



# Appendix I.

## Public Participation

## Public & Agency Comments





## Appendix I.

# Public Participation/ Public & Agency Comments

### Table of Contents

1. Notice of Public Scoping Meeting
2. TTN Terminal EA Public Scoping Meeting Presentation- 10/23/2018
3. TN Terminal EA Public Scoping Meeting Comments- 10/23/2018
4. Notice of Public Meeting- Trenton-Mercer Airport Terminal Environmental Assessment
5. TTN Terminal EA Public Meeting Presentation- 1/23/2019
6. TTN Terminal EA Public Meeting Comments- 1/23/2019
7. Miscellaneous Comments
8. Frequently Asked Questions
9. Notice of Public Hearing

**NOTICE OF  
PUBLIC SCOPING MEETING**

**Mercer County** will be preparing an Environmental Assessment (EA) for construction of a proposed passenger terminal building at Trenton - Mercer Airport. The EA will be prepared in accordance with the requirements of the National Environmental Policy Act and FAA Orders 1050.1f and 5050.4B. A Scoping Meeting to obtain public input on the issues and alternatives that should be considered in the EA will be held from 7 p.m. to 9 p.m. on **October 23, 2018** at the Element Hotel, located at 1000 Sam Weinroth Road East, Ewing, NJ 08628.

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# TRENTON-MERCER AIRPORT

## Trenton-Mercer Airport Terminal Environmental Assessment Public Scoping Meeting October 23, 2018





# Agenda

- Introductions
- Purpose of the Meeting
- Proposed Action
- Environmental Assessment Outline, Process, and Requirements
- Schedule
- Public Input
- Q&A
- Team Availability for One on One Discussion



# Meeting Purpose

- Formally Kicks Off the Environmental Assessment
  
- Solicit Public Input on:
  - Range of Alternatives to be Considered
  - Specific Topics that Should be Considered









# *Proposed Action*

- Construct New 4 Gate Terminal
- Apron Improvements (Aircraft Parking at New Terminal)
- Parking Expansion
- Circulation/Ground Access Improvements
- Relocate Airport Rescue and Firefighting Building



# Environmental Assessment

- Environmental Assessment
  - Evaluates Environmental Consequences of Proposed Action
  - Used for Projects Where **Environmental Impacts Are Not Significant** or Can Be Mitigated to Less Than Significant
  - Prepared in Accordance with National Environmental Policy Act (NEPA) Requirements FAA Implementing Orders (1050.1F and 5050.4B)
- FAA Issues Finding of No Significant Impact (FONSI) or Requires Preparation of Environmental Impact Statement
- FAA Establishes Threshold of Significance



# *Environmental Assessment*

- Purpose and Need
- Alternatives
- Affected Environment
- Environmental Consequences
- List of Preparers
- Technical Appendices
- Public Comments



# Environmental Impact Categories

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



# EA and Terminal Design Schedule

- Terminal and Site Investigations – September 2018 to November 2018
  
- Preliminary Design
  - Schematic Design - September 2018 to March 2019
  - Preliminary Design – March 2019 to June 2019
  
- Environmental Assessment – September 2018 to July 2019
  - Public Scoping Meeting – October 2018
  - Public Meeting Concept Design – January 2019
  - Public Meeting – Interim Findings – March 2019
  - Draft EA Public Review/Public Hearing – May 2019
  
- FAA Decision Anticipated September 2019



# EA Public Outreach

- Project Web Site (coming soon):  
[www.TTNTerminal.com](http://www.TTNTerminal.com)
- Email: [Trenton@mjinc.com](mailto:Trenton@mjinc.com)
- Planned Public Meetings
  - Scoping Meeting
  - Public Meeting – Concept Design
  - Public Meeting (PA and NJ) – Present Interim Findings
  - Public Hearing – Present Final Draft Report & Public Comment
- Public Comment Period – 30 days
- Substantive Public Comments Addressed in Final EA





# TRENTON-MERCER AIRPORT

## Questions?

October 23, 2018



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Notice of Public Meeting  
Trenton Mercer Airport Terminal Environmental Assessment

A Public Meeting regarding the Environmental Assessment for the proposed terminal at Trenton Mercer Airport will be held on January 23, 2019 from 7:00pm-9:00pm at the West Trenton Ballroom located at 40 West Upper Ferry Road, Ewing, NJ 08628. Information and graphics will be available for public review from 7:00pm-7:30pm, followed by a formal presentation of the project purpose and alternatives with questions and answers from 7:30pm-9:00pm.

1/11/2019

THE TIMES

\$9.57





TRENTON-MERCER AIRPORT

# Trenton-Mercer Airport Terminal Environmental Assessment Public Meeting

January 23, 2019





# Agenda

- Introductions
- Purpose of the Meeting
- Review of Previous Outstanding Comments
- Landside and Roadway Alternatives
- ARFF Alternative Locations
- Terminal Design Alternatives and Programming
- Q&A



# Notice of Filming of Meeting

This area is being used to record video and audio in connection with the Mercer County public meeting concerning Trenton-Mercer Airport Terminal Environmental Assessment (Project).

By your presence in this area, you acknowledge that you have been informed that you may be recorded as part of the release of the video on the [www.TTNTerminal.com](http://www.TTNTerminal.com) website and/or any media now known or hereafter devised, in perpetuity in any location.

Further, by your presence here, you grant your permission for your likeness and voice to be included therein without compensation, credit or other consideration.

If you do not wish to be photographed, recorded, or appear under these conditions, you can engage members of the Project Team prior to the filming beginning at 7:30pm and also leave comments on the [www.TTNTerminal.com](http://www.TTNTerminal.com) website, by email to [trenton@mjinc.com](mailto:trenton@mjinc.com), or on the comment forms at the meeting.

Thank you for your cooperation.





# RPZ and Obstruction Removal EA

- This Public Meeting is for the Trenton-Mercer Airport Terminal Environmental Assessment (Terminal EA)
- The Runway Protection Zone (RPZ) and Obstruction Removal Environmental Assessment (RPZ and Obstruction Removal EA) comment period has closed and the Final EA is being developed
- The Terminal EA and RPZ and Obstruction Removal EA have separate utility and each refers to the other as a Cumulative Impact.



# RPZ and Obstruction Removal EA

- Postings regarding the RPZ and Obstruction Removal EA will be made on [www.iflyttn.com](http://www.iflyttn.com) and [www.mercercounty.org](http://www.mercercounty.org) as well as the federal register at: [www.federalregister.gov](http://www.federalregister.gov) or [www.faa.gov/airports/](http://www.faa.gov/airports/)



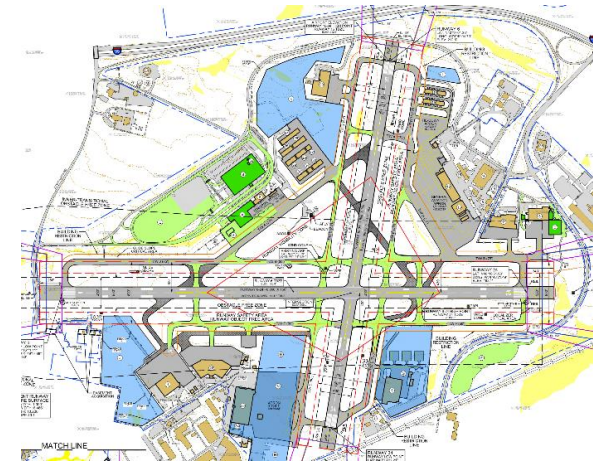






# Proposed Taxiway Improvements

- Improvements for Safety and to Mitigate Existing Modifications to Standards
  - FAA AC AC 150/5300-13A - Airport Design, Change 1
  - Parallel Taxiways to Address Runway Line of Sight Deficiencies
  - Remove Complicated Taxiway Intersections to Reduce Pilot Confusion
  - Remove Direct Access Between Aprons and Runways to Mitigate Runway Incursions



**Taxiway Improvements  
Are Not for Queuing of  
Additional Aircraft**



# Increased Operations over Projections

## ■ Master Plan Projections

| Year | Itinerant                |                  |       |        | Local  |     |        | Total Ops |
|------|--------------------------|------------------|-------|--------|--------|-----|--------|-----------|
|      | Air Carrier/<br>Air Taxi | General Aviation | Mil   | Total  | Civil  | Mil | Total  |           |
| 2015 | 9,599                    | 37,157           | 1,516 | 48,272 | 29,716 | 275 | 29,991 | 78,263    |
| 2020 | 10,239                   | 39,200           | 1,516 | 50,055 | 30,961 | 275 | 31,236 | 82,191    |
| 2025 | 10,895                   | 40,984           | 1,516 | 53,395 | 32,264 | 275 | 32,539 | 85,934    |
| 2035 | 12,364                   | 46,101           | 1,516 | 59,982 | 35,019 | 275 | 35,294 | 95,275    |

- Air Carrier/Air Taxi – Airlines, Charter, Corporate
- Itinerant General Aviation – Activity originating or terminating More Than 50 nautical miles (NM) from TTN
- Local Civil/General Aviation – General aviation operations originating or terminating Less Than 50 – Local short trips, flight school, “touch and go”
- Military – National Guard and State Police operations



# Increased Operations over Projections

## 2018 Operations – FAA ATADS

| Year | Itinerant                |                     |       |          | Local           |      |          | Total Ops        |
|------|--------------------------|---------------------|-------|----------|-----------------|------|----------|------------------|
|      | Air Carrier/<br>Air Taxi | General<br>Aviation | Mil   | Total    | Civil           | Mil  | Total    |                  |
| 2015 | 9,599                    | 37157               | 1,516 | 48,272   | 29,716          | 275  | 29,991   | 78,263           |
| 2018 | 9,274 ↓                  | <b>48,841 ↑</b>     | 829 ↓ | 58,944 ↑ | <b>44,133 ↑</b> | 86 ↓ | 44,219 ↑ | <b>103,163 ↑</b> |
| 2020 | 10,239                   | 39,200              | 1,516 | 50,055   | 30,961          | 275  | 31,236   | 82,191           |
| 2025 | 10,895                   | 40,984              | 1,516 | 53,395   | 32,264          | 275  | 32,539   | 85,934           |
| 2035 | 12,364                   | 46,101              | 1,516 | 59,982   | 35,019          | 275  | 35,294   | 95,275           |

**Increases in 2018 Operations Above 2020 Projections Due to Itinerant and Local General Aviation (Small Aircraft Only)**

Data from [https://www.faa.gov/news/media\\_resources/ATADSguide/](https://www.faa.gov/news/media_resources/ATADSguide/)





# Environmental Assessment

- Environmental Assessment
  - Evaluates Environmental Consequences of Proposed Action
  - Used for projects where **Environmental Impacts Are Not Significant** or can be mitigated to less than significant
  - Prepared in Accordance with National Environmental Policy Act (NEPA) Requirements FAA Implementing Orders (1050.1F and 5050.4B)
- FAA Issues Finding of No Significant Impact (FONSI) or Requires Preparation of Environmental Impact Statement
- FAA Establishes Threshold of Significance



# *Environmental Assessment*

- Purpose and Need
- Alternatives
- Affected Environment
- Environmental Consequences
- List of Preparers
- Technical Appendices
- Public Comments



# *Proposed Action*

- Construct a Replacement 4 Gate Terminal
- Apron Improvements
- Parking Lot Reconfiguration and Investigate Need For a Parking Garage
- Roadway, Circulation, and Ground Access Improvements
- Relocate Airport Rescue and Firefighting Facility



# Terminal Alternatives

- Reasons the West quadrant works for the terminal location
  - Landside (Roadway) and airside (apron) infrastructure exists there already and wouldn't have to be duplicated elsewhere
  - Best quadrant for access to and from I-295
- Reasons not to site the terminal in another quadrant
  - The North quadrant has with insufficient space for necessary terminal elements such as parking, roadways, structures, and aprons





# Terminal Alternatives

- Reasons not to site the terminal in another quadrant (cont'd)
  - Construction in the North quadrant would displace existing operators
  - The East quadrant is limited in size with insufficient space for necessary terminal elements such as parking, roadways, structures, and aprons
  - The East quadrant is constrained by airspace requirements.
  - The South quadrant is mostly built out and remaining space would be insufficient for terminal needs
  - The South quadrant is recommended for future GA development. Access would have to be through existing leaseholds and limit existing operators



# Terminal Planning

- Master Plan Space Planning
  - Formulas/Guidelines for Layouts and Configurations:
    - Baggage Systems and Baggage Claim
    - Security Screening
    - Ticketing
    - Amenities, Concessions, Restrooms

- Airport Passenger Terminal Reference Materials

U.S. Department of Transportation  
Federal Aviation Administration  
Airport Terminal Planning  
Advisory Circular No. 150/5360-13A  
7/13/2018

Transportation Security Administration (TSA)  
Checkpoint Requirements and Planning Guide  
(CRPG)  
12/20/2018

Airport Cooperative Research Program (ACRP)  
Report 25  
Airport Passenger Terminal Planning and Design  
Volume 1: Guidebook  
2010

Airport Cooperative Research Program (ACRP)  
Report 25  
Airport Passenger Terminal Planning and Design  
Volume 2: Spreadsheet Models and User's Guide  
2010



# Terminal Programming

- Fitting Out Terminal Options Based on Actual Size Needs
- Growth Areas
  - Mechanical
  - Baggage
  - Security
  - Concessions



# Terminal Programming

## ■ Facility Requirements

| Terminal Facility Requirements   | Existing | Master Plan | Revised |
|----------------------------------|----------|-------------|---------|
| <b>Annual Enplanements</b>       | 377,554  | 476,507     | 476,507 |
| <b>Peak Design Hour Enplaned</b> | 276      | 490         | 490     |
| <b>Ticketing</b>                 |          |             |         |
| Counter Positions (#)            | 6        | 14          | 14      |
| Counter (LF)                     | 32       | 70          | 70      |
| Counter Area (SF)                | 500      | 700         | 700     |
| Check-in/Queuing Area (SF)       | 700      | 2,820       | 2,450   |
| Airline Office (SF)              | 2,750    | 2,415       | 2,950   |
| Baggage Make Up (SF)             | 100      | 4,025       | 6,900   |
| Airline Operations (SF)          | 0        | 2,010       | 2,010   |
| <b>Hold Rooms</b>                |          |             |         |
| Gates (#)                        | 4        | 4           | 4       |
| Hold Room Waiting                | 3,420    | 12,120      | 11,300  |
| <b>Baggage Claim</b>             |          |             |         |
| Claim Lobby Frontage (LF)        | 85       | 340         | 340     |
| Claim Lobby Area (SF)            | 2,895    | 9,775       | 8,600   |
| Baggage Drop Off (SF)            | 2,400    | 7,820       | 10,125  |
| <b>Rental Cars</b>               |          |             |         |
| Agencies (#)                     | 1        | 5           | 3/6     |
| Counter Frontage (LF)            | 18       | 50          | 60      |
| Counter Area (SF)                | 180      | 400         | 600     |
| Queuing Area (SF)                | 80       | 750         | 600     |
| Office/Storage (SF)              | 0        | 750         | 720     |
| <b>Concessions</b>               |          |             |         |
| Food/Gifts (SF)                  | 2,950    | 7,475       | 13,500  |

| Terminal Facility Requirements           | Existing      | Master Plan              | Revised                  |
|--|---------------|--------------------------|--------------------------|
| <b>Public Restrooms</b>                  |               |                          |                          |
| Total (SF)                               | 1,300         | 3,880                    | 3,900                    |
| <b>Public Lobby (Seating)</b>            |               |                          |                          |
| Total (SF)                               | 1,550         | 9,080                    | 8,650                    |
| <b>Security</b>                          |               |                          |                          |
| Screening Lanes (#)                      | 2             | 3                        | 3                        |
| Passenger Screening (SF)                 | 1,720         | 5,175                    | 6,000                    |
| Security Queuing (SF)                    | 630           | 900                      | 1,200                    |
| TSA Office Support (SF)                  | 300           | 2,000                    | 2,000                    |
| Baggage Screening (SF)                   | 600           | 3,450                    | 9,000                    |
| <b>Administration</b>                    |               |                          |                          |
| Office/Operations (SF)                   | *4,000        | 5,550                    | 5,425                    |
| L.E.O. (SF)                              | *960          | (incl.)                  | 890                      |
| EMS (SF)                                 | 0             | (incl.)                  | 150                      |
| Circulation/Support/Structural Etc. (SF) | 6,645         | 34,000 - 44,000          | 40,000 - 50,000          |
| <b>Gross Terminal Area (SF)</b>          | <b>33,450</b> | <b>115,000 - 125,000</b> | <b>125,000 - 140,000</b> |

\*Remote location

|  |                                |
|--|--------------------------------|
|  | VERIFIED                       |
|  | TENANT SPECIFICATIONS REQUIRED |
|  | FURTHER DESIGN REQUIRED        |





# Terminal Programming

- Ticketing and Hold Rooms

|  |                                |
|--|--------------------------------|
|  | VERIFIED                       |
|  | TENANT SPECIFICATIONS REQUIRED |
|  | FURTHER DESIGN REQUIRED        |

| Terminal Facility Requirements   | Existing | Master Plan | Revised |
|----------------------------------|----------|-------------|---------|
| <b>Annual Enplanements</b>       | 377,554  | 476,507     | 476,507 |
| <b>Peak Design Hour Enplaned</b> | 276      | 490         | 490     |
| <b>Ticketing</b>                 |          |             |         |
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| Counter (LF)                     | 32       | 70          | 70      |
| Counter Area (SF)                | 500      | 700         | 700     |
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| Baggage Make Up (SF)             | 100      | 4,025       | 6,900   |
| Airline Operations (SF)          | 0        | 2,010       | 2,010   |
| <b>Hold Rooms</b>                |          |             |         |
| Gates (#)                        | 4        | 4           | 4       |
| Hold Room Waiting                | 3,420    | 12,120      | 11,300  |



# Terminal Programming

- Baggage Claim, Rental Cars, and Concessions

|  |                                |
|--|--------------------------------|
|  | VERIFIED                       |
|  | TENANT SPECIFICATIONS REQUIRED |
|  | FURTHER DESIGN REQUIRED        |

|                           |       |       |        |
|---------------------------|-------|-------|--------|
| <b>Baggage Claim</b>      |       |       |        |
| Claim Lobby Frontage (LF) | 85    | 340   | 340    |
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| Counter Area (SF)         | 180   | 400   | 600    |
| Queuing Area (SF)         | 80    | 750   | 600    |
| Office/Storage (SF)       | 0     | 750   | 720    |
| <b>Concessions</b>        |       |       |        |
| Food/Gifts (SF)           | 2,950 | 7,475 | 13,500 |



# Terminal Programming

- Restrooms, Lobby, and Security

|  |                                |
|--|--------------------------------|
|  | VERIFIED                       |
|  | TENANT SPECIFICATIONS REQUIRED |
|  | FURTHER DESIGN REQUIRED        |

| Terminal Facility Requirements | Existing | Master Plan | Revised |
|--------------------------------|----------|-------------|---------|
| <b>Public Restrooms</b>        |          |             |         |
| Total (SF)                     | 1,300    | 3,880       | 3,900   |
| <b>Public Lobby (Seating)</b>  |          |             |         |
| Total (SF)                     | 1,550    | 9,080       | 8,650   |
| <b>Security</b>                |          |             |         |
| Screening Lanes (#)            | 2        | 3           | 3       |
| Passenger Screening (SF)       | 1,720    | 5,175       | 6,000   |
| Security Queuing (SF)          | 630      | 900         | 1,200   |
| TSA Office Support (SF)        | 300      | 2,000       | 2,000   |
| Baggage Screening (SF)         | 600      | 3,450       | 9,000   |



# Terminal Programming

- Administration and Circulation

|  |                                |
|--|--------------------------------|
|  | VERIFIED                       |
|  | TENANT SPECIFICATIONS REQUIRED |
|  | FURTHER DESIGN REQUIRED        |

|  |               |                          |                          |
|--|---------------|--------------------------|--------------------------|
| <b>Administration</b>                    |               |                          |                          |
| Office/Operations (SF)                   | *4,000        | 5,550                    | 5,425                    |
| L.E.O. (SF)                              | *960          | (incl.)                  | 890                      |
| EMS (SF)                                 | 0             | (incl.)                  | 150                      |
|  |               |                          |                          |
| Circulation/Support/Structural Etc. (SF) | 6,645         | 34,000 - 44,000          | 40,000 - 50,000          |
|  |               |                          |                          |
| <b>Gross Terminal Area (SF)</b>          | <b>33,450</b> | <b>115,000 - 125,000</b> | <b>125,000 - 140,000</b> |

\*Remote location



# Terminal Alternative 1

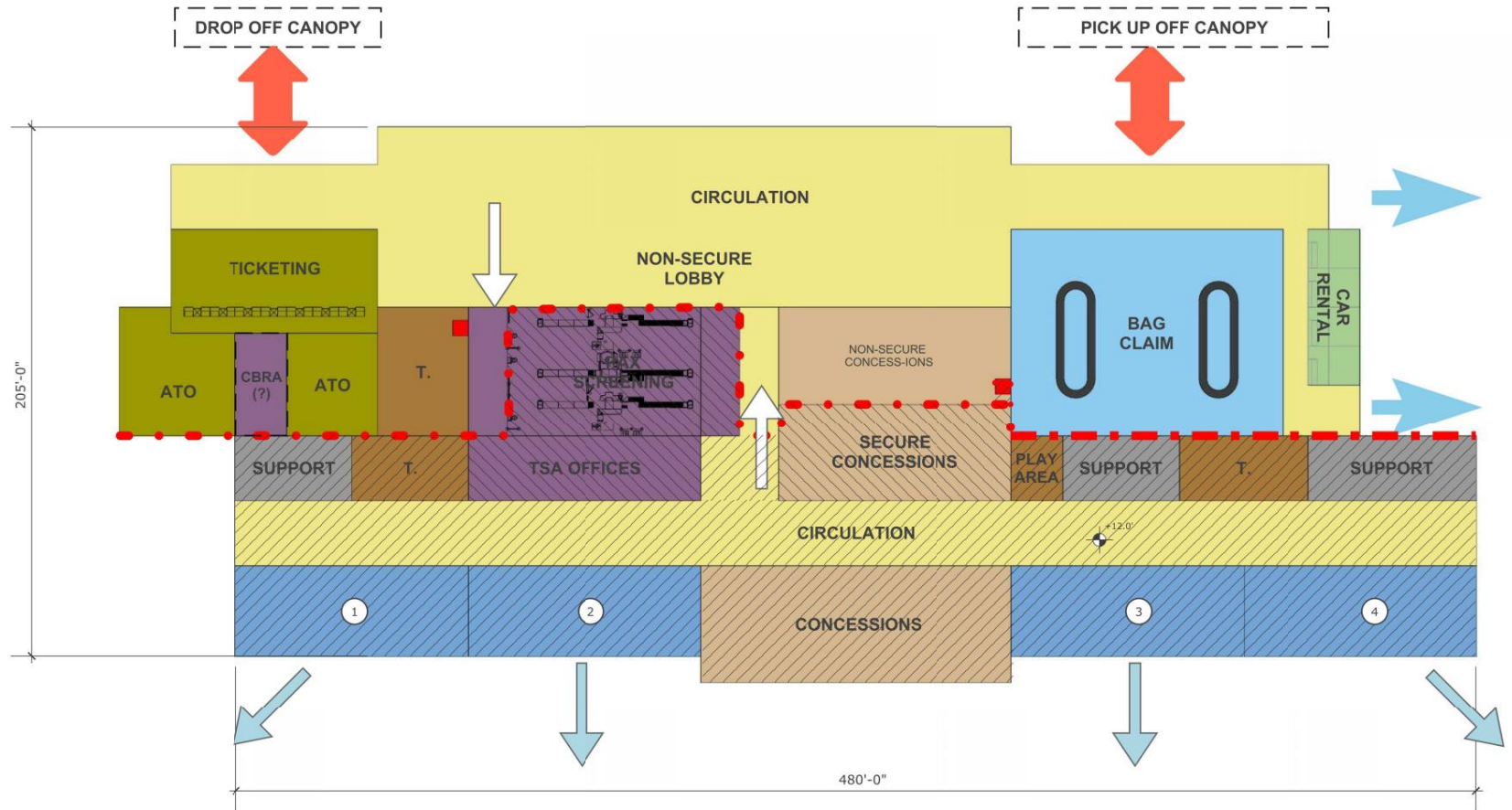
- Compact Alternative
  - Reduced Concessions and Circulation Spaces
  - Terminal Impacts to Forest Area/Wetlands







# Terminal Alternative 1





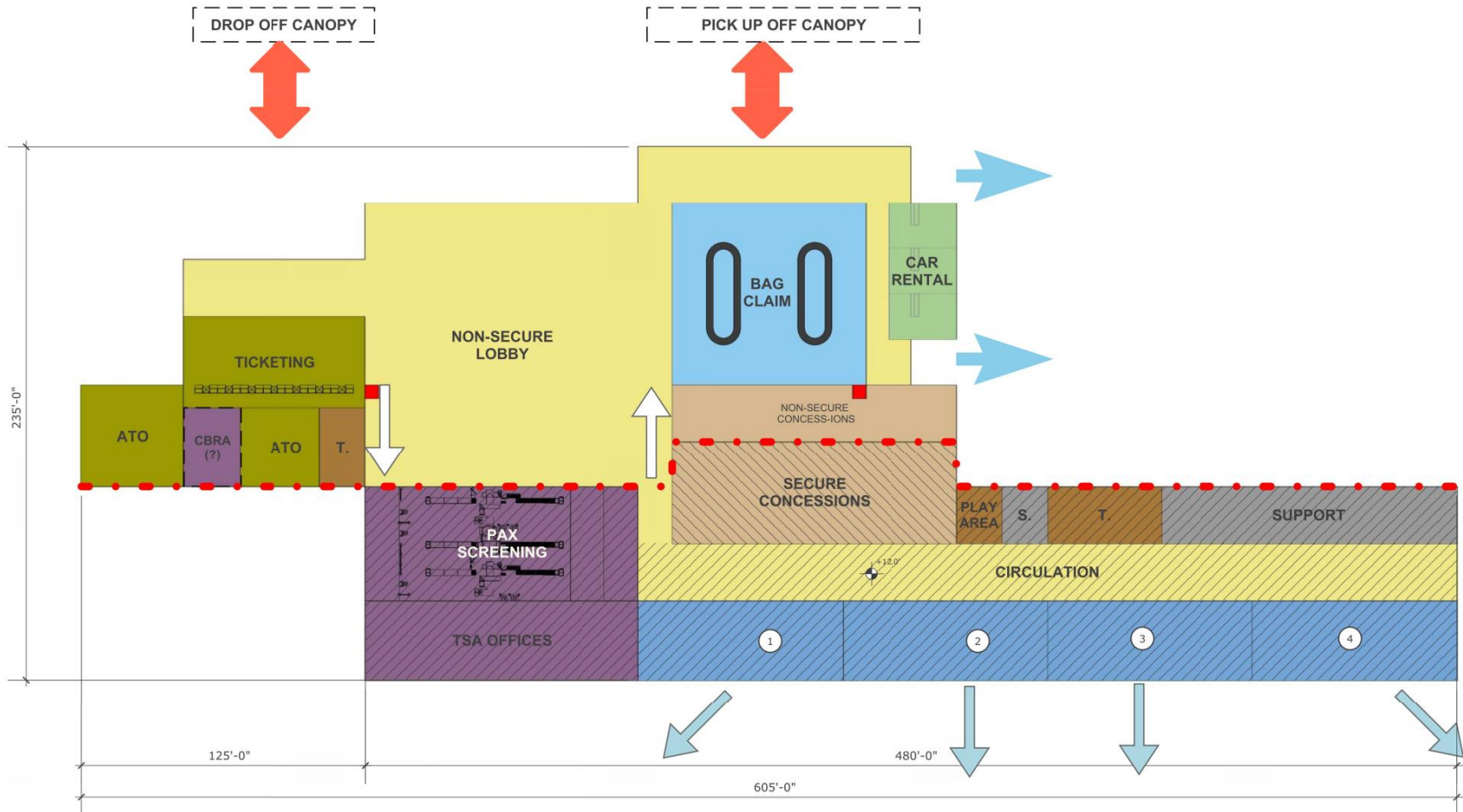
# Terminal Alternative 2

- Shifted Alternative
  - Improved flexibility and larger concessions
  - Largest Terminal impact to Forest Area/Wetlands





# Terminal Alternative 2

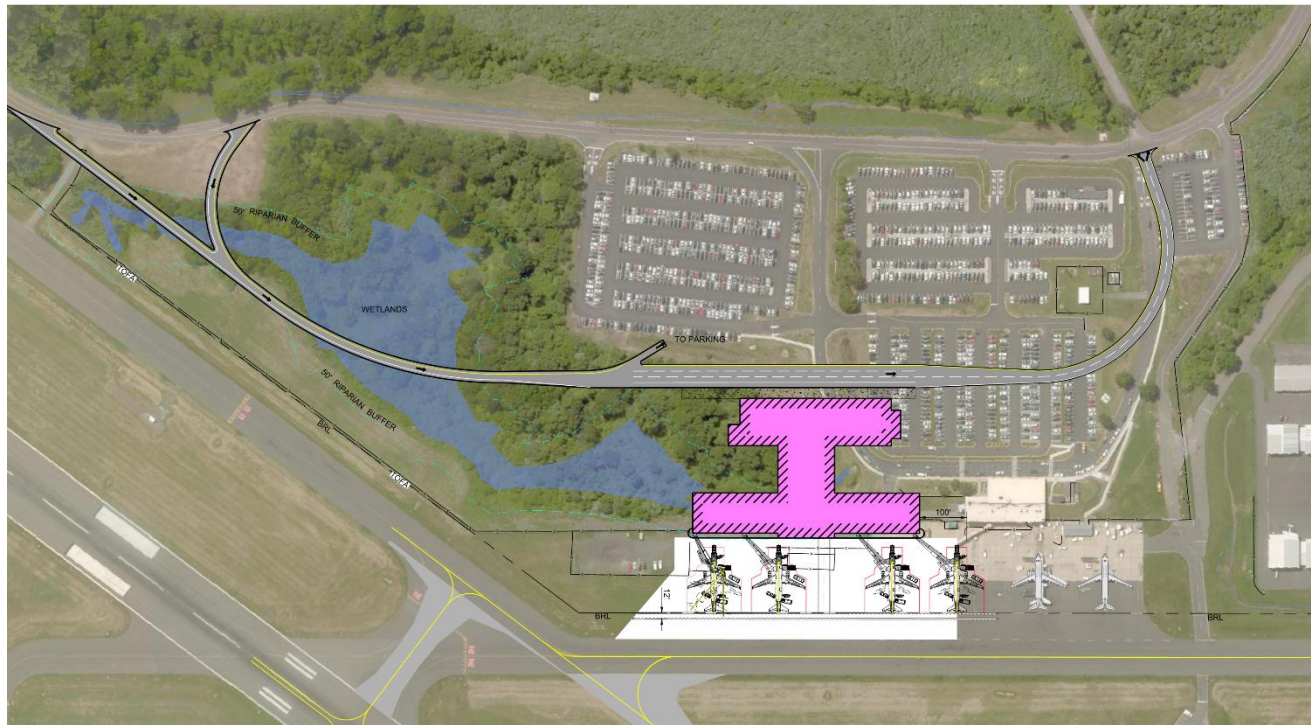






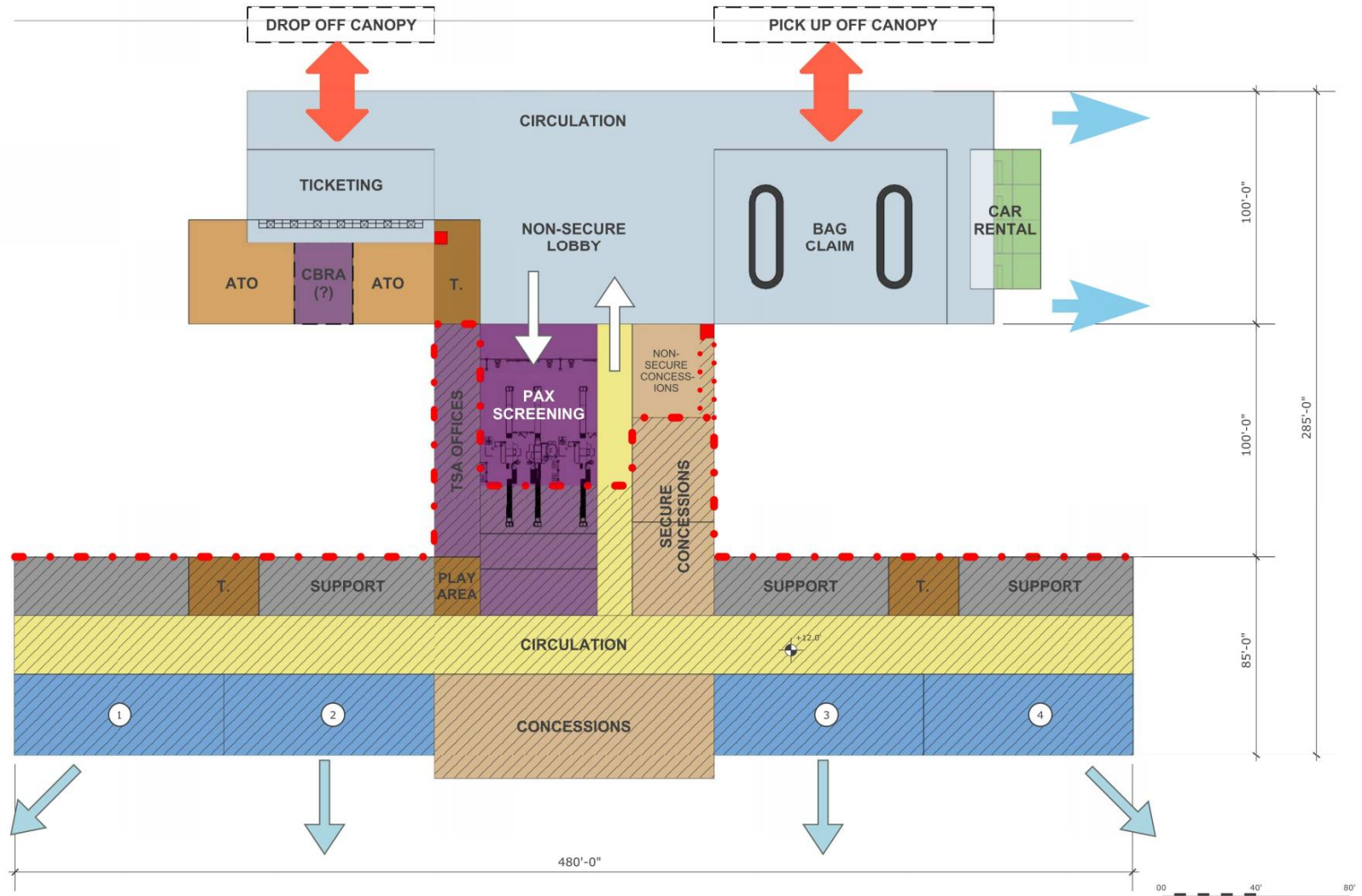
# Terminal Alternative 3

- Non-Secure/Secure Spread Facility
  - Flexible with larger concessions
  - Minimal Terminal Impact to Forest Area/Wetlands





# Terminal Alternative 3







# Terminal Comparisons

## ■ Similar Facilities

| Airport                   | Enplanements (+20 yrs) | Area (SF)         | SF/ENP | Gates                |
|---------------------------|------------------------|-------------------|--------|----------------------|
| Trenton-Mercer (NJ)       | 476,507                | 125,000 – 140,000 | 0.29   | 4<br>(150+ Seats)    |
| Helena Regional (MT)      | 164,024                | 98,000            | 0.59   | 5<br>(75+ Seats)     |
| Billings Logan Int'l (MT) | 1,046,026              | 292,000           | 0.27   | 8<br>(75-150+ Seats) |
| Redmond Mun. (OR)         | 434,335                | 140,000           | 0.32   | 5<br>(75-150+ Seats) |
| Missoula Int'l (MT)       | 526,966                | 211,000           | 0.37   | 7<br>(75-150+ Seats) |



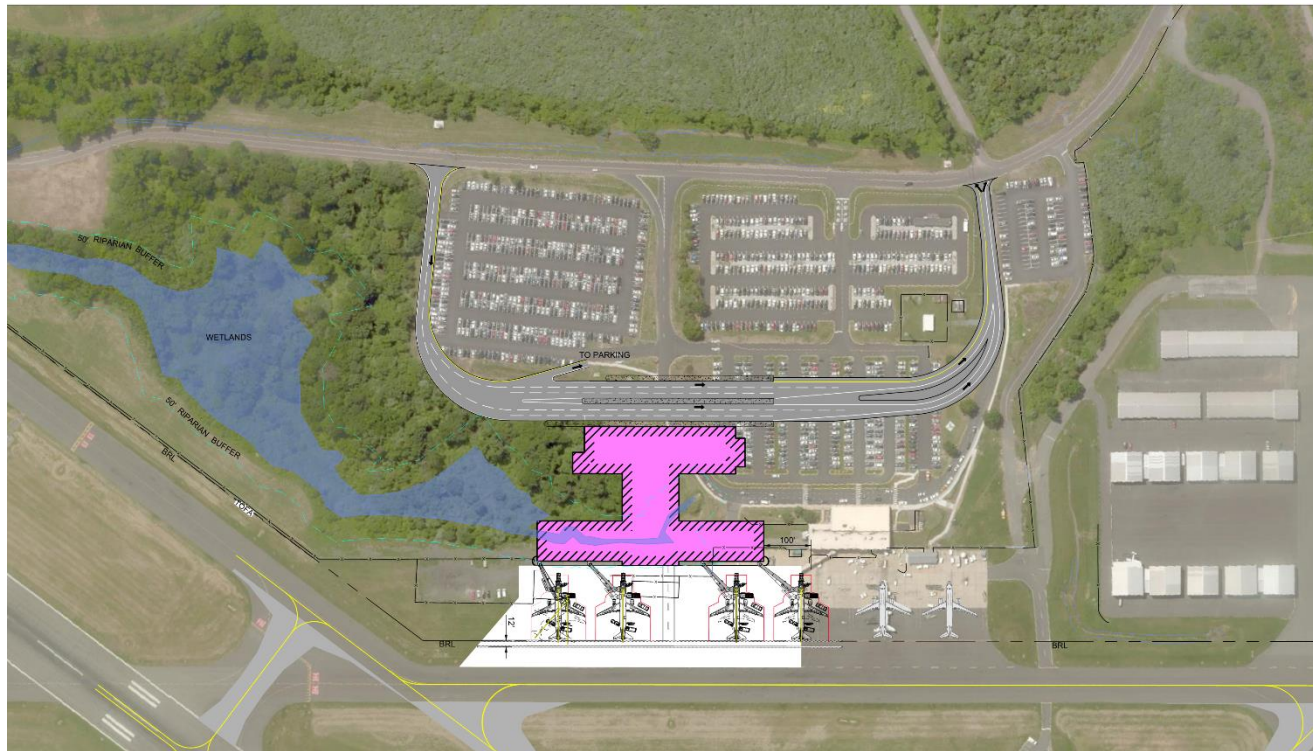
# Landside Alternatives

- Roadway Improvements
  - Bear Tavern Road
  - Sam Weinroth Road
  - Terminal Road
- Terminal Access Road
  - Arrivals – 2 travel lanes and 1 pick up lane
  - Departures – 2 travel lanes and 1 drop off lane
  - Combined Arrivals/Departures – 3 travel lanes and 1 drop off/pick up lane staggered
  - Parking – surface parking lots and parking garage
  - Taxi/Lyft/Uber and Cell Phone Access



# Roadway Alternative 1

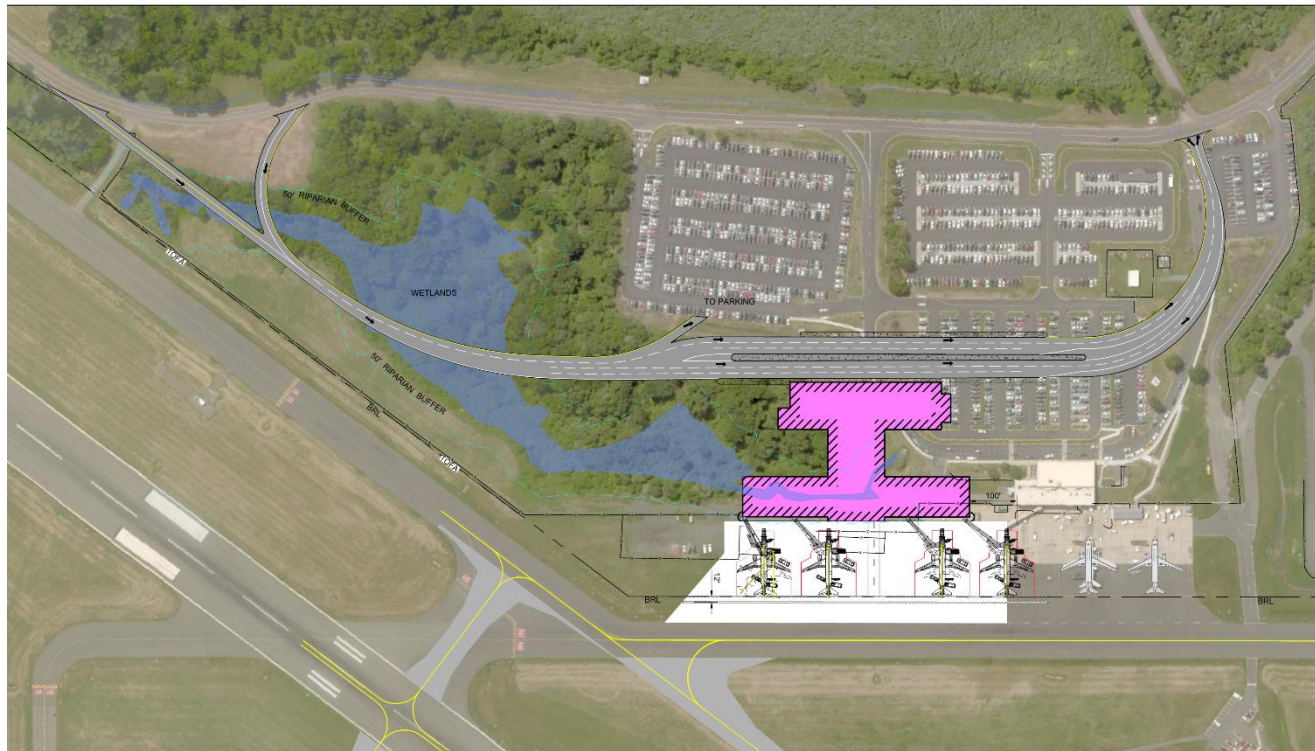
- Minimal Impact Outside Existing Paved Roads/Lots
  - Separate Arrivals/Departures Roadways with Island
  - Minimizes Impact to Forest Area and Wetlands





# Roadway Alternative 2

- Long Entrance Parallel to Taxiway A
  - Separate Arrivals/Departures Roadways with Island
  - Large Impacts to Forest Areas and Wetlands

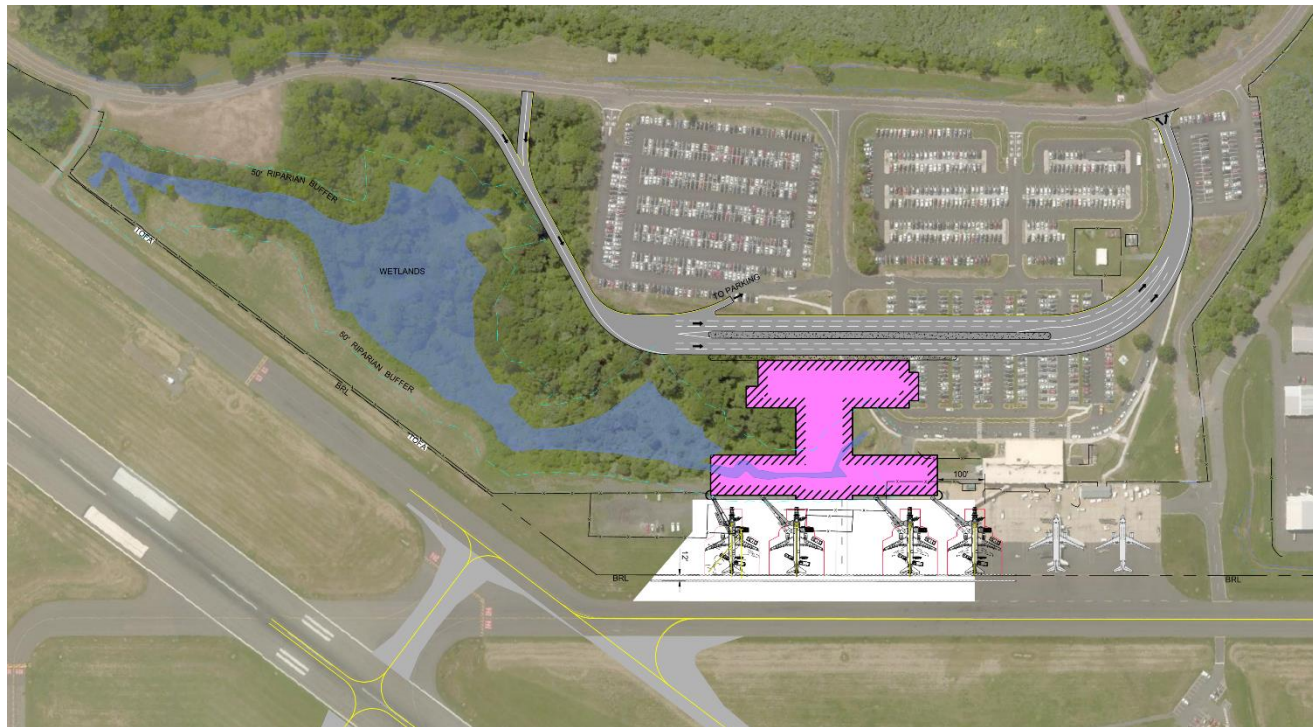






# Roadway Alternative 3

- Minimal Impact to Parking Lot Areas
  - Separate Arrivals/Departures Roadways with Island
  - Moderate Impact to Forest Area and Small Wetlands Impact





# Roadway Alternative 4

- Long Entrance Parallel to Taxiway A
  - Combined Arrivals/Departures Roadway Staggered
  - Large Impact to Forest Area and Wetlands







# ARFF Alternatives

- Aircraft Rescue and Fire Fighting Facility
  - Fire Station for the Airport
  - Responds to Emergencies around and at the Airport
  - Specialized Equipment for Aircraft and Fuel Fires
- Requirements for Siting of ARFF on Airfield
  - Comply with Part 139 required response time to RW
  - Provide a 10,000 SF structure
  - Provide staging apron in front of building
  - Ground access and parking requirements
  - Minimize environmental impacts
  - Comply with airspace requirements



# ARFF Alternatives

- Reasons to site the ARFF facility in the East quadrant
  - Land has previously been developed minimizing environmental impacts
  - East quadrant provides ARFF the ability to respond within the FAA response requirements
  - Existing access from Scotch Road already exists
  - Opens up the terminal area for right-sizing





# ARFF Alternatives

- Reasons not to site the ARFF facility in another quadrant
  - North quadrant siting would increase response times (potentially over the required limit)
  - South quadrant access would be through existing leaseholds and challenging
  - Remaining land in the South quadrant is best suited for future GA development
  - West quadrant is best suited for future terminal development
  - Other locations in the West quadrant would increase response times (potentially over the required limit)
  - Remaining land in the West quadrant is mostly wetlands



# ARFF Alternatives

## ■ East Quadrant 1



## ■ East Quadrant 2





# *EA and Terminal Design Schedule*

- Terminal and Site Investigations – September 2018 to November 2018
- Schematic and Preliminary Design – September 2018 through May 2019
- Environmental Assessment – September 2018 to July 2019
  - Public Scoping Meeting – October 2018
  - Public Meeting – Concept Design – January 2019
  - Public Meeting – Interim Findings – TBD
  - Draft EA Public Review/Public Hearing – TBD



# EA Public Outreach

- Project Web Site  
[www.TTNTerminal.com](http://www.TTNTerminal.com)
- Email: [Trenton@mjinc.com](mailto:Trenton@mjinc.com)
- Planned Public Meetings
  - Scoping Meeting
  - Public Meeting – Concept Design
  - Public Meeting (PA and NJ) – Present Interim Findings
  - Public Hearing – Present Final Draft Report & Public Comment
- Public comments will be received for the duration of the Study and will be included in the Project Record
- Substantive Public Comments Addressed in Final EA





# TRENTON-MERCER AIRPORT

## Questions?

January 23, 2019



The following are Frequently Asked Questions regarding the Trenton-Mercer Airport Replacement Terminal Environmental Assessment. These will be updated regularly during the Environmental Assessment process.

## What is the Environmental Assessment Process?

The Environmental Assessment (EA) for the Trenton-Mercer Airport Replacement Terminal is being prepared to address federal and state environmental review requirements. The EA will be prepared in accordance with FAA Order 5050.4B, "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects", and FAA Order 1050.1F, "Environmental Impacts Policies and Procedures". At the completion of the review of the EA by the FAA, a finding or determination is anticipated to be made, possibly including a Record of Decision.

The sections of analysis within the EA include:

- Purpose and Need
- Alternatives
- Affected Environment (Impact Categories to the analyzed)
- Environmental Consequences
- Mitigation (if needed)

The Proposed Action is the basis for the Purpose and Need, Alternatives Analysis, Affected Environment, Environmental Consequences, and Mitigation. The Proposed Action for the Replacement Terminal EA includes:

- Construct a Replacement 4 Gate Terminal – Improve the level of service for passengers using TTN by providing a terminal with modern and current amenities that are sized for the function and forecast for the airport through the design and construction of improved ticketing, security checkpoint and baggage inspection, passenger hold rooms, concessions, baggage handling and baggage claim, airline operations, airport and county operations, and other factors.
- Apron Improvements – Provide apron parking for the replacement terminal.
- Parking Lot Reconfiguration and Parking Garage – Provide parking adequate for the needs of the public and passengers using the airport that may include additional parking lots near the terminal or a parking garage.
- Roadway, Intersections, Vehicular Circulation, and Ground Access Improvements – Provide improved roadways and intersections for the replacement terminal.
- Relocate Airport Rescue and Firefighting (ARFF) Facility – Provide a new ARFF in a location that meets response times required for commercial airports.

The Impact Categories Analyzed for the EA include:

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

- Permits

The FAA evaluates the Environmental Consequences of the Proposed Action(s). The EA is typically used for projects where Environmental Impacts are anticipated to not be significant or can be mitigated to less than significant.

### **What is the difference between an Environmental Assessment and an Environmental Impact Statement?**

An Environmental Assessment (EA) is typically performed to determine the environmental impacts of a project on the surrounding environment when the anticipated outcome of the EA is that there are no mitigatable environmental impacts. An Environmental Impact Statement (EIS) is performed when there are known or anticipated significant impacts that cannot be mitigated to less than significance. For airport projects, the FAA defines and determines the extents and thresholds for impacts to the environment.

For the Replacement Terminal environmental planning, an EA has begun based on FAA input. If, in the view of the FAA during the EA process, it is determined there may be significant impacts that cannot be mitigated to less than significance, the project would be changed from an EA into an EIS and directed by the FAA.

### **Why is the EIS a longer process?**

The EIS process is a longer process because the public process and the reviews take longer than an EA and the process includes more formal agency consultation, however, all of the sections for evaluation of environmental impacts of an EIS and EA are the same.

The EA is a process by which the sponsor (Airport) manages and produces the environmental documentation for all the sections within the EA including the Purpose and Need, Alternatives, Affected Environment, Environmental Consequences, and Mitigation (if needed). The EA is reviewed by the FAA and the FAA produces the Record of Decision, a Record of Decision and/or Finding of No Significant Impact, or determines that an EIS is required due to there being a significant impact that is not able to be mitigated. An EIS follows all of the same procedures and technical analysis as the EA but is a process that is managed by the FAA, not the sponsor (Airport). A project can start out with an EA and then move to an EIS if a significant impact is identified or can start out as an EIS if a significant impact is known at the beginning of the process. The EIS process is usually longer than an EA by several months to a couple years due to the public input and notifications, review times, and formal agency consultation process.

### **Can Mercer County and Trenton Mercer Airport request an EIS?**

The National Environmental Policy Act (NEPA) process is determined by the FAA. The FAA determines the type of NEPA review that may include a Categorical Exclusion (CATEX), Environmental Assessment (EA), and Environmental Impact Statement (EIS). The FAA has determined that the process to follow at this time is an EA. That may change if the FAA determines there are environmental impacts that would be significant and mitigation of the impacts cannot reduce the impacts below significant levels.

The type of NEPA process is based upon the anticipated environmental impacts. A CATEX refers to a category of actions that do not individually or cumulatively have a significant effect on the human environment, and for which, neither an EA nor an EIS is required. An EA is used to determine whether a proposed action has the



potential to significantly affect the human environment that will provide sufficient evidence and analysis for determining whether to prepare an EIS or a Finding of No Significant Impact (FONSI). An EIS is a detailed written statement required when one or more environmental impacts would be significant and mitigation measures cannot reduce the impact(s) below significant levels

### **Comments by the public and community groups have identified that the airport has not gone through any environmental reviews on past projects. Why aren't the cumulative impacts of all of the projects at Trenton Mercer Airport considered?**

The criticism of the Airport is that all of the permits to date have been segmented and an overall environmental analysis and impact of the airport has not been performed. The FAA oversees the environmental processes and NEPA permitting. Not including the Replacement Terminal EA, since 2014 there have been eight NEPA reviews that have been processed by the FAA for projects at TTN. Of those reviews, two were categorized by the FAA as an EA Short Form, six were categorized as CATEX with minimal impacts. The EA for the RPZ and Obstruction Removal at TTN is currently being reviewed by the FAA. All of the projects were reviewed by the FAA and took into account the cumulative impacts on the environment and each other. Each of the reviews and findings were published by the FAA. All of the reviews were performed by the staff of the FAA in the Harrisburg Airports District Office)

The comments from community groups implies that the airport has not been acting in good faith to obtain environmental permitting approvals. The airport coordinates with the FAA on a weekly basis from planning through construction on all projects and the FAA is aware of all of the work being performed at the airport. All projects have to go through an environmental review by the FAA in order to move forward – regardless of the funding source.

Researching other large projects in the region yielded several projects that required a CATEX including the reconstruction of I-95 (I-295) in Bucks County and Mercer County and the Route 1 NB ramp in Oxford Valley in Lower Makefield. One project requiring an EA was the Scudder Falls Bridge project spanning the Delaware River. One project requiring an EIS is the Northeast Corridor Rail Improvements.

### **What is the Schedule for Replacement Terminal Environmental Assessment Process?**

Beginning in September 2018, the Replacement Terminal EA started to gather data, develop sections of the EA, and have held a public scoping meeting on October 23, 2018 and a public meeting on January 23, 2019. The tentative remaining schedule for the TTN Terminal EA is:

- Continued development of the Draft EA Purpose and Need, Alternatives Analysis, Affected Environment, and Environmental Consequences Sections of the EA
- Public Meeting 2 – Winter 2019/2020 (December 2019 or January 2020 and to be held in Bucks County, PA)
- Draft Final EA Report Issued/Start of Public Comment Period – Winter 2020 (Minimum Review of 30 days)
- EA Public Hearing – Winter 2019/2020 (January/February 2020 and 30 days after Draft Final EA Report Issued)
- Incorporation of Comments and Final EA Submission to FAA – February/March 2020
- Anticipated FAA Decision – Mid 2020

Note that dates are approximate and may change due to data collection, FAA review times, and responding to public questions and comments.

### **What is the public participation for the Terminal Environmental Assessment?**

In September 2016 and May 2017, under the development of the Master Plan for Trenton Mercer Airport, public meetings were held that presented the existing airport infrastructure and needs, identified and presented alternatives, and presented findings and preferred alternatives that were part of the final Master Plan and Airport Layout Plan. In July 2017 a presentation was made to the Mercer County Freeholders where the Master Plan and Airport Layout Plan were presented followed by Questions and Answers. Under the Master Plan process, public meetings and information sessions are optional and not required.

The EA Process is governed by FAA Order 1050.1F, "Environmental Impacts Policies and Procedures". For an EA, the required public input is a 30 day comment period. For this project, the proposed public meetings include a Public Scoping Meeting, two Public Meetings, and a Public Hearing.

The Public Scoping Meeting held on October 23, 2018 and consisted of a brief recap of the Master Plan and ALP process and introductory presentation about the meeting purpose and desired outcomes. An hour long question and answer session followed the presentation. Preceding and following the presentation, work stations were set up and utilized to solicit input from attendees by requesting responses to open-ended questions pertaining to preparation of the future NEPA document. Topics included: Specific concerns related to the project; Social, economic, and environmental resources that should be addressed; Federal, state, local agencies that should be engaged in the NEPA process; Methods of outreach – notices, website, facebook, email lists, phone, etc.; Future public meeting format, frequency, and location.

A Public Meeting was held on January 23, 2019 and consisted of a presentation of the EA process, Purpose and Need, and Alternatives developed to date, followed by Q&A. The initial alternatives and Terminal, Roadway and Aircraft Rescue and Fire Fighting Facility Concepts and locations were presented. The question and answer session of one hour followed the presentation.

A second Public Meeting will be held in Fall 2019 and will review the progress to date, present the Alternatives and Affected Environment, and then answer questions from the public.

After issuance of the Draft Final EA to the public, a Public Hearing will be held and consist of a presentation of the Draft Final EA followed by questions and answers from the public. The Public Hearing is anticipated to occur in October/November 2019.

Following the Public Hearing, comments from the hearing will be reviewed and incorporated into the EA where appropriate, prior to submission to the FAA. A public comment period of 30 days follows the submission to the FAA. The submission is anticipated to be in Late 2019 with an FAA decision estimated in Early 2020.

Notifications to the public has occurred, and will continue to occur, through printed publications (newspaper), the Mercer County Website, the Project Website ([www.ttnterminal.com](http://www.ttnterminal.com)), emails using previous lists of attendees for the Master Plan and EA Public Meetings, emails and notifications to Lower Makefield, community groups, previous attendees and commenters from the Master Plan or previous EA meetings, facebook, and other social media.

**Are there any comments from the public or community groups that are important to address (above any/all others)?**

Several residents and groups have provided large numbers of comments throughout the public process. Most of the public and community group comments are generally related to noise; air quality; concerns about cumulative impacts of airport development; requesting an EIS rather than an EA; and frustration with lack of meetings with key officials. Their comments are representative and similar to comments received from others and do not stand out as unusual, other than the number of comments and size of comments, which includes references to various articles and press reports. All comments will be addressed in an appropriate manner in the appendices of the EA.

**What is the process by which the EA addresses comments - method, schedule, etc.**

The Draft EA will be released for public review later in 2019, after it has been thoroughly reviewed by the FAA. It will be made available for public review for a period of at least 30 days and a public hearing will be conducted.

Comments can be provided in writing, via e-mail, and at the public hearing, where a stenographer will be present. All comments received throughout the process will be included in the project record and responses will be prepared as appropriate. If needed, the Draft EA will be revised to address received comments. The comments and responses will be reviewed by the FAA. Substantive comments – comments relating to the environmental impacts due to the Terminal Replacement - on the EA will be addressed. Note that no portions of the EA have been released to the public to date.

**What noise studies are proposed for the Terminal Environmental Assessment?**

The EA analysis includes conducting a noise analysis using the most recent version of FAA's AEDT 2D to generate DNL noise contours for the "no build" and "build" scenarios. The noise contours will be superimposed on a land use map depicting existing and future land uses. The results of the two scenarios will be compared and contrasted. The build scenario, and its difference relative to the no build scenario, will be evaluated to determine if the "threshold of significance" is exceeded.

Previous requests have been made regarding the implementation of a Noise Compatibility Study (FAR Part 150). A Part 150 Study is a process initiated by an airport to develop, evaluate, and recommend actions that the airport, local municipalities, airlines, and/or the FAA could take to help reduce the land use incompatibility due to aircraft noise in communities surrounding an airport. FAA acceptance of an airport's Noise Exposure Map (NEM) and approval of a Noise Compatibility Program (NCP) allows an airport operator to become eligible to receive Federal funding to develop and implement the recommended programs within the NCP that have been designed to help mitigate aircraft noise. The primary use of a Part 150 Study is to determine where noise impacts facilities on and off the airport, define the eligibility of residential properties for sound insulation or purchase through FAA funded programs, or to identify other measures that can be undertaken related to air traffic procedures or other operations based functions.

Land use compatibility is defined by the FAA in FAR Part 150, as the "use of land that is identified as normally compatible with the outdoor noise environment or an adequately attenuated noise reduction level for the indoor activities at the location." The goal of the FAA's noise compatibility guidelines is to discourage the development of incompatible land uses around airports. The FAA guidelines specify that DNL is the noise metric used in defining land-use compatibility. Both the U.S. Department of Housing and Urban Development (HUD)



and the FAA define a Day-Night Average Sound Level (DNL) value of 65 dB as the threshold of incompatibility with residential land uses.

The outdoor noise environment, in relation to airport noise compatibility, is measured in terms of the yearly Day-Night Sound Level (DNL) metric. The DNL represents noise as it occurs over a 24-hour period, with one important note: DNL treats nighttime noise differently from daytime noise. In determining DNL, it is assumed that the sound levels occurring at night (defined as 10 p.m. to 7 a.m.) are 10 dB louder than they really are. This 10 dB penalty is applied to account for greater sensitivity to nighttime noise, and the fact that events at night are often perceived to be more intrusive because nighttime ambient noise is less than daytime ambient noise. FAA has published guidelines which include a table describing compatible land use information for several land uses as a function of yearly DNL values and a matrix that identifies what types of land uses are incompatible with certain levels of noise exposure; for example, residences, schools, and outdoor music shells or amphitheatres are incompatible land uses where noise exposure levels are greater than DNL 65 dB. While noise from airport operations may be experienced in areas beyond the DNL 65 dB noise contour, only those areas with noise levels of DNL 65 dB or higher are considered to be incompatible. It is the intent of a FAR Part 150 Study to find ways to reduce incompatible land uses and prevent future incompatible land uses in these areas first, while still addressing noise exposure and evaluating methods to reduce noise exposure in all areas surrounding the airport. The 65 dB noise contour at TTN is largely on airport or within Airport or County owned property and TTN and the County are addressing issues where residences are within the 65 dB noise contour.

### **Will TTN consider performing noise monitoring in and around the airport and approaches/departures to the airport?**

Requests have been made by residents within the areas surrounding Trenton Mercer Airport in Mercer and Bucks County to place noise monitoring equipment within their neighborhoods and properties. The request to place equipment is made based on the thought that by adding actual measured noise to the data, calculations or model, the result would show greater sensitivity to the community's input and request to measure aircraft noise levels.

The measured noise is not able to be used to adjust the model incrementally where differences occur between the model and measured noise and can't be used to supplement the model's noise contours. The FAA uses and only recognizes the noise modeling based on the use of an AEDT 2D model.

### **Can Mercer County and Trenton Mercer Airport request modified flight procedures?**

Requests for noise abatement procedures can be voluntary. The four areas covered include preferential approaches and departures flight schedules, rotational use of the runways, flight operational procedures to reduce ground noise, and higher departure angles. The request for modifications to flight procedures as well as noise abatement procedures can be made by the public or an airport and the request would be outside any Part 150 Noise Study or the Terminal EA process. Any requests made do not presuppose an outcome and any changes in procedures may have a detrimental or beneficial impact to one community or another surrounding the airport.

The scheduled commercial airlines at Trenton Mercer Airport make up a small percentage of the overall jet aircraft. The schedule for commercial aircraft flights is based upon aircraft fleet, destinations and possible connecting flights, and economics of the airline serving Trenton and the destinations. The higher percentage of jet traffic is unscheduled or irregularly scheduled based on need by the larger private operators at the airport. Changes to the flight schedules can only be changed for a small number of operations.

The use of runways is entirely based upon the direction of predominant wind and the size of aircraft using the runway. Predominant winds are Southeast to Northeast. Runway 6-24 is 6,000 feet in length and Runway 16-34 is 4,800 feet in length. Runway 6-24 is aligned in the direction of predominant winds. Due to the length of the runways, most commercial and other jet aircraft using the airport will utilize departures from the RW 24 End (Northeast) to the RW 6 End (Southwest) to take off into the wind. Approaches to the airport are critical and more dependent on weather/wind conditions. The approach to Runway 6 has a precision approach that is utilized during poor weather or visibility conditions. Rotation of runway use is limited to smaller jet or turbo propeller aircraft which do not have a significant noise profile and can utilize a shorter runway.

Changes to flight operations to reduce ground noise would come in the ways departures leave the airport or arrivals approach the airport. Departing aircraft currently leave at angles appropriate for their type of aircraft and flight. Jet aircraft leave at a steep, but comfortable, angle to reach cruising altitude sooner to take advantage of upper level winds or to gain access to a preferred flight lane to their destination. Angles of departure are usually not able to change. Directions of approach and the angles or slope of approach to the runway is dependent upon the aircraft, flight course assigned by Air Traffic Control, other aircraft in the vicinity, wind speed and direction, and weather or daylight. For each runway, there is an approach plate or procedure to reach the end of the runway. These are governed by the FAA and take into account the terrain, predominant wind direction, weather conditions, navigational aids, and other variables. Aircraft on approach to any airport usually follow set alignments over markers as waypoints along their approach to ensure they are not in the way of other aircraft. The approach angle to the runway is determined by the weather and how the aircraft is operating – whether it is operating in a clear all weather condition or in a condition with reduced visibility due to weather or night time operations and variable winds or windy conditions.

Significant changes to the arrival or departure alignment or angle, use of different arrival or departures procedures, and use of different runways in many cases are not possible and will have an unknown impact on the communities surrounding the airport.

### **The 2018 Actual Operations Numbers at TTN Exceeded the 2035 Projections. What Impacts Does This Have On the Replacement Terminal and Airport Master Plan for the Future of Operations at TTN?**

The Master Plan went through a process to develop projections for 20 years. The data used for the Master Plan included actual operations data from 2014 and projected the operations through 2035. The projections were based upon local, regional, and national trends and standards for similar airports and markets, and were reviewed and approved by the FAA during the Master Plan process. The projections identified in the Master Plan, Section 2 – Aviation Forecasts, Table 2-10: Annual Operations Forecast include the following categories:

- Air Carrier/Air Taxi – Airlines, Charter, Corporate
- Itinerant General Aviation – Activity originating or terminating More Than 50 nautical miles (NM) from TTN
- Local Civil/General Aviation – General aviation operations originating or terminating Less Than 50 – Local short trips, flight school, “touch and go”
- Military – National Guard and State Police operations

The Master Plan and associated appendices can be reviewed online at: [www.TTNTerminal.com](http://www.TTNTerminal.com)

**Table 2-10: Annual Operations Forecast**

|                            |                                | Forecast      |               |               |
|----------------------------|--------------------------------|---------------|---------------|---------------|
|                            | Actual 2014                    | 2020          | 2025          | 2035          |
| <b>Aircraft Operations</b> | (Total Take-offs and Landings) |               |               |               |
| Air Carrier/Air Taxi       | 9,599                          | 10,239        | 10,895        | 12,364        |
| General Aviation           |                                |               |               |               |
| GA Itinerant (>50 Miles)   | 37,157                         | 39,200        | 40,984        | 46,101        |
| GA Local (<50 Miles)       | 29,716                         | 30,961        | 32,264        | 35,019        |
| Military                   | 1,791                          | 1,791         | 1,791         | 1,791         |
| <b>Total Operations</b>    | <b>78,263</b>                  | <b>82,191</b> | <b>85,934</b> | <b>95,275</b> |

When looking at the actual data from 2017, 2018 and the first half of 2019, the changes that have occurred since the 2014 time include increases in the GA Itinerant Operations (those operations originating from or departing to destinations greater than 50 miles) and the GA Local Operations (those operations originating from or departing to destinations within 50 miles). The increase in GA Local Operations is almost entirely due to the operations of flight schools located at TTN.

**2014 and 2035 Master Plan Data with 2017, 2018, and 2019 Actual Data**

[https://www.faa.gov/news/media\\_resources/ATADSGuide/](https://www.faa.gov/news/media_resources/ATADSGuide/)

|                            | Actual 2014        | Actual 2017   | Actual 2018    | Actual 2019 (6 mo.) | Projected 2019 (12 mo.) | Forecast 2035      |
|----------------------------|--------------------|---------------|----------------|---------------------|-------------------------|--------------------|
| <b>Aircraft Operations</b> | (From Master Plan) | (From FAA)    | (From FAA)     | (From FAA)          | (Actual 2019 x 2)       | (From Master Plan) |
| Air Carrier/Air Taxi       | 9,599              | 9,518         | 9,274          | 4,257               | 8,514                   | 12,364             |
| General Aviation           |                    |               |                |                     |                         |                    |
| GA Itinerant (>50 Miles)   | 37,157             | 43,821        | 48,841         | 25,356              | 50,712                  | 46,101             |
| GA Local (<50 Miles)       | 29,716             | 41,816        | 44,133         | 22,328              | 44,656                  | 35,019             |
| Military                   | 1,791              | 834           | 915            | 282                 | 564                     | 1,791              |
| <b>Total Operations</b>    | <b>78,263</b>      | <b>95,989</b> | <b>103,163</b> | <b>52,223</b>       | <b>104,446</b>          | <b>95,275</b>      |

**Air Carrier and Air Taxi Data with 2017, 2018, and 2019 Actual Data**

[https://www.faa.gov/news/media\\_resources/ATADSGuide/](https://www.faa.gov/news/media_resources/ATADSGuide/)

|                                     | Actual 2014        | Actual 2017  | Actual 2018  | Actual 2019 (6 mo.) | Projected 2019 (12 mo.) | Forecast 2035      |
|-------------------------------------|--------------------|--------------|--------------|---------------------|-------------------------|--------------------|
| <b>Aircraft Operations</b>          | (From Master Plan) | (From FAA)   | (From FAA)   | (From FAA)          | (Actual 2019 x 2)       | (From Master Plan) |
| Air Carrier                         | *                  | 4,383        | 4,609        | 2,327               | 4,654                   | *                  |
| Air Taxi                            | *                  | 5,135        | 4,665        | 1,930               | 3,860                   | *                  |
| <b>Total Air Carrier / Air Taxi</b> | <b>9,599</b>       | <b>9,518</b> | <b>9,274</b> | <b>4,257</b>        | <b>8,514</b>            | <b>12,364</b>      |

\* Data not separated between Air Carrier and Air Taxi

Overall the combined air carrier and air taxi operations are down with a very small increase in operations from 2018 through 2019. The lower number of flights is offset by the increase in enplanements at TTN since data was collected in 2014. This is primarily due to changes in aircraft being used at TTN which have changed from a fleet of A319 aircraft in 2014 and 2015 to A320 aircraft which are capable of carrying more passengers. This is coupled with nearly full flights that are currently seen daily at TTN.

**What is the basis for the size of the Replacement Terminal?**

The sizing of the proposed terminal is based on many factors. The existing terminal is approximately 29,000 square feet in size, including the remote baggage claim building, and services four aircraft parking positions. The existing facility is significantly undersized and does not offer a level of service to passengers that is expected in air travel in 2019. The proposed terminal is being programmed and designed based on industry standards and guidelines for the various components of the building, as well as the actual needs of the Airlines, Airport Operations, TSA, Sherriff, Concessions, and the comfort of the traveling public. The size of the terminal under design will be between 125,000 and 140,000 square feet and be able to accommodate four aircraft parking positions at a higher level of service to the traveling public, while also anticipating the modest level of air carrier growth that is expected over the next 20 years based on the Master Plan and Forecasts.

Airline and operations growth in the current economy, particularly at airports the size of TTN with similar market characteristics, is entirely based on the profitability of the routes an airline offers and serves. The ability for other airlines to enter a market and compete has many factors, some of which are the location and access to other airports, airline operations and hubs at other local or regional airports, the location of TTN within the Northeast air traffic control pattern, and the layout and configuration of the airfield which restricts aircraft sizes and range of service. There may be other airlines that may enter or leave, as Allegiant has done, but those shifts, as well as changes to aircraft sizes and load factors (percentage of seats occupied on flights) are included in the overall forecast data and modest increase in operations for air carriers.

## MERCER COUNTY

### NOTICE OF AVAILABILITY/NOTICE OF PUBLIC HEARING

#### TRENTON-MERCER AIRPORT – TERMINAL IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Mercer County, Trenton-Mercer Airport Sponsor, has prepared a Draft Environmental Assessment for the proposed terminal area improvements, including a new terminal building, passenger parking and terminal access improvements, and relocation of the Aircraft Rescue and Firefighting facility at the Trenton-Mercer Airport. The Draft Environmental Assessment addresses the proposed action, potential social, economic, and environmental consequences and the project's consistency with the goals and objectives of the Airport and County's land use and planning strategy. Potentially affected environmental resources include wetlands, surface waters, floodplains, wildlife habitat, soils, and groundwater.

The Draft Environmental Assessment is available for public review, during normal business hours, beginning on May 3, 2021 at the following locations:

- Ewing Branch, Mercer County Library, 61 Scotch Road, Ewing Twp, NJ 08628, 609-882-3130
- Lawrence Branch, Mercer County Library, 2751 Brunswick Pike, Lawrence Twp, NJ 08648, 609-882-9246
- Hopewell Branch, Mercer County Library, 245 Pennington Titusville Rd, Pennington, NJ 08534, 609-737-2610
- Yardley-Makefield Branch, Bucks County Free Library, 1080 Edgewood Road, Yardley, 215-493-9020
- Yardley Borough, 56 South Main Street, Yardley, Pennsylvania, 215-493-6832

Please call ahead to these locations to confirm availability and/or schedule an appointment if necessary. Please observe all public safety and Covid protocols and requirements for entering the locations where the Draft Environmental Assessment is made available for public review.

The Draft Environmental Assessment can also be accessed through the Airport's webpage at <https://www.mercercounty.org/departments/transportation-and-infrastructure/trenton-merc-airport> and the Trenton-Mercer Airport Terminal development webpage at <https://www.tnterminal.com/>. Interested parties without access to a computer or copies at the above locations, may request a copy from the contact information provided below.

A public hearing will be held that will consist of a brief presentation to summarize the results of the Draft Environmental Assessment followed by the opportunity to provide public comments. The public hearing will be conducted on June 2, 2021 from 7:00pm to 9:00pm. Visit the Airport's webpage and the project webpage for a link to register for the virtual hearing and instructions (<https://www.tnterminal.com/>). The virtual public hearing will provide closed captioning.

Sign-in for the public meeting will begin at 6:30pm. There will be a virtual summary informational presentation beginning at 7:00pm and followed by a virtual public hearing where public comments may be received.

Public comments will be accepted until June 16, 2021. Please allow for additional time for mailing comments. It is recommended to use electronic documentation when possible as mailed comments may not reach their destination in the desired time based on postal service delays. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made



publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. Public comments will also be accepted without personal identifying information.

Public comments will be accepted at the following addresses:

Trenton-Mercer Airport Terminal Area Improvements  
Draft Environmental Assessment  
c/o McFarland Johnson, Inc.  
49 Court Street, Suite 240  
Binghamton, NY 13901

Trenton-Mercer Airport Terminal webpage:  
<https://www.ttnterminal.com/send-a-comment>

Or by email at:  
[trenton@mjinc.com](mailto:trenton@mjinc.com)

For further information regarding accessibility, copies of the Draft Environmental Assessment, or other items that are NOT public comments on the Draft Environmental Assessment, please contact:  
Trenton Mercer Airport Terminal Area Improvements  
Draft Environmental Assessment  
Question Phone Line  
(609) 362-2735