, it is unclear if the No Net Loss Program requirements are going to be addressed. In September 2016, the Department informed C&S Engineers of the requirement to address No Net Loss reforestation due to the 23.08 acres of deforestation that is proposed on state owned/maintained lands. A No Net Loss Reforestation Plan must be submitted and approved by the Division of Parks and Forestry prior to any deforestation occurring, as per the No Net Loss Compensatory Reforestation Act (N.J.S.A B:IL-14.1 et.seq).	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-197 to B-201).
14.10	#33 Katherine Nolan, NJDEP	P-128	Green Acres - The Green Acres Program reviewed project information in April 2017 and determined that the proposed tree trimming and removal within the designated flight path would not constitute a diversion because FAA/CAA restrictions pre-date Green Acres restrictions on the encumbered properties. Provided that the plans for obstruction removal have not moved outside the flight path, Green Acres has no further comments on the project. - Should project plans change, please contact the Green Acres Program for further consultation	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-197 to B-201).

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14.11	#33 Katherine Nolan, NJDEP	P-128	<p>Delaware & Raritan Canal Commission - Based on the information provided, the activities proposed, in combination with prior projects constructed within the Trenton-Mercer Airport, will likely result in a "major project" under the Delaware and Raritan Canal Commission's (DRCC) regulations (See N.J.A.C. 7:45-1.3) and therefore require DRCC authorization prior to construction. The Trenton-Mercer Airport is situated on a ridge between three drainage systems that ultimately reach the Delaware River. The western section of the site drains into Reeders Creek, the eastern section of the site drains into West Branch Shabakunk Creek, which flows into Assunpink Creek before reaching the Delaware, and the northern section of the site drains toward Jacobs Creek. Several streams leading to each of these watersheds cross the site. The site contains a recorded stream corridor, previously established under a Memorandum of Agreement between the airport and the DRCC. It does not appear any of the proposed activities will be located within the recorded stream corridor on the airport. However, the scans of both the disturbance areas and MOA exhibit are difficult to read and verify. Accordingly, the Commission reserves judgement on whether the proposed activities intrude into a stream corridor.</p>	<p>Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-197 to B-201).</p>

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15.1	#34 Eric Shrading, USFWS #50 Tina Sirenne, USFWS	P-131	<p>The Service notes that the proposed project site is located within the summer foraging range of the federally listed Indiana bat (<i>Myotis sodalis</i>). Indiana bats are federally listed as endangered pursuant to the ESA. Indiana bats hibernate in caves and abandoned mine shafts from October through April. Between April and August, Indiana bats inhabit floodplain, riparian, and upland forests, roosting under loose tree bark during the day, and foraging for flying insects in and around the tree canopy at night. During these summer months, numerous females roost together in maternity colonies. Maternity colonies use multiple roosts in both living and dead trees. From late August to mid-November, Indiana bats congregate in the vicinity of their hibernacula, building up fat reserves for hibernation. Protection of Indiana bats during all phases of their annual life cycle is essential to the long term conservation of this species. Threats to the Indiana bat include disturbance or killing of hibernating and maternity colonies; vandalism and improper gating of hibernacula; fragmentation, degradation, and destruction of forested summer habitats; and use of pesticides and other environmental contaminants. The Service recommends that any permit be conditioned with a tree removal restriction from April 1 to September 30 to protect the Indiana bat. The tree removal restriction would also protect the federally listed (threatened) northern-long eared bat (<i>Myotis septentrionalis</i>) under the 4(d) rule.</p>	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-202 to B-204).
15.2	#34 Eric Shrading, USFWS #50 Tina Sirenne, USFWS	P-131 P-175	<p>On October 8, 2015, the Service provided a concurrence with the results of summer acoustic surveys conducted during the period of August 10 to August 13, 2015 on the subject property and its vicinity. No northern long-eared bats or Indiana bats were positively detected during the summer surveys. The grace period to remove trees year-round would have expired on August 13, 2017, but the project scaled back the number of acres proposed for removal and the acoustic survey effort that was conducted in 2015 had a satisfactory level of effort to conclude likely absence of the Indiana bat and northern long-eared bat based on the Service's 2018 updated survey guidelines. Therefore, following additional coordination that took place between July 3 and September 19, 2018, the Service extended the validity period of the acoustic survey results to August 13, 2020, after which the Service must be contacted to determine if additional summer surveys will be required.</p>	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-202 to B-204).

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15.3	#34 Eric Shrading, USFWS #50 Tina Sirenne, USFWS	P-131 P-175	According to Davis (pers. comm. 2018), the New Jersey Division of Fish and Wildlife's Endangered And Nongame Species Program (ENSP) has recommended a seasonal restriction on tree removal from April 1 to September 30 to protect little brown bats (<i>Myotis lucifugus</i>) and tricolored bats (<i>Perimyotis subflavus</i>) that were documented onsite by the 2015 acoustic survey. According to the draft EA (Appendix H), the applicant has agreed to remove trees outside of the recommended timing restriction.	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-202 to B-204).
15.4	#34 Eric Shrading, USFWS #50 Tina Sirenne, USFWS	P-132 P-176	The project as proposed would remove trees within properties of the State's Green Acres Program, requiring mitigation through either replanting of replacement trees or monetary compensation. If the applicant elects to replant trees, the Service recommends planting tree species that provide roost prospects to bat species (list enclosed).	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-202 to B-204).
16.1	#40 Michaele A. Mikovsky	P-146	As a homeowner in Lawrenceville, NJ, the noise & vibrations of planes overhead at all hours of the day & night. I'm now limited to fewer activities I can enjoy both indoors & outdoors because I'm being strafed day & night...The noise is indescribably deafening	Comment noted. This EA considered the environmental impacts of the airport's proposed RPZ and Obstruction Mitigation project, which is not expected to change the noise levels.
16.2	#40 Michaele A. Mikovsky	P-146	The airport has muscled its way into peaceful lives. It has destroyed my retirement lifestyle, the property value of my dream home, & places I could peacefully visit without the thunder of overhead jets.	Comment noted. This EA considered the environmental impacts of the airport's proposed RPZ and Obstruction Mitigation project, which is not expected to change the noise levels.
16.3	#40 Michaele A. Mikovsky	P-146	The proposed loss of additional trees for expansion will decrease the natural sound barriers even further.	Trees and vegetation around airports are more likely to affect sound levels caused by aircraft on the ground than when they are in the air. When airborne aircraft are sufficiently high above the ground that trees do not break the line of sight from the listener, the trees provide no noise reduction. When trees do break the line of sight from the listener to an aircraft on the ground, a relatively broad area of dense vegetation is required to provide a noticeable reduction in sound level. The FAA does not provide specific guidance on noise reduction provided by trees and other vegetation. The Federal Highway Administration (FHWA) attributes approximately one to three decibels of noise reduction for every 100 feet of vegetation that is "sufficiently dense to completely block the view along the sound of propagation path." To provide this level of noise reduction, such vegetation zones must

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				<p>consist of “long, wide regions of heavy...woods and undergrowth, not just individual trees or several rows of trees.”</p> <p>Even when not providing measurable noise reduction, vegetation can influence a listener’s perception of the noise environment in other ways. Trees can provide a visual buffer and thereby eliminate a visual reminder of one’s proximity to an airport and other noise source.</p> <p>The proposed tree removal project involves removing 10 individual trees and one row of trees adjacent to residential areas on the Runway 6 end. As a result, these trees likely do not provide a natural sound barrier based on FHWA guidance. These trees do provide a visual buffer between the airport and residential areas. Since tree replanting is proposed to maintain visual screens between residences and the airport (Section 4.8 of EA), and the limited tree removal will not result in changes to noise, no impacts related to noise or sound are expected.</p>
17.1	#40 Michaele A. Mikovsky	P-146	I am writing to formally request that an Environmental Impact Statement (EIS) instead be performed. The EIS must cover the nearby communities of Yardley Borough and Lower Makefield Township. The projected increases in longer-haul flights and passengers will increase air, water, land, and noise pollution as well as vibration damage and disruptions to sleep and school activities.	See response to Comment 1.2, 2.0, and 17.3.
17.2	#45 Rich Wayne	P-157	C&S Companies representatives acknowledge that the obstruction mitigation will better allow aircraft taking off and landing at TTN to start or end a flight at a lower trajectory.	Based on communications with the FAA Flight Procedures Office (2/15/19), the approach and departure procedures will not change as a result of this project.
17.3	#45 Rich Wayne	P-157	This may increase safety but it will also enable TTN airlines to start commercial service to new, more distant locations. TTN and Frontier officials have for years commented with each other online about their efforts to get a non-stop flight to Denver from TTN. They have frequently cited obstructions and runway configuration as an obstacle.	No information was provided in regards to the online comments referenced by TTN and Frontier officials. The FAA safety standards require removal of obstructions. Removing obstructions will not change, or enable changes to the runway configuration and airlines use at a particular airport is typically based on demand for service. The runway length available at an airport may be a limiting factor to more distant destinations.
17.4	#45 Rich Wayne	P-157	These longer flights combined with the Master Plan expansion prepared by Urban Engineers and McFarland Johnson will fundamentally change the frequency and noise profile of the airport. The Master Plan alone will enable passenger enplanements at TTN to increase 33 percent between 2020 and 2035. Peak hour enplanements will soar 42 percent while airline operations will increase 22 percent.	Comment not related to this EA for RPZ and Obstruction Mitigation. A Master Plan and the resulting ALP looks out as far as 20-years into the future. Whether or not a project shown on the ALP ever comes to fruition is dependent on many elements, such as actual airport operations and passenger demand, available funding (Federal, state and local), critical aircraft type and usage, etc. Many of the projects shown on TTN’s approved ALP may be years away from justification or implementation and are therefore not considered reasonably foreseeable.

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17.5	#45 Rich Wayne	P-157	The Master Plan calls for runway improvements, land acquisition, a quintupling of the airport’s terminal and a doubling of jet bridges/gates to make the giant increases in plane operations possible. These fundamental changes in plane operations coupled with longer-haul flights enabled by obstruction mitigation require a formal study of the impact on our communities.	Comment not related to this EA for RPZ and Obstruction Mitigation. See response to Comment 17.4
17.6	#45 Rich Wayne	P-157	There is a legal judgment requiring an EIS, according to the FAA’s Order Withdrawing a FONSI/ROD dated February 23, 2006. This order includes a footnote #3 that states: “The analyses of Build Alternative 2 revealed that that alternative would likely cause sufficient noise impacts that would require the preparation of an Environmental Impact Statement (EIS).”	See response to Comment 11.4.
17.7	#45 Rich Wayne	P-157	Please explain why an EIS has never been performed at TTN in its history and why one was not performed in 2012 when the runways were replaced and the parking and luggage area enlarged. When was the last obstruction audit at TTN?	Comment not related to this EA for RPZ and Obstruction Mitigation. No response required. An EIS would be warranted only if the projects were closely related; would automatically trigger other actions; could not proceed unless other actions are taken previously or simultaneously; are independent parts of a larger action and dependent on the larger action for justification; or would likely result in significant environmental impacts that could not be reduced through mitigation. The projects undertaken at TTN had independent utility and did not increase or induce an increase in operations at the airport. The projects were also subject to environmental review under NEPA and found not to have significant environmental impacts. It has been over 20 years since an obstruction evaluation and associated obstruction removal project has taken place at the airport.
17.8	#45 Rich Wayne	P-158	FAA order 1050.1f also allows for an airport authority to devise remedies to mitigate an action that causes significant impact even if an EA is performed instead of an EIS. If you do not perform an EIS, please include remedies for the increased noise caused by the extra long-haul flights anticipated between 10pm and 7am. These remedies should include: -- An earlier but strictly enforced (via fines) curfew for arriving flights at 10pm and a cap on the number of departing flights before 7am. -- Creation of a funding mechanism to pay for the soundproofing of area property owners, especially those closest to the Yardley NAV path. -- Establish another NAV path that avoids Yardley Borough and the Northern half of Lower Makefield Township. This would enable distributed takeoffs and landings so that the same house aren’t inundated with noise every time. -- Establish a higher ceiling for take-offs so that pilots can get higher faster.	See response to Comments 1.1, 1.2, and 18.6. This project will not result in increases in noise or changes in flight paths and therefore, no noise mitigation is required.

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18.1	#45 Rich Wayne	P-158	The proposed obstacle removal is not needed for the current airport traffic and the presenters at the public meeting were disingenuous by implying that the proposal has nothing to do with allowing an increase in airport traffic.	See response to Comment 5.2.
18.2	#46 Richard Preston	P-159	Removing trees and houses in the airport vicinity will made a substantial change to the take-off weight (increased fuel load) and therefore flyable range of aircraft using the Trenton-Mercer airport. This change will significantly impact the noise levels, pollution spread and run-off associated with airport operations.	See response to Comments 1.1 and 18.6. The Proposed Project will not affect the take-off weight, fuel load, or range of aircraft using the Trenton Mercer Airport.
18.3	#46 Richard Preston	P-159	The airport is trying to separate many steps in the airport expansion without acknowledging that they collectively make for a significant impact on the environment, the community, its quality of life and housing values.	See response to Comments 1.2, 2.0, and 8.1.
18.4	#46 Richard Preston	P-159	NJ DEP Division of Water Monitoring and Standards Report FIBI512-R1 on Shabakunk Creek which is next to the airport was rated as having a poor index of biotic Integrity (IBI) score and marginal habitat rating. This cause of this poor rating of a Delaware River Tributary needs to be understood since it is adjacent and merits an environmental impact study regarding the proposed expansion.	Chapter 4, Section 4.9.1 discusses surface water impacts and recommended mitigation measures to minimize impacts and concludes "although there will be limited adverse impacts, the Proposed Project will not change the quantity or quality of water of adjacent streams or the existing drainage patterns. Mitigation measures will be implemented to control erosion, and federal, state, and local regulations and standards will be met" (pages 4-54 to 4-55). See response to Comment 24.3 for further information.
18.5	#46 Richard Preston	P-159	Gold Run near the airport is site AN0107 as referenced in the Environmental summary you provided. It was unimpaired in 1992-1993 and 1997-1998, moderately impaired in 2002-2003 and assessed as poor (macroinvertebrate assessment categories changed) in 2008. So Gold Run appears to be degrading in water quality in relation to aquatic life, but the cause is not clear (which is why the watershed is listed as impaired for aquatic life with "cause unknown"). Certainly, the degradation of a Delaware Tributary adjacent to the airport in the period of significantly increased airport use deserves the study associated with an environmental impact study.	Comment noted. See response to Comments 18.4 and 24.3 for further information.

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18.6	#46 Richard Preston	P-159	<p>The actual flight paths used by aircraft are different than those used in the noise modeling assessments. Neighborhood residents have complained about planes flying over their houses and are told by the airport that planes don't fly there or the airport has no control over the decisions made by pilots once they are airborne. But it is unfair for the noise modeling to not make use of the actual flight paths is assessing if there is a noise impact on the neighborhoods. It is also unfair for the noise assessments to not take into account the paths heavier, larger aircraft will use once the "obstacle mitigation" plan is carried out.</p> <p>Clearly, lower level flights will mean more noise, and more concentrated pollution levels strewn over houses and neighborhoods. Please insist that the EIS be carried out before approving this project.</p>	<p>Chapter 3, Section 3.2.10 states "the Proposed Project will not result in an increase the number of annual aircraft operations, change the current aircraft fleet mix by introducing new aircraft types or categories, or change the current runway threshold locations or utilization". As a result, there will be no noise impacts related to the Proposed RPZ and Obstruction Mitigation project (page 3-43).</p> <p>The approved noise model (AEDT) uses a wide range of inputs such as actual airport runway configurations, aircraft operations and/or movements (flight tracks), aircraft types using the airport, or aircraft flight characteristics may affect noise levels to develop the cumulative noise exposure of individuals to aircraft noise in areas surrounding the airport. The noise contours presented in the EA were developed using the AEDT model which is the best predictor for current and projects noise contours.</p>
18.7	#46 Richard Preston	P-159	Please insist that the EIS be carried out before approving this project.	Comment noted. See Comments 1.2 and 2.0.
19.1	#46 Richard Preston	P-159	We have several grievances about your actions during the process where the public had the opportunity to review the Draft Environmental Assessment (EA) for the Runway Protection Zone and Obstruction Mitigation Project for Trenton-Mercer Airport. The first grievance is during the public Q&A period at the 11/27/18 public meeting, several residents stated to the presenting engineer (Ms. McKee) that the Draft EA was not available at the Ewing Library as they had been informed it would be.	The Draft EA (Volumes 1-4) was mailed to the Ewing Public Library on 11/6/18 (Appendix B, page B-189). The report was received on 11/8/18 at the Reference Desk (Appendix B, page B-191). The Draft EA public comment period was extended in order to provide the public with additional time to review and comment on the Draft EA (Appendix O, pages O-283 to O-285). To facilitate public review and availability of the Draft EA, a second copy of the Draft EA was mailed to the Ewing Library on 12/18/18 (Appendix B, page B-190) and the report was received on 12/24/18 (Appendix B, page B-192).
19.2	#8 Susan Herman	P-167	During the public Q & A period at the 11/27 /18 Public Meeting, one resident stated to Ms. McKee that she went to the Ewing Library in the afternoon on 11/27 /18 and the voluminous, 4-part Draft EA was finally available there.	Comment noted. No response required.
19.3	#8 Susan Herman	P-167	During the public Q & A period at the 11/27/18 Public Meeting, one well-informed, active Ewing resident (whose home is heavily impacted by Trenton-Mercer Airport's operation) asked Ms. McKee to extend the deadline for submission of comments. The resident maintained that the public was given insufficient time to review & comment on the Draft EA, considering the Thanksgiving holiday and the fact that the Draft EA was not available at the Ewing Library. Ms. McKee responded that Trenton-Mercer Airport ("The Airport") had followed regulations. She offered no extension of the deadline.	See response to Comment 12.4.

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19.5	#8 Susan Herman	P-167	On 12/7/18, RRTS learned that a member of BRAM (Bucks Residents for Responsible Airport Management) had submitted comments to the email address stated on the Written Comment Handout ("Handout") that was distributed at the 11/27/18 Public Meeting. The email bounced back, as the handout had an incorrect email address on it. The Handout gave this email address: ttncs@cscos.com. The correct email address is: ttn.cs@cscos.com This error significantly hinders the ability of residents to submit comments. Probably many will not comment, as a result of this. There has been no attempt on the part of the Airport and its consultants to publicize the error and its correction. While we would like to think that this was a rare oversight on the part of The Airport, we doubt that this is the case. Over the past 20+ years, The Airport has had a documented track record of providing inaccurate addresses and limiting notification of meeting dates/times/locations.	See response to Comment 12.4. This was an oversight and was remedied by providing an extended comment period.
19.6	#8 Susan Herman #53 June Mooreale	P-167	On your website(s), you have omitted data and provided Insufficient information to enable the public to effectively comment on the Draft EA. You have also provided OUTDATED date. For example: when you go to the mercercountv.org website and then click on "Airport Development" it takes you to the page that has links outlined on it for various subject matter. If you click on "Appendix E: Noise Report" it redirects you to the Urban Engineers website which either cannot connect to their server or it says the document is not ready for review. This has been going on for months.	The mercercounty.org website has been updated and a link to the RPZ and Obstruction Mitigation project can be accessed directly from the Trenton Mercer Airport / Airport Development / Public Documents. This provides a link to the C&S webpage that contains all project related documents.
19.7	#8 Susan Herman	P-167	Attachment is a 12/5/18 letter from Barbara Lichman to Trenton Mercer Airport (Attn: Melinda Montgomery, A.A.E., Airport Manager) Re: Comments on Trenton Mercer Airport Intention to: File Passenger Facility Charge Notice of Intent 19-06-C-OO-TTN.	Attachment has been included in the public comments contained in Appendix P (pages P-169 to P-170). No response required.
20.1	#8 Susan Herman	P-168	Are you aware that a large expansion of the Trenton Airport is planned? Hopewell and Bucks County residents will suffer from unhealthy air and noise pollution. Many are against it. Hopefully Gov. Murphy will look into that and change the location to someplace closer to the ocean where the prevailing winds will blow off some of the pollution. Fort Dix could be expanded. They say it will be as large as LaGuardia Airport. Thank you for your concerns with NJ Transportation. We are all concerned with a healthy solution.	Comments not related to the RPZ and Obstruction Mitigation project. No response is required.

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20.2	#9 Joan Tarlow Haldenstein	P-188	Attached letter addressed to Ms. Tarlow Haldenstein from Susan Casey-Lefkowitz.	Attached letter from NRDC to Ms. Haldenstein regarding transportation as the largest source of carbon pollution and driving climate change. Comments not related to the RPZ and Obstruction Mitigation project. No response is required.
21	#52 Joan Tarlow Haldenstein	P-189	Please do not expand this airport. It has caused such disruption in our lives. What once was a quiet lovely place to live has now become a take-off and landing zone for airplanes. So please kindly consider leaving well enough alone and do not expand what is already a total disaster for those of us living in the flight path.	Comment noted. No response is required.
22.1	#55 Duane Love	P-194	The aircraft noise and frequency of it is horrible.	Comment noted.
22.2	#57 Ron Cresta	P-197	If you home is in the flight path the particulates expelled is a very real problem.	Comment noted.
23.1	#57 Ron Cresta	P-197	The airport is not in my district, but some of its flights do pass over the residents in Bucks County, who have expressed their continued concerns regarding the airport's FAA approved master plan.	Comments noted. No response is required.
23.2	#58 Congressman Brian Fitzpatrick	P-198	While Trenton Mercer Airport provides convenient travel for many in our community, its expansion by way of apparent segmentation over the last 20+ years has failed to prompt any environmental assessments. These studies should be performed to determine the impact which past, present, and future projects may have on the surrounding area.	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-205 to B-207).
23.3	#58 Congressman Brian Fitzpatrick	P-198	While I am aware that the RPZ and Obstruction Mitigation FAQ states that this voluntary program is not being implement to accommodate projects in the current master plan, there is still concern that this program will further pave the way for additional segmentation, leading to increased air traffic and use of larger planes without the need to perform any environmental impacts assessments.	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-205 to B-207).

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24.1	#58 Congressman Brian Fitzpatrick	P-198	We acknowledge the mitigation steps outlined in the Assessment, but we are concerned that they are not commensurate with the loss of environmental services. Specifically, the Assessment does not fully characterize the impacts associated with loss of carbon storage and loss of rainfall interception. Overall, we feel that the mitigation measures identified do not adequately compensate for the loss of services.	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-205 to B-207).
24.2	#59 Lia Mastropolo, The Watershed Institute	P-200	With regard to climate impacts, the Assessment is focused on greenhouse gas emissions (GHG) associated with construction-phase equipment operation. However, the loss of carbon storage due to tree clearing is not insignificant and should be considered. According to the US Forest Service, the average northeast mixed hardwood and softwood forest stores approximately 50,000 lbs. of carbon per acre ¹ in mature trees (additional storage is provided by soils and the forest understory). The proposed project will result in the loss of 18.2 acres of upland forest, and 4.2 acres of wetland forest. The loss of these 22.4 acres of forest could result in the release of up to 120,000 lbs. of stored carbon, or 560 tons. Assuming that the majority of these trees will not be replaced, the carbon storage potential of the site will be reduced by approximately 800 lbs./year ¹ for each acre not restored as forest. This estimate does not include the additional acreage of tree clearing outside the Upland and Wetland Forest regions which results in greater loss of carbon storage.	Comment is noted. The ability of the forested areas to sequester carbon may be affected by the removal of mature trees until such a time that mature vegetation is reestablished. As this is a federal document, all methodologies must abide by federal guidance. The climate change analysis was conducted in accordance with Chapter 3, "Climate" of the FAA guidance document 1050.1F – Environmental Impacts: Policies and Procedures as well as the FAA Aviation Emissions and Air Quality Handbook, version 3, Update 1. There is currently no FAA-provided methodology for determining the total amount of carbon sequestered by forest acreage; the existing models used for other categories (AEDT for aviation sources, MOVES for on-road vehicles, and ACEIT/MOVES for on-road and construction vehicles) do not have the capabilities to calculate carbon sequestration. It should also be noted that both the Council on Environmental Quality (CEQ) NEPA and 1050.1F guidance documents state there are no thresholds of significance established for greenhouse gas emissions. Therefore, due to the lack of established thresholds of significance, impacts to climate change in relation to tree removal cannot be determined.
24.3	#59 Lia Mastropolo, The Watershed Institute	P-200	The Assessment finds that the effects of tree loss "will not change the quantity or quality of adjacent streams". However, the proposed changes in cover will increase the quantity of runoff, reduce infiltration to groundwater, and increase the load of nutrients and suspended sediment delivered to downstream water bodies. The runoff curve number, an accepted coefficient used to describe imperviousness, would increase across the cleared area. These changes will directly affect the quality and quantity of rainfall runoff from the project site. Furthermore, the project will encroach on FEMA floodways and floodplains and state flood hazard areas, as well as the riparian zones of multiple streams. The Assessment must provide an analysis of the water quality and quantity impacts associated with these changes.	As identified in the response to Comment 24.6, approximately 3.47 acres of wooded upland forest will be converted to maintained grassland while 14.13 will be converted to early successional upland field. This substantially reduces the area of tree loss and early upland successional field will result in a substantially lower runoff curve number than mowed turf grass. As identified in Section 4.12, numerous permits, licenses, reviews and approvals are required for the Proposed Project, and will involve coordination with a number of agencies including NJDEP, Mercer County Soil and Water Conservation District, and the Delaware and Raritan Canal Commission regarding water quality and quantity (see pages 4-86 to 4-88). In addition, Section 4.9.1 states that "mitigation measures will be implemented to control erosion, and federal, state, and local regulations and standards will be met" (see page 4-55).

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24.4	#59 Lia Mastropolo, The Watershed Institute	P-201	According to the National Tree Benefit Calculator, a single red maple tree of 8 inches diameter intercepts approximately 962 gallons of stormwater per year. Generalizing with the assumption that there may be approximately 50 trees of similar size and capacity per acre, the current stormwater interception provided by 30.7 wooded acres could be approximately 1,476,670 gallons per year. This volume is equal to the runoff from 42 acres of impervious surface during a single one-year storm event. This highlights the need for the Assessment to further analyze this issue and to fully quantify these impacts. Using the forest characterization data already collected, the Assessment should include an estimate of stormwater interception that will be lost, and include this information in the determination of net impact to streams. It is impossible to expect that the proposed tree removal will not affect downstream conditions.	<p>See response to Comment 24.3. The commenter’s comparison of annual runoff volume from pre- to post-project conditions does not assess the ability of receiving watercourses to safely convey runoff downstream. Post-project runoff volume will be substantially reduced due to forested upland being converted to early successional upland field rather than turf grass. The revised increase in runoff will be insignificant.</p> <p>Section 4.9.1 of the EA contains an analysis of surface water impacts. The analysis acknowledges the project will increase stormwater runoff, but a number of mitigation measures will be employed to minimize stormwater impacts, including reducing the original proposed tree removals, limiting grading, revegetation of disturbed areas, tree re-planting, and compliance with NJ’s stormwater management rules. The EA ultimately determined the project’s impacts will not exceed the FAA’s significance thresholds.</p>
24.5	#59 Lia Mastropolo, The Watershed Institute	P-201	The Assessment finds that the proposed project area includes habitat for multiple species of federally and state-listed threatened and endangered species, and proposes to minimize impacts primarily by limiting the tree clearing schedule. In addition, the Habitat Assessment performed by C&S Engineers found that the project area includes foraging, travel corridor, and possible maternity habitat for little brown bats, a species that is being reviewed for listing under the Endangered Species Act. This information should be discussed in the body of the Assessment in sections 3.22 and 4.3. Furthermore, the Assessment should address the permanent loss of habitat for these species, and integrate this information into the suggested mitigation measures.	A discussion of the Little brown bat has been included in Chapter 3, Section 3.2.2 and Chapter 4, Section 4.3 of the EA Report (see pages 3-15, 4-18, and 4-20). This discussion includes communications with the USFWS that stated " <i>to prevent injury or death to individual little brown bats that may roost in the footprint of the project, the Service recommends a time-of-year restriction on tree clearing activities. The recommended time-of-year restriction on tree clearing activities (any trees ≥5” diameter at breast height is from April 1 to September 30”</i> " (see page 4-18 and Appendix G, pages G-72 to G-73). The recommended measures are included in the mitigation measures identified on page 4-20. Further follow up with USFWS will take place during project design, if USFWS identifies any additional impacts or recommended measures they will be addressed at that time.

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24.6	#59 Lia Mastropolo, The Watershed Institute	P-201	<p>The Assessment describes opportunities to mitigate impacts, many of which involve various alternative methods of tree clearing or cutting. For example, in wetland and transition areas, the project proposes to leave the stumps of cut trees in place in order to minimize disturbance. Wetland disturbances will be further mitigated off-site. In some areas, a small number of trees will be replaced. However, these measures are not sufficient to mitigate the loss of ecosystem services provided by 30+ wooded acres that include floodways, riparian zones, and threatened and endangered species habitat. We suggest a holistic, onsite approach to mitigation whereby the lost vegetation can be replaced with native shrub/scrub and meadow vegetation of the height and character needed to conform with runway obstruction safety standards in the long term. This will provide for partial mitigation on site while additional mitigation can occur offsite. For example, cleared forested areas could be restored to low-growing shrub/scrub habitat that will meet maximum height requirements at maturity. Areas that have been identified for conversion to “maintained grassland” should be converted to native meadow, which requires significantly less maintenance than lawn and would easily meet all height restrictions. This approach would improve long-term carbon storage and stormwater interception, and increase wildlife habitat while allowing for the safe protection of runway zones. This work should not replace offsite mitigation; rather, mitigation through local wetland banks or other restoration practices should be done concurrently.</p>	<p>Figure 4.2 and Table 4.4 have been updated. Maintained grassland and early successional upland field were combined under impacts and have now been separated. Of the 17.6 acres that will be impacted, only 3.47 acres will be converted to maintained grassland while 14.13 will be converted to early successional upland field (see pages 4-14 and 4-16). FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or Near Airport, states that "the FAA recommends a distance of 5 statute miles between the farthest edge of the airport’s AOA and the hazardous wildlife attractant if the attractant could cause hazardous wildlife movement into or across the approach or departure airspace... Airport operators should ensure that plant varieties attractive to hazardous wildlife are not used on the airport". As a result, it is important for safety that the Airport have the ability to maintain vegetation within the approach/departure surfaces to prevent wildlife attractants. Areas that are outside the limits of sensitive environmental areas (i.e., wetlands, riparian zones, flood hazard areas) will be maintained by mowing turf grassed areas and brush hogging early successional upland field to prevent wildlife hazards. Replanting with native shrub/scrub and meadow vegetation would be a wildlife attractant and not comply with requirements of FAA AC 150/5200-33B.</p>
24.7	#59 Lia Mastropolo, The Watershed Institute	P-202	<p>The proposed mitigation efforts are insufficient and miss a significant opportunity to restore ecological functions that benefit the Township of Ewing and Mercer County.</p>	<p>Comment noted. See response to comment 24.6 for further information.</p> <p>Required mitigation was coordinated with, and approved by, the state and/or federal resources agency with expertise and jurisdiction over the resource.</p>
25.1	#59 Lia Mastropolo, The Watershed Institute	P-202	<p>The RPZ trapezoid off Runway 6 is larger than the RPZ trapezoids off the three other runways. It should be the same size as the trapezoids off the other runways. The regulations of the State of NJ as set forth in the NJ Administrative Code define the measurements for the runway trapezoids.</p>	<p>See response to Comment 12.3.</p>

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25.2	#13 Anne Chmielewski	P-204	The new instrument approach equipment approved by the Mercer County Freeholders in June, 2016 should have been fully vetted by the National Airport Planning and Environmental Division, APP-400 "(who will coordinate with the Airport Engineering Division, AAS-I OO)." If the prescribed process was followed as set forth in the Interim Policy, than Alternative Analysis would have provided a method to define an RFZ that would not impact on pre-existing land use (such as residences). It is clear that the alternative Analysis was not fully followed which resulted in impact on residences in the vicinity of Runway 6.	Based on a review of the Mercer County Freeholders meeting agenda from June 9, 2016, the Board did not approve new instrument approach equipment they "authorized the execution of a Memorandum of Agreement with the USDOT, FAA, for use of land for various navigational and visual aids installed at Trenton Mercer Airport". This is related to existing navigational and visual aids that are owned, operated, and maintained by the FAA. It does not pertain to new instrument equipment or changes to the equipment. As a result, the requirements of the RPZ Interim Policy Guidance are not applicable.
26.1	#13 Anne Chmielewski	P-206	About 1 and 1/2 ago, a public hearing was held where it was portended that Homes close to the runway of a commercial airport would be bought out due to environmental impacts. This didn't happen and the only properties being purchased are cemetery plots and NJ state property. You have made my house very difficult to sell because of misleading information put forward by Mercer County.	Chapter 2, Section 2.2 identifies that numerous project areas were considered. "Based on an evaluation of the nine project areas (see Appendix E, pages E-61 to E-85) and communications with the FAA, a Final Project Area (i.e., a reduced version of Project Area 7) was selected, taking into account that not all obstructions identified would negatively affect airport operations..." The Final Project addresses critical obstructions that would affect instrument approach procedures, navigational aids, runway length available for landing, or the ability of commercial service to continue operations at the airport and residential structures in the Runway Protection Zone (six residential homes and one garage). Some residential homes were identified earlier in the project for acquisition, however, if the homes did not negatively affect airport operations, they were not included in the Final Project. At the public meeting held on November 27, 2018, tables were set up to meet one on one with property owners to discuss whether their property was included in the Final Project and provide informational packets for the property owner's use.
26.2	#60 R. Kurisko	P-208	The most sensitive environmental receptors, namely people, weren't even considered in this supposed "environmental assessment".	Comment noted. No response is required. Removal of obstructions will not alter the noise levels or the areas of incompatible land use. The EA considered socioeconomic impacts of the proposed action in Section 4.7. In addition, public input was invited and has been considered as part of the EA process.
26.3	#60 R. Kurisko	P-208	No noise levels were recorded, no air pollution information was compiled, and no interviews were conducted for this environmental assessment.	Chapter 3, Section 3.2.10 states since "the Proposed Project will not result in an increase the number of annual aircraft operations, change the current aircraft fleet mix by introducing new aircraft types or categories, or change the current runway threshold locations or utilization. As a result, a noise analysis was not conducted. Prior noise contours were provided for informational purposes only (see page 4-43). An air quality analysis was conducted in conformance with the FAA's Air Quality Handbook as part of the EA (see

Comment #	Commenter	Appendix P Page #	Comment	Response to Comment
				Chapter 4, Section 4.2.1 and Appendix N). Interviews are not required as part of the environmental assessment.
26.4	#60 R. Kurisko	P-208	This is a joke, especially considering the fact that Mercer County was allocated 4.5 million dollars to purchase residential homes surrounding the airport.	Comment noted. The County did set aside money for the voluntary land acquisition program (avigation easements and fee simple acquisition of residential homes). As required by the FAA, the County is responsible to obtain appraisals and acquire land then the FAA reimburses the County after land acquisition is complete. The County has not taken any action at this time to acquire easements or residential homes. This will take place after the EA for RPZ and Obstruction Mitigation is complete and the FAA issues a determination. At that time affected property owners will be contacted to determine if they would like to participate in the voluntary land acquisition program.
26.5	#60 R. Kurisko	P-208	Where are commercial airplanes allowed to take off within 200 feet of the property line of a residential neighborhood anywhere in the United States not just New Jersey but at this airport!	Comments not related to the RPZ and Obstruction Mitigation project. No response is required. Many areas throughout the nation have residential communities in the vicinity of an airport. There are no homes within 200 feet of aircraft departing from TTN.
26.6	#60 R. Kurisko	P-208	Do the right thing and buy out our houses or I'm going to the press and provide all kinds of relevant information to this situation and they are going to have a field day.	Comments noted. Nine project areas were initially considered to address obstructions to protected airspace surfaces at the airport. As discussed in Section 2.2 of the EA, a final project area was selected, taking into account that not all obstructions identified would negatively affect airport operations. The final project area was selected based on the following: <ul style="list-style-type: none"> • Actual effect/benefit of removing obstructions on airport operations—obstructions that affect instrument approach procedures, navigational aids, runway length available for landing, or the ability of commercial service to continue operations at the airport are addressed. • Safety—enhances safety of airport operations by addressing critical obstructions and residential structures in the RPZs (six homes and one garage). • Potential environmental impacts—least environmental impacts of all project areas considered. • Need to maintain existing runway length for operational purposes • Impacts to the community—least amount of land acquisition and residential relocation, least amount of obstruction removal on private parcels
27.1	#43 Rep Perry Warren	P-152	The "segmentation" of the project is evidenced by the separate public meetings conducted by the Trenton-Mercer Airport. Indeed, the Notice of the November 27, 2018 "Public Meeting Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport" contains the parenthetical "(This is not the Terminal EA or Airport Master Plan Project.)" Neither the public meetings nor the environmental assessments should be conducted in a vacuum. Rather, the assessment ought to be of all of the proposed project(s) without	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-208 to B-210).

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			segmentation. Our residents are affected by the entirety of the past, present and proposed future expansion of the airport and its operations and by the off-airport projects.	
27.2	#43 Rep Perry Warren	P-152	I join the Lower Makefield Township Board of Supervisors and the stakeholder organizations and other members of our community in requesting a more holistic evaluation, such as an Environmental Impact Statement, with respect to the totality of the past, present and future expansion of the airport and the airport's operations and of the off-airport projects. Only through such a holistic lens and examination can the actual cumulative impact of the Trenton-Mercer Airport upon our community and its residents be accurately assessed and any negative impact mitigated or eliminated.	Comments addressed in letter dated June 17, 2019 (see Appendix B, pages B-208 to B-210).

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