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FEDERAL AVIATION ADMINISTRATION

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PUBLIC MEETING

RE: TWEED NEW HAVEN AIRPORT TERMINAL AND RUNWAY

EXPANSION PROGRAM

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East Haven High School  
Auditorium  
35 Wheelbarrow Lane  
East Haven, CT 06513  
April 1, 2023  
1:30 p.m.

BEFORE:

- Maura Fitzpatrick, Moderator, FHI Studio
- Andrew King, Avports
- Cheryl Quaine, FAA
- Richard Doucette, FAA.

Other Project Participants:

- The Public
- David Gordon, Stenographer

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2 MR. KING: I want to thank everybody,  
3 for coming out today. Clearly this is a topic  
4 that's been around for a little while, all the  
5 way back to the master plan. How many of you  
6 were here during the master plan, went to any  
7 of the master plan meetings?

8 (Audience participation.)

9 MR. KING: Okay, thank you very much.  
10 And how many of you this might be your first  
11 time to an Environmental Assessment meeting or  
12 hearing?

13 (Audience participation.)

14 MR. KING: All right, so I just want  
15 to thank all of you who have been here since  
16 the master plan meetings and your first time  
17 today. There is a lot of information to be  
18 gathered. I hope you had an opportunity to  
19 visit the workshop and talk top the experts.  
20 If you didn't, the material is online. If you  
21 submitted comments, those will be responded  
22 to.

23 Today the format is a bit different,  
24 though. This is not a Q&A, we will not have  
25 the opportunity do back and forth; that's what

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2           the workshop was for, to get more direct  
3           answers. Today what we will do is take your  
4           official comments that will be added to the  
5           official Draft Environmental Assessment and  
6           responded to.

7           The other thing I'd like to just  
8           point out here is, we have very limited time  
9           today. We have 70-something people who are on  
10          the list to speak and in order to get through  
11          those 70-something people, we are going to be  
12          very serious about the three-minute time limit  
13          and kindly ask that you respect those who are  
14          coming behind you to speak, to give them the  
15          opportunity to speak.

16          The other thing that I will say is,  
17          is that there are a lot of people here. If  
18          you are speaking, obviously you may speak. If  
19          you are not speaking, we ask that you withhold  
20          speaking out during and interrupting. Now,  
21          obviously if would you like to encourage the  
22          speaker, as you have done with the mayor and  
23          the representative, that's totally acceptable.  
24          Interrupting other people, though --

25          AUDIENCE MEMBER: Introduce yourself.

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2 MR. KING: My name is Andrew King,  
3 thank you very much.

4 (Audience participation.)

5 MR. KING: I was just waiting for her  
6 to finish speaking. My name is Andrew King  
7 and I work at the airport. I work with  
8 Avports and at the airport as well, and I am  
9 often am -- communications, stakeholder  
10 engagements, so that's what I'll do today.

11 (Audience participation.)

12 MR. KING: I have been living between  
13 Houston and Connecticut for the last  
14 nine-and-a-half years.

15 (Audience participation.)

16 MR. KING: Like I said, not a back  
17 and forth, but thank you for asking the  
18 questions. Thank you very much.

19 (Audience participation.)

20 MR. KING: Friends, I'm so sorry, I  
21 am going to put this out here right now; this  
22 is not a required hearing under the EA. This  
23 is a hearing that is being done -- this is a  
24 hearing that is being done --

25 (Audience participation.)

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2 MR. KING: Thank you. So we have  
3 offered this public hearing today to hear your  
4 comments. We will move through it  
5 respectfully and cordially with each other.

6 Before we get started or into the  
7 official comments -- I'm terrible with  
8 remembering names so I have write them down.  
9 Over here on my left we have our friends from  
10 the FAA who are here to hear your comments,  
11 Richard Doucette and Cheryl Quaine; and then  
12 to my left here is my colleague for the day,  
13 Maura Fitzpatrick, who will moderate. I will  
14 stop talking after this and she will moderate  
15 the rest of this.

16 We'll go in order, she'll give you a  
17 bunch of rules. But again, I appreciate  
18 Laurie and those of you who are willing to  
19 help each other accountable on making this an  
20 orderly comment section. With that, I will  
21 turn this over.

22 THE MODERATOR: Thank you, Andrew,  
23 thank you so much. Just before we start, I  
24 want to reintroduce myself; I'm Maura  
25 Fitzpatrick, I'm part of the project team and

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2 my role here today is to moderate the public  
3 hearing portion of that. I am going to  
4 briefly tell you how this is going to go and  
5 we will go over some ground rules.

6 I will try and do this as quickly as  
7 possible because so many of you have signed up  
8 to speak. I also think that now the buzz  
9 seems better, so maybe it's the microphone in  
10 the back, but we are working on the buzz, so  
11 apologies for that.

12 If you are interested in speaking and  
13 so many of you have already done that, you  
14 need to fill out a speaker request card, we  
15 and that's in the back at the welcome table  
16 where you signed in, and we will be recording  
17 today's hearing online by video and by Zoom,  
18 and it's also being recorded by our  
19 stenographer here. The recording and the  
20 transcript will be posted on the project  
21 website.

22 The public comment period started on  
23 March 2nd, 2023, and will last 60 days until  
24 May 1st, 2023. Besides making your oral  
25 comment today, there are several other ways



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2           that you can provide comments. For brevity,  
3           I'm not going to read them all on the screen  
4           in front of you and they are also on the top  
5           of your comment form, and those of you who are  
6           watching through Zoom can see the addresses on  
7           the screen.

8           All comments, and I want to stress  
9           this, all comments are treated equally  
10          regardless of whether they're said orally or  
11          they're in writing, so those of you who have  
12          signed up who may not be able to speak today  
13          because we need to be out of this room by  
14          4:30, please understand that anything in  
15          writing is just as important as you being here  
16          speaking to us, but we're so glad you're all  
17          here.

18          As a reminder, the FAA encourages  
19          parties to review the Draft EA before  
20          providing written comments or oral comments,  
21          and please be aware that your name, physical  
22          address, e-mail address or other personally  
23          identifiable information in your comment may  
24          be available to the public. You may include a  
25          request to withhold your personal information;

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2 however, the FAA cannot guarantee that they  
3 will be able to do so.

4 So, now this is how it's going to  
5 work: In the next few minutes, I will begin  
6 by calling the names of those who've  
7 registered to speak in the order received.  
8 You can register to speak up to any time until  
9 3:15. However, looking to size of my pile, we  
10 probably aren't going to be able to  
11 accommodate those who already have, but we'll  
12 do the best we can.

13 I will be calling the speakers in  
14 groups of five, and when your name is called,  
15 please proceed; and I'm going to ask my  
16 colleague Parker to stand up. Parker is  
17 standing where there are five chairs, and we'd  
18 like you to go to those five chairs and then I  
19 will ask the first speaker to approach the  
20 microphone, and Parker will help you with  
21 that, state your name and your affiliation,  
22 and for the record, please also spell your  
23 last name and that's so our stenographer will  
24 have an accurate record, and I will remind you  
25 of that.

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2 After you've introduced yourself and  
3 spelled your name, we will begin to time your  
4 statement. Each speaker will have three  
5 minutes and there will be a timer countdown  
6 showing up here on the screen behind me --  
7 trying to crank my neck to keep an eye on it.  
8 And please, again, as Andrew stressed, please  
9 try to stick to the three minute timeframe so  
10 that we can accommodate as many speakers as  
11 possible.

12 Finally, in order to make sure  
13 everyone who signed up has an opportunity to  
14 speak, we ask that you only speak once and  
15 that you please do not give your time over to  
16 others.

17 So thank you for you're patience with  
18 all of those ground rules and background. So  
19 I'm now going to read the list of the first  
20 five speakers.

21 Andrew just reminded me while we  
22 published the agenda to conclude at 3:30, we  
23 have access to this room until 4:30, but then  
24 we really have to be out of here. So we will  
25 certainly stay for the extra hour because of

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2           the level of interest.

3           So, I'm now going to call the first  
4           five speakers, then you'll proceed to the five  
5           chairs where my colleague is standing. And  
6           the first is Chief Edward Lennon Jr.; number  
7           two is Assistant Chief Chris Rosa; number  
8           three is Michael J. Luzzi, ESQ.; number four  
9           is Robert Gomez; and number five is Steven  
10          Trinkaus. So if the five you of you could  
11          step to the chairs and I will call the first  
12          speaker, who looks like he's already at our  
13          podium, and it's Chief Edward Lennon Jr.

14          And, again, Chief, I'm going to have  
15          you state your name and your affiliation and  
16          spell your last name and then we will begin  
17          the countdown for your statement. Thank you  
18          so much.

19          MR. LENNON: Good afternoon, I'm  
20          Edward Lennon, Chief of the East Haven Police  
21          Department, L-E-N-N-O-N --

22          THE MODERATOR: Hold on one second,  
23          can the AV people turn that up a little bit?  
24          Chief, we're having a little trouble hearing  
25          that. Maybe you can get a little closer to

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2 the mic.

3 MR. LENNON: Is that better? All  
4 right. The East Haven Police Department  
5 continues to carefully evaluate and assess the  
6 impact of the project described in the Draft  
7 EA, the relocation expansion of the terminal  
8 building and associated facilities and  
9 infrastructure and the routing of all airport  
10 traffic through East Haven. Due to the three  
11 minute time limit today, I'll only be sharing  
12 a few key comments and concerns we perceive as  
13 relevant for the EA and this FAA sponsored  
14 event. We have many concerns.

15 With the proposed terminal located on  
16 Proto Drive, the airport traffic will go  
17 through town streets to eventually reach I95  
18 as shown on the EA, there will be tremendous  
19 increase in the vehicular traffic on the  
20 roadways. The roads designated in the EA are  
21 full of airport traffic by the town's Main  
22 Street corridor to include substantial  
23 residential service and community elements.

24 The surrounding streets, which the  
25 GPS systems will send drivers through, traffic

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2           is backed up are almost exclusively  
3           residential. Proto Drive itself is known for  
4           town's business, which would generate  
5           significant large truck traffic. Substantial  
6           improvements will be required to handle the  
7           anticipated airport traffic and continue to  
8           provide service to its existing users.

9           Naturally, with this increase in  
10          traffic volume, a significant increase in  
11          motor vehicle collisions and related incidents  
12          are expected, which will require additional  
13          police and fire resources. It is anticipated  
14          the police department will be required to  
15          always staff at least one additional patrol  
16          officer on each shift to achieve this six  
17          additional police officers.

18          Due to the increase in traffic  
19          volume, there is the potential for impacting  
20          response times to federal activity and  
21          emergencies in the areas adjacent to the  
22          airport. We are surprised that the EA does  
23          not mention road reflect, which would  
24          typically pronounce the intersection of  
25          Hemingway Avenue at Coe Avenue and Short Beach

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2           Road, State Route 142. The State DOT is often  
3           forced to limit traffic for this intersection  
4           where accidents are frequent.

5           We perceive this would be a point of  
6           concern for those planning traffic routes to  
7           and from the airport. Additionally, the  
8           increased traffic congestion over the Webster  
9           Bridge that connects North High Street to High  
10          Street, Route 100, is the only route between  
11          the north and south end of town. During rush  
12          hour, including people getting out of school,  
13          the bridge and all surrounding streets  
14          experience extreme traffic congestion.

15          By moving the terminal to the  
16          proposed location in the EA statement,  
17          motorists heading to and from the airport via  
18          I95 52A entrance or exit ramp must travel over  
19          the Webster Bridge, exacerbating an already  
20          serious traffic.

21          In conclusion, due to the time limits  
22          today, I'm able to share additional concerns  
23          with traffic and neighborhood roadway safety,  
24          pedestrian safety, outdoor events, and our  
25          ability to police public spaces or car

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2           accidents. We'll be submitting a more  
3           comprehensive written statement from our press  
4           office. The police departments joins with  
5           other concerned stakeholders to request the  
6           FAA require a new EA addressing these concerns  
7           that begin with a more rigorous statement  
8           process.

9           Thank you.

10           THE MODERATOR: Two things, Chief, if  
11           you have your statement in writing, would you  
12           please leave it with us? We had a little  
13           trouble hearing you but we're going to try to  
14           switch the microphones. You can hand it to me  
15           or hand it to the help desk, any of the staff  
16           will take it. Thank you.

17           Our next speaker, and again, I  
18           apologize, we're working on making sure  
19           everybody can hear, but the next speaker is  
20           going to be Assistant Chief Chris Rosa.  
21           Welcome, Assistant Chief.

22           MR. ROSA: Thank you. Can you hear  
23           me?

24           THE MODERATOR: Yes, I can. If we  
25           can have everyone speak up, that would be very



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2 helpful. Thank you.

3 MR. ROSA: Assistant Chief Chris  
4 Rosa, R-O-S-A. East Haven Fire. The East  
5 Haven Fire Department, led by Chief  
6 Marcarelli, has been closely following the  
7 proposal's runway extension and relocation and  
8 expansion of the terminal building that are  
9 the subject of the EA we are all the here  
10 today for.

11 The fire department has many concerns  
12 about the impact of this project, public  
13 safety efforts in town if it's constructed as  
14 proposed. I would like to call your attention  
15 to a few of the following today.

16 Firstly, most importantly, we see  
17 foreseeable critical delays in response times  
18 due to the greatly increased volume of traffic  
19 associated with the construction then  
20 operation the airport facilities. This  
21 traffic will be traveling in the most heavily  
22 congested roads in town. The ability of  
23 emergency services to respond to the airport  
24 would certainly be impeded by the additional  
25 traffic on these roads as exacerbated by

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2 frequent flooding and periodic loss of travel  
3 lanes.

4           In fact, the introduction of such a  
5 heavy volume of additional traffic will  
6 inevitably impact and possibly impede the  
7 routes of traveling for emergency vehicles for  
8 daily activity. This may cause critical  
9 delays in emergency response to our day-to-day  
10 operations timeline, not just those on airport  
11 property.

12           It is likely that the entire town  
13 will see an increase in response times as a  
14 result of airport traffic. Increased response  
15 times may result in decreased survivability,  
16 larger fires, and delayed transport or  
17 treatment in critical medical emergencies.

18           A sure number of people traveling  
19 through the town near the airport is expected  
20 to present unique challenges to the East Haven  
21 Fire Department. This places a significant  
22 burden on the department. PFAS, or forever  
23 chemicals, which are found in fire fighting  
24 foam, have been used for years by the airport  
25 during training exercises and incidents, and

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2           used by crash fire rescue crews in the New  
3           Haven Fire Department. These chemicals are  
4           likely still found in the soil.

5           The destruction of this soil causes  
6           the PFAS to leach out, contaminating  
7           groundwater or runoff into tidal wetlands.  
8           The extent of potential PFAS contamination and  
9           its impact on the environment need to be very  
10          carefully considered.

11          Finally, the discussion in the EA  
12          does not address, does not even mention the  
13          regular flooding experienced at the  
14          intersection of Hemingway Avenue and Coe  
15          Avenue and Short Beach Road. This  
16          intersection experiences significant flooding,  
17          which at times requires the placement of  
18          warning signs, closing off of lanes. This  
19          flooding will at times impede or even prevent  
20          access to the airport designated in the EA.  
21          The workaround that GPS systems will provide  
22          and the panicked driving of travelers anxious  
23          to not miss their flights is a terrifying  
24          prospect.

25          The state DOT is well aware of these

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2           problems as it is a state road, and has not  
3           been able to offer a solution due to the  
4           physical parameters. The flooding is, of  
5           course, particularly significant during  
6           storms, but is experienced regularly; for  
7           instance, when tidal action is especially  
8           pronounced due to the confluence of a high  
9           tide, the full moon and strong winds.

10           I am concerned about the loss of the  
11           wetlands, the increase in impervious surfaces,  
12           and the filling and raising of elevation the  
13           airport needs will make this flooding worse,  
14           but we'll leave that discussion with the  
15           experts. The East Haven Fire Department joins  
16           current stakeholders to request that the FAA  
17           require a new EA addressing these concerns, or  
18           begin a much more rigorous Environmental  
19           Impact Statement process to benefit all  
20           stakeholders. Thank you.

21           (Applause.)

22           THE MODERATOR: Our third speaker is  
23           Michael J. Luzzi, Esquire.

24           MR. LUZZI: Thank you. My name is  
25           Michael Luzzi, I'm the Town Attorney for the

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2           Town of East Haven. I appreciate your time.  
3           The analysis in the EA of the EA's water  
4           quality, traffic, environmental justice  
5           impacts are all based on the same fundamental  
6           flaw in EA's alternatives analysis.

7           The assumption is the same exact  
8           amount of cash would remain in the economy,  
9           whether the facilities supposedly need to  
10          accommodate that demand, or the airport  
11          carries on with the severely inadequate  
12          existing facilities. This is an incredible  
13          assumption given that the master plan update  
14          recently completed by the authority and  
15          clearly stated that, quote, "existing  
16          facilities are constraining commercial service  
17          at HVN," close quote.

18          The assumption that unconstrained,  
19          vastly increased demand can nonetheless be  
20          handled the existent facilities, and in quote,  
21          "no action," unquote, level of complainants  
22          (phonetic) is thus identical to the number of  
23          complainants that could be handled after the  
24          completion of the proposed \$165 million  
25          expansion project makes a mockery of the

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2           intended Environmental Analysis.

3           Realistically, unconstrained demand  
4           could only be accommodated by the new  
5           facilities, otherwise it's not needed, and the  
6           unconstrained demand would not be fully met by  
7           the existing and adequate facilities. Logic  
8           dictates that aircraft operations and related  
9           ground vehicle traffic and their environmental  
10          impacts would be greater under the Build than  
11          the No-Build scenario. Incredibly, the EA  
12          reaches the exact opposite, claiming that  
13          aircraft operations, and thus, environmental  
14          impacts are greater under the No-Build  
15          scenario.

16          The consequences of the EA's  
17          fundamental disconnect between its dire  
18          assessment of the current airport facility's  
19          inadequacy to handle projected traffic and  
20          their remarkable inability, nonetheless, to  
21          accommodate massive increases in passenger  
22          activity are pervasive and affect virtually  
23          all of the subsequent environmental analysis.

24          The EA ignores the real issues with  
25          East Haven roads designated in the EA airport

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2 access. The EA states that quote, "providing  
3 a more direct access route that avoids  
4 residential neighborhoods and is able to  
5 support traffic to the airport is key to the  
6 project. New access favors compatible land  
7 and safe and efficient routes between the  
8 terminal and I95 as needed. The EA finds that  
9 no-build alternative does not provide stable  
10 and efficient roadway access to the terminal  
11 area.

12 The EA then finds that access to  
13 residential East Haven neighborhoods provides  
14 suitable and efficient access to the terminal,  
15 even though the town has informed the  
16 authority and the FAA that the access route  
17 experiences frequent flooding. Traffic will  
18 be routed through critical intersection of  
19 Hemingway, Coe and Short Beach. Both roads  
20 flood multiple times per year. When this  
21 intersection is impassable, access to and from  
22 the airport is cut off. The EA's evaluation  
23 criteria question is, does the alternative  
24 provide suitable, efficient roadway access to  
25 the terminal area," close quote; the answer is

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2           no.

3           The EA makes no mention of the  
4           flooding and it's clear that this access route  
5           meets the purpose and need for the project and  
6           an alternative entrance needs to be available  
7           --

8           MS. FITZPATRICK: Your time is up.

9           MR. LUZZI: -- and I'm finished here.  
10          The EA also states that the proposed project  
11          will provide better landside access to  
12          nonresidential areas, avoiding the New Haven  
13          and East Haven neighborhoods and minimize the  
14          access borders to residential areas.

15          Noting that providing a more direct  
16          access route that avoids residential  
17          neighborhoods and is able to support the  
18          traffic to the airport is a key goal of the  
19          project, but the EA also recognizes later,  
20          that the area surrounding HVN is generally  
21          residential in both communities. The plan  
22          does not --

23          THE MODERATOR: You're over your  
24          time.

25          MR. LUZZI: -- I'm finishing. The



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2           plan does not avoid impacts, it just shifts  
3           impacts from New Haven to East Haven.

4           In conclusion, there will be impacts  
5           on the town parks, in our town green which  
6           abuts primary road access, airport ingress and  
7           egress. There is no consideration to  
8           interference on town community functions at  
9           the town green.

10           Impacts that raise significant  
11           concern over the constructed use of the town  
12           green and other parks, which results in a  
13           project, results in restriction to access,  
14           which substantially dismisses the utility of  
15           the property. There is no evidence --

16           THE MODERATOR: I'm going to have to  
17           cut you off.

18           MR. LUZZI: -- I'm finishing. There  
19           is no evidence -- I join my colleagues and  
20           neighbors to urge the FAA to simply follow  
21           applicable laws and regulations that require  
22           the preparation of an EA that meets standards  
23           or immediately require preparation of the  
24           Environmental Impact Statement. I appreciate  
25           your time.

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2 THE MODERATOR: I want to remind  
3 everyone that we have our time so that we can  
4 hear from as many people today as signed up,  
5 so I would really ask you to respect that and  
6 respect your community.

7 Robert Gomez, you're next.

8 MR. GOMEZ: My name is Robert Gomez.  
9 I'm a professional civil engineer specializing  
10 in traffic and highway design with VN  
11 Engineers. We have performed an independent  
12 traffic review of the Environmental Assessment  
13 for the airport expansion.

14 Based on our view, we have identified  
15 or asked folks for additional analysis should  
16 be considered, fully demonstrated the impact  
17 that an expansion will have on the town.

18 Number one, the study area for the EA  
19 traffic analysis included a limited number of  
20 intersections, primarily amongst state routes.  
21 We believe the analysis at additional  
22 intersections past the 11 intersections that  
23 were included would be beneficial to gauge the  
24 total impact. Additionally, many people will  
25 use GPS as we have mentioned before to avoid

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2           delays, which will cause decreased traffic  
3           upon local roads. The limited study area  
4           overlooked the extent of the traffic impacts  
5           to this town.

6           Number two, traffic analysis was only  
7           performed during morning and midday peak  
8           periods. It's conventional while evaluating  
9           traffic impacts, to evaluate both morning and  
10          evening, p.m. peak evening hours, as well as  
11          the peak hour of the site generating traffic.

12          Additionally, the evening peak hour  
13          will show higher traffic volumes than the  
14          morning peak hours. From the EA traffic  
15          counts, the existing EA peak hour volumes are  
16          higher than those of the morning at all seven  
17          intersections, although the airport generated  
18          traffic will not be at its maximum during the  
19          evening, there will still be substantial  
20          amount of airport traffic during the evening  
21          that will have to be analyzed and should be  
22          analyzed in the updated EA.

23          The safety analysis with the EA  
24          identifies three fatal crashes within the  
25          study period. Your report does not discuss

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2           the contributing factors to these fatal  
3           crashes. Fatalities on slow-speed streets,  
4           like East Haven, are rare in nature and  
5           deserve proper investigation so that  
6           contributing factors can be mitigated,  
7           projects increase traffic volumes throughout  
8           the area any insufficiency should be  
9           identified and mitigated to the utmost safety  
10          of the residents.

11           And fourth, the intersection of  
12          Hemingway and Coe and Short Beach has been  
13          mentioned before, does experience significant  
14          flooding as mentioned in the report. This  
15          would have a significant impact on airport and  
16          emergency vehicles.

17           The EA should be expanded to consider  
18          the roadway network surrounding in addition to  
19          this particular intersection. I will be  
20          submitting our traffic study for review for  
21          the FAA as well. Thank you.

22           THE MODERATOR: Thank you. Steven  
23          Trinkaus?

24           MR. TRINKAUS: Good afternoon, my  
25          name is Steven Trinkaus, T-R-I-N-K-A-U-S. I'm

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2           a principle at Trinkaus Engineering in  
3           Salisbury, Connecticut. I've been licensed  
4           since 1988 as an engineer in Connecticut. I  
5           was retained by the Town of East Haven to  
6           review the EA from a civil engineering  
7           perspective.

8           As the mayor quickly pointed out, the  
9           impervious cover increased by over 21 acres on  
10          this site. If you put one inch of rain, which  
11          is a very common rain storm amount, that's  
12          almost 600 thousand gallons of water that will  
13          be generated from the increase in impervious  
14          cover. That will increase flooding frequency  
15          and duration.

16          In addition, the impervious cover is  
17          responsible for increasing loads that will be  
18          discharged into fresh and tidal wetlands.  
19          Nitrogen, which is one of two nutrients we  
20          consider in addition to phosphorous, is well  
21          documented at killing tidal grasses, which  
22          allowed flood waters to have a quicker path  
23          inland because the grasses do not mitigate  
24          flooding.

25          There is minimal and virtually no

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2 information as to how the stormwater will be  
3 handled on that site as part of the airport  
4 expansion. To me, that is a fatal flaw. In  
5 addition, the EA ignores what our requirements  
6 in the Connecticut DEP Stormwater Manual where  
7 they have to retain almost two acre-feet of  
8 water onsite under what's called the "runoff  
9 capture volume." An acre foot is an acre of  
10 land, one foot deep; so it's a lot of water.

11           Additionally, the EA states that the  
12 stormwater will be approved by the Connecticut  
13 DEP under a general permit. This is false.  
14 The stormwater plan will be approved by the  
15 East Haven Inland Wetlands Commission. The  
16 DEP General Permit is a simple certification,  
17 they do not provide -- they do not provide  
18 technical views as far as that goes.

19           As the mayor pointed out, there was  
20 over 61,000 cubic yards of material being  
21 brought to this site. We have no extent as to  
22 how high the fill is going to be and where  
23 it's going to be. The filling of 9.3 acres of  
24 wetlands under the Connecticut Wetlands Act  
25 requires feasible and prudent alternatives to

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2           be provided by any applicant to mitigate or  
3           eliminate that substantial impact.

4           Having done land use for close to  
5           40 years in Connecticut, I will tell you no  
6           private developer would be allowed to fill a  
7           fraction of that amount simply --

8           (Applause.)

9           MR. TRINKAUS: If you refer to many  
10          of the other speakers, there is well  
11          documented flooding in roads surrounding the  
12          airport. This proposal is outlined in the EA  
13          is going to increase both the duration and  
14          frequency of flooding. The East Haven  
15          regulations require that to be mitigated,  
16          while the EA mentions providing onsite and  
17          compensated storage, they do not tell us where  
18          it's going to be or how it's going to be done,  
19          and that's a fatal flaw. Thank you.

20          THE MODERATOR: The next speakers are  
21          going to be Michael Piscitelli, Laura Brown,  
22          Giovanni Zinn, Roger Reynolds, and Maureen  
23          Vener. Please come to our five chairs, and  
24          first one we will call up is Michael  
25          Piscitelli, our sixth speaker.

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2 MR. PISCITELLI: Good afternoon. My  
3 name is Michael Piscitelli, I'm the Economic  
4 Development Administrator for the City of New  
5 Haven. The city will be entering written  
6 testimony into your portal; both the mayor's  
7 official comments, as well as technical  
8 comments, which we ask our city Planning  
9 Department, our city engineer to come up and  
10 speak in just a minute just briefly.

11 First, the city wishes to thank you,  
12 the many residents who are here today all for  
13 the thoughtful consideration of the future  
14 Tweed New Haven Airport in light of our shared  
15 goals on safety, environmental protection and  
16 best in class customer service and service to  
17 our neighbors. With that in mind, we believe  
18 the Draft Environmental Assessment is a  
19 significant step towards implementation or an  
20 alternative.

21 As you know, Tweed is well positioned  
22 for the future in light of the launch of Avelo  
23 Airlines in 2021. Avelo has established a  
24 base of operations out of Tweed, as road  
25 service to 15 destinations, created jobs



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2           directly and indirectly through economic  
3           actions. The existing terminal and recently  
4           completed temporary buildings, however, are  
5           not suitable to support commercial air service  
6           in the immediate future, let alone over the  
7           long term.

8           The preferred alternative proposes a  
9           new terminal, structured parking and more  
10          efficient access by way of the state highways.  
11          In support of the preferred alternative, Tweed  
12          has committed, as part of our lease with  
13          Tweed, a number of environmental initiatives,  
14          including a new stormwater management plan,  
15          coastal habitat restoration, upgrades to the  
16          very limited tide gates at Morris Creek, and  
17          on an ongoing basis, Tweed will develop a  
18          sustainable airport development plan, which is  
19          consistent with FAA's new guidance.

20          An environmental and stewardship  
21          advisory committee has been established, all  
22          to ensure very high standard as the project  
23          moves forward. These steps are being taken to  
24          ensure that Tweed is a responsible neighbor,  
25          going beyond any minimum standards that

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2           they've included in the EA.

3           As became clear through scoping  
4           exercise carried out for the EA, the technical  
5           analysis's key impacts is very important, to  
6           retain our public trust together. With that  
7           in mind, I ask you to take into consideration  
8           all the technical comments from our team, as  
9           well as those from the residents here today.

10          Our city, our entire region is home  
11          to an airport, we are home to a rail yard,  
12          we're home to a major highway interchange.  
13          These are all significant drivers for the  
14          quality of life in our region.

15          Your timely review, your  
16          determination and the implementation of key  
17          provisions are extremely important to us and  
18          we encourage your support over the preferred  
19          alternative.

20          Thank you again for your  
21          consideration.

22          THE MODERATOR: Two things I can say  
23          to the audience; one is to treat one another  
24          with respect, but also the time of both  
25          cheering and booing is taking time away of all

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2           people who want to speak, so if we can keep  
3           this moving along, I think that we will get  
4           through our speakers.

5           Our next speaker is Laura Brown.

6           MS. BROWN: Thank you. Good  
7           afternoon. My name is Laura Brown, Director  
8           of the City Planning Department, City of New  
9           Haven.

10           City staff acknowledged the economic  
11           and accessible travel interests discovered by  
12           the proposed action in this assessment, as  
13           well as the significant resident concerns we  
14           have heard about the health and environmental  
15           and quality of life impacts of the action. As  
16           part of the approval process for internal  
17           improvements at the existing terminal and the  
18           parking area primarily, city staff worked with  
19           the authority to address environmental and  
20           traffic related concerns, including  
21           recommending the removal of all activity in  
22           the Inland Wetlands Regulated Area, and for  
23           requiring ongoing monitoring and data  
24           collection regarding traffics impacts.

25           Given the changes proposed and

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2           associated impacts proposed, it is essential  
3           that the proposed activities are clearly  
4           articulated and addressed both at the federal  
5           level and in local approvals. With that in  
6           mind, technical staff with the City of New  
7           Haven has reviewed the Draft Environmental  
8           Assessment carefully.

9           We will shortly be submitting  
10          comments compiled by city staff, and our  
11          comments include requests for citation for  
12          clarification and additional documentation,  
13          regarding wetlands emissions, impacts on  
14          biological resources and traffic impacts, some  
15          of which we have heard about already.

16          We look forward to your prompt  
17          attention and to the feedback presented today  
18          by the public and the city's comments. Thank  
19          you for your time.

20          THE MODERATOR: Thank you. Our next  
21          speaker is Giovanni Zinn.

22          MR. ZINN: Good afternoon, I am  
23          Giovanni Zinn, the City Engineer for the City  
24          of New Haven, and a professional engineer in  
25          the State of Connecticut.

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2 I wanted to speak very briefly about  
3 the flood plains, specifically in the EA. As  
4 many people have noted today and as most of  
5 the people in the room know, the airport is at  
6 the bottom of a bowl, created by the  
7 topography and also the tide gate on Morris's  
8 Creek.

9 In times of combined storm surge and  
10 rain can lead to flooding both in the airport  
11 and in the surrounding neighborhoods, and  
12 oftentimes, the tide gates do exceed two,  
13 three, four feet of water in the airport and  
14 in the surrounding neighborhoods.

15 The airport being at the bottom of  
16 this bowl serves a very critical function; it  
17 stores water first, so more airport storage is  
18 less flooding in our neighborhoods. Airports  
19 dry, people's homes don't, so it's very  
20 important and it's been a big request to the  
21 City of New Haven for the airport to increase  
22 the quantity of storage of flood waters on the  
23 airport property.

24 Section 5.14.3.1 talks about the  
25 flood plain and actions. I want to highlight

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2           the importance of elevation for an AVD ADA.  
3           This is the level for which the airport fills  
4           up, so to speak, that bowl fills up and starts  
5           to enter the neighborhoods surrounding. The  
6           plan does call for 61,300 cubic yards of fill,  
7           a substantial portion of the filled areas I do  
8           believe are actually above the elevation.

9           But most importantly from our  
10          perspective, calls for cutting out  
11          90,000 cubic yards below elevation, and that  
12          is an incredibly important thing for us. What  
13          does this mean in plain terms? That means  
14          it's up to 25-acre feet, my colleague here  
15          talked about that earlier, that's acre filled  
16          up to a foot. So that's 25 acres of  
17          residences that have one less foot of water in  
18          their neighborhood during a storm event.

19          We look forward to more details in  
20          the design process, but this is very important  
21          for managing the floods and stormwaters in our  
22          neighborhood and we appreciate the inclusion  
23          of this in the EA, and we encourage your  
24          support of this measure in the EA and  
25          appreciate all of the thought and work that's

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2           going on here. Thank you very much.

3           THE MODERATOR: Thank you. Our next  
4           speaker is Roger Reynolds.

5           MR. REYNOLDS: Good afternoon. My  
6           name is Roger Reynolds, I'm Senior Legal  
7           Counsel with Save the Sound, which is a  
8           nonprofit organization which works to protect  
9           the air, land and water in and around the Long  
10          Island Sound region. You need me to spell my  
11          name? It's spelled R-E-Y-N-O-L-D-S.

12          So we're here to urge the FAA to  
13          follow federal and environmental law and  
14          require a full Environmental Impact Statement  
15          to fully govern all of the environmental and  
16          human impacts. It should be obvious that the  
17          expansion of an airport that is one, in a  
18          residential and environmental area; two, in a  
19          flood plain; three, contains significant  
20          wetlands; four, supports extensive wildlife;  
21          five, borders the Long Island Sound, will have  
22          a significant environmental and human impact.

23          We are very concerned with the Draft  
24          EA which ignores or unjustifiably dismisses  
25          many of these impacts and public health

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2           concern with little meaningful analysis. The  
3           project has been subject to several decades of  
4           controversy, and the FAA has found far less  
5           impactful past expansions to have a  
6           significant impact and have required an EIS.  
7           They need to do so here as well.

8           The projection of decreased flights  
9           due to improvements is frankly incredible,  
10          defies basic common sense, and is inconsistent  
11          with Tweed and Avelo's own statements. The  
12          Avelo CEO has stated in the press recently  
13          that the expansion will lead to an increase  
14          and larger flights. Freight flights would  
15          also increase as this is an attractive market  
16          for freight, and that potential has not been  
17          studied at all, in fact, it hasn't even been  
18          referenced despite the fact that it was  
19          brought up that it is brought up repeatedly in  
20          the pre-EA process.

21          Due to these unjustified assumptions,  
22          the increase in air omissions -- emission and  
23          increased health risks to the residential  
24          environmental justice communities has been  
25          inappropriately ignored and minimized. Local



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2           and migratory wildlife populations in this  
3           vital corridor for avian migration will be  
4           impacted by the increased flights; the  
5           assumptions above, again, these have not been  
6           studied and they've been inappropriately  
7           minimized.

8           There will be very substantial flood  
9           impacts on the surrounding areas, which have  
10          been almost entirely ignored other than  
11          figures about fill and cut. There has to be a  
12          much more detailed hydrological analysis how  
13          this will affect the surrounding  
14          neighborhoods, which, of course, are flood  
15          prone, and this is going to make them far more  
16          flood prone. Again, both the neighborhoods  
17          are in the airport are in a flood zone.

18          The parking lot fills a very large  
19          area, with significant water retention  
20          functions would have a huge impact on  
21          hydrology and flooding, which have not been  
22          addressed. By omitting taxiway expansions and  
23          protection zones contained in their master  
24          plan, the EA engages in illegal segmentation  
25          under federal law and fails to consider the

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2           reasonably foreseeable impacts in the  
3           developments required to do.

4           The EA fails to identify potential  
5           wetland mitigation, but they're saying they'll  
6           get around to it. The characterizations are  
7           --

8           THE MODERATOR: Please --

9           MR. REYNOLDS: Just a couple more  
10          minutes -- a couple more things.

11          The wetlands degrading conflicts with  
12          our own wetlands assessment. The EA fails to  
13          explain the stormwater impacts, the surface  
14          water quality as Mr. Trinkaus has detailed and  
15          related coastal resources and how these will  
16          be impacted or addressed.

17          THE MODERATOR: Please conclude your  
18          remarks.

19          MR. REYNOLDS: In conclusion, there  
20          will have to be a new northern long-eared bat  
21          consultation by the US Fish and Wildlife  
22          Service because it has recently been upgraded  
23          to endangered.

24          THE MODERATOR: Thank you.

25          MR. REYNOLDS: Thank you.

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2 THE MODERATOR: Next speaker is  
3 Maureen Vener, and I'd also like to stay  
4 within the three minutes.

5 MS. VENER: Maureen Vener, V-E-N-E-R,  
6 Branford. The Draft Environmental Assessment  
7 compares action versus No-Action alternatives  
8 for the proposed project. It compares 2026  
9 and 2031 projected operational activities with  
10 actual 2022 activities with environmental  
11 benchmarks, you know, our computer models  
12 based on aircraft specs, but not actually  
13 measured data.

14 But as the NEPA guidelines states,  
15 significance cannot be avoided by breaking  
16 down -- into soil into solvent minerals. And  
17 similarly as to cumulative impact, past,  
18 present and recently foreseeable future  
19 actions must be considered in determining  
20 whether there are potential cumulative marks.

21 I therefore must ask; is this EA base  
22 accurately signed for the proposed action?  
23 The current Draft EA states that, "the EA  
24 continues a process that began with the master  
25 plan update completed in 2021." Shouldn't

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2           that baseline for determining environmental  
3           impact therefore be that of August, 2021, and  
4           not August of 2022, after operational activity  
5           at Tweed increased 14-fold according to Avelo  
6           Airlines?

7                     Should the FAA require that the EA  
8           assess the cumulative impact of past, present  
9           and future actions taken at Tweed? That seems  
10          to make sense with the following reasons:  
11          Number one, the engagement contract or project  
12          advice states that the EA shall be calculated  
13          using pre-COVID flight plans. That was an  
14          appropriate starting point then and doesn't  
15          remain one now.

16                    Number two, the project that's  
17          described in the master plan which was adopted  
18          in 2021 by the authority is the official FAA  
19          report planning document for the phasing and  
20          implementation of the recommended  
21          improvements. It does not include the Avelo  
22          flights and employments, which were announced  
23          after the FAA's approval in the plan's  
24          forecast, then isn't this an important fact,  
25          determining the scope of the project and with

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2           the appropriate timeline for measuring  
3           environmental impact? Doesn't the project  
4           include the 14-fold increase in passenger  
5           traffic in the first year of Avelo's operation  
6           at Tweed? And why is vehicle and traffic  
7           emissions from passengers not included?

8                     Shouldn't the EA be deemed  
9           inadequate, its assessment of significant  
10          impact because it doesn't incorporate the  
11          growth of operations in its analysis? So,  
12          when the EA states in 5.16 that the air  
13          quality will be better, with no action or  
14          alternative, doesn't this fail to represent  
15          the out sizing impacts of the increased  
16          flights from one or two daily in 2019 or even  
17          in 2021, to more than 24 currently?

18                    All factors point to the need of an  
19          Environmental Impact Study that will measure  
20          not model current emissions.

21                    (Applause.)

22                    THE MODERATOR: The next five  
23          speakers are Susan Bryson, Karyl Lee Hall,  
24          Shirley McCarthy, Joann Clare Delenick and  
25          Lynn Bonnett.

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2 Susan Bryson? Thank you.

3 MS. BRYSON: Thank you.

4 I'm Susan Bryson, B-R-Y-S-O-N.

5 Sorry, I have to get my voice back.

6 MS. MCCARTHY: Can I talk in her  
7 place?

8 THE MODERATOR: If you introduce  
9 yourself, sure.

10 MS. MCCARTHY: Shirley McCarthy,  
11 M-C-C-A-R-T-H-Y.

12 As a Yale Physician Scientist, I find  
13 the lack of analysis in the environmental  
14 assessment, the abundance of assertions  
15 updated to be extremely concerning for the  
16 health and well-being of humans living in this  
17 densely populated area.

18 The EA's air quality report is  
19 flawed, contradictory and inadequate. The  
20 Tweed Airport leadership has said that it's  
21 not possible to associate pollution at the  
22 airport with airport activities, as there are  
23 other sources with similar regional  
24 pollutants.

25 This is not true. Dr. Marshall Cox

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2           deployed five air quality sensors in cardinal  
3           directions from the airport, as well as one  
4           along I95. Correlating noise complaints, wind  
5           direction, airport takeoff and landing data  
6           and pollution, it is clear that the airport  
7           consistently releases dangerous amounts of  
8           volatile organic compounds and PM2.5's into  
9           the community.

10           For example, a two-month period of  
11           monitoring, there was four-and-a-half-hours of  
12           time in the sensors where PM2.5 exposure was  
13           hazardous, the highest possible threat level  
14           in an outdoor environment. The 2019 EPA  
15           assessment for particulate matter showed that  
16           PM2.5's are very harmful to human health,  
17           causes cancer and premature death.

18           A 2015 scientific study attributed  
19           premature death to long term exposure to  
20           aviation PM2.5's and ozone. Table 29 in the  
21           EA appendix demonstrates a marked increase,  
22           plus 19.3 of net change of nitrous oxides with  
23           a proposed action in 2031.

24           A recent scientific study reported  
25           that nitrogen dioxide is responsible for

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2 91 percent of premature fatalities  
3 attributable to landing and takeoff. Maternal  
4 exposure to particulate air pollution is  
5 linked to multiple adverse birth outcomes  
6 causing disease later in the child's life,  
7 maternally-inhaled black carbon particles,  
8 which include PM2.5's, across the placenta,  
9 move into the fetal organs when they are  
10 developing.

11 The EA contains no analysis of the  
12 current predicted impacts, specifically on  
13 children who are much more vulnerable. There  
14 is in assessment of the additive or  
15 synergistic effects of flights, cars and  
16 construction.

17 Furthermore, emissions are often  
18 evaluated in a 24-hour timeframe, but flights  
19 do not distribute equally over 24 hours.  
20 There are far fewer at night. Residents are  
21 more exposed during press periods, hence it's  
22 critical to evaluate peak emissions.

23 There are many ways in which the EA's  
24 scientific methodology is flawed. How can  
25 using EPEA monitors over two miles away in New



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2 Haven Park north of I95, be useful in

3 determining local health impacts?

4 (Applause.)

5 MS. MCCARTHY: There is not --

6 THE MODERATOR: Please finish your

7 comments.

8 MS. MCCARTHY: Okay, just one

9 sentence.

10 There's not even mention of

11 Brantford, roughly one-and-a-half-miles from

12 Tweed where flight paths are depicted to be

13 very heavy. An EIS is absolutely critical to

14 the study of the true health impacts.

15 Thank you.

16 THE MODERATOR: Is that your

17 statement or was that Ms. Bryson's statement?

18 MS. MCCARTHY: That was me.

19 THE MODERATOR: That was Ms.

20 McCarthy. All right, thank you. I just need

21 to make sure the number is write.

22 Next is Susan Bryson; you have your

23 voice back?

24 MS. BRYSON: I do.

25 How can it be possible that a project

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2           of this scale in this location cannot have a  
3           significant impact on the environment? You've  
4           heard a great deal about that, you live within  
5           one. But the answer is full; when the  
6           environmental assessment is based in faulty  
7           assumptions and distortions, such that they  
8           are able to say this project will make it even  
9           better, we know that's not true.

10           There are many items to identify in  
11           the EA, I would like to talk about a few. The  
12           impact of the runway extension lies in its  
13           purpose, to allow the bigger aircraft to carry  
14           more and fly further. The length of the  
15           runway opens up to Tweed, big flights,  
16           unlimited flights, to accurately measure the  
17           impact of their runway extension, requires a  
18           full expert analysis of the new aircraft  
19           opportunities and its investors, assuredly the  
20           impacts are foreseeable, and given the money  
21           behind Avports, the Goldman Sachs entity now  
22           in control of the airport, inevitable.

23           I am guessing investors have this  
24           information. We do not. Once the airport is  
25           deemed safe for large and heavy aircraft, it

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2           can be used for such any time, night or day.  
3           Let me say this again; there are no -- types  
4           of flights that the FAA limits for safety.  
5           The only real limit is the airport site and  
6           the length of the runway. We need a complete  
7           EIS.

8           Number two, the evaluation of  
9           emissions, the air quality that you've heard  
10          are based, again, on a fixed limited  
11          unrealistic number airports -- as today. This  
12          is just a meaningless number to reach a  
13          meaningless result of no impact. We need an  
14          EIS.

15          The EA says that the runway extension  
16          will not impact the tidal wetlands. A  
17          four-year EIS Draft at Tweed show shows tidal  
18          wetlands in the entire area of the airport  
19          site. We need an EIS.

20          The master plan and airport layout  
21          plan both show a further expansion of runway  
22          by opposition in areas south filled with homes  
23          on both ends of the runway. This is a  
24          foreseeable impact. We need an EIS to  
25          evaluate this human impact to consider that

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2           the Avelo low-flying planes are simply driving  
3           people out. The EA states that noise will  
4           generate less noise by moving inside of the  
5           site. The East Haven contingency will  
6           challenge that. It's nonsense. Less noise  
7           for whom?

8           The runway extension pushes further  
9           into the beach communities of the homes on the  
10          sound, the response to those in the master  
11          plan. The noise will be amplified with a new  
12          terminal. We need an EIS.

13          The impact of the new terminal,  
14          parking spaces and access roads cannot be  
15          adequately evaluated based on the scarce  
16          information provided, ever-changing  
17          information provided. The EA --

18          THE MODERATOR: Please conclude your  
19          remarks.

20          MS. BRYSON: -- significant  
21          improvements to protocol --

22          THE MODERATOR: Please conclude your  
23          remarks.

24          MS. BRYSON: In a minute.

25          The impact requires analysis of the

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2 projects full impact --

3 THE MODERATOR: We need you to  
4 conclude your remarks.

5 MS. BRYSON: And we need you to start  
6 taking into consideration these people. You  
7 should have had this go on. I was a lawyer  
8 for 30 years --

9 THE MODERATOR: Please.

10 MS. BRYSON: I've never done a public  
11 hearing with a time limit like this.

12 THE MODERATOR: I understand there is  
13 a lot of passion in the building and I really  
14 do want to try to facilitate so as many of you  
15 as can be will be heard. And remember that  
16 you can always submit additional information  
17 in writing, so, please.

18 Our next speaker is Karyl Lee Hall.

19 AUDIENCE MEMBER: Before I give you  
20 my name, I would add that comments from the  
21 table are taking up the time as well, so the  
22 less you say the better.

23 MS. HALL: My name is Karyl Lee Hall;  
24 Hall is spelled H-A-L-L. I am representing  
25 the Branford Conservation and Environmental

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2           Committee.

3           We commissioned -- we submitted a  
4           letter asking for an EIS almost a year ago.  
5           Having received the EA, Draft EA and given it  
6           lots of attention, we have not changed our  
7           mind, the need for an EIS. I might add that  
8           by regulation, in the EA especially is a  
9           concise document, used to be ten to fifteen  
10          pages.

11          Now we have an EA that's hundreds and  
12          hundreds of pages, both the EA itself and the  
13          appendices. The professionals of the field  
14          recognize that one of the reasons that the EA  
15          has become an advanced document is because  
16          unlike and EIS where public participation is  
17          mandated and public scoping is part of the  
18          process, the EA doesn't have that and I'm  
19          interested to see that the Tweed  
20          representative very much reminded us that this  
21          public hearing is in fact not required, and  
22          under law the lack of public participation  
23          that actually is part of the EA process.

24          I ask you on behalf of my commission  
25          and the members of the -- and the people who

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2           are here, that you give us an EIS so that we  
3           can protect our environment and protect the  
4           people who live in the environment of the town  
5           surrounding Tweed Airport.

6                   (Applause.)

7           MS. HALL: We endorse through the  
8           Times of Honorable Mayor of East Haven, we  
9           endorse the comments of Roger Reynolds from  
10          Save the Sound, and I'm saying this now  
11          because I won't get through the end of my  
12          comments. People have recognized the  
13          underlying inconsistencies in the EA with  
14          regard to the amount of impact that the  
15          supposed airport expansion would do.

16                 I would say that's particularly true  
17          of the air pollution and we have, in addition  
18          to bad calculations and data that doesn't make  
19          sense, we have a lack of cumulative impact.  
20          We have not looked beyond the airport area, we  
21          have not taken into consideration power  
22          plants, sewage disposal and the power plants  
23          at Yale, New Haven Harbor, as well as some in  
24          Connecticut, wastewater treatment plants,  
25          transportation hubs, including the

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2 intersection of 91-95 and that pollution is  
3 not going to decrease.

4           What's going to happen is when you  
5 start doing analysis, you're going to have a  
6 conformity evaluation as well.

7           I strongly suggest you do the right  
8 thing here. You hear it from the people, hear  
9 it from the professionals as well. Do the  
10 right thing.

11           (Applause.)

12           THE MODERATOR: Next speaker is Joann  
13 Delenick.

14           MS. DELENICK: Hello, my name is  
15 Joann Delenick. Can you hear me?

16           THE MODERATOR: Yes.

17           MS. DELENICK: I was an employee of a  
18 low-cost startup airline that went bankrupt 20  
19 years ago. What is the financial environment  
20 today of a New Haven Airport Authority that  
21 needs to rely on a ParkingBees for income?  
22 How can this business plan meet federal  
23 infrastructure grant requirements based on  
24 public transportation connectivity?

25           Airports provide transportation



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2           across communities, but air path noise can be  
3           disruptive. The General Accounting Office  
4           testified that despite technological advances  
5           leading to quieter airplanes, aircraft noise  
6           is still a problem for some communities. FAA  
7           is taking steps to implement GAO  
8           recommendations, such as improving community  
9           engagement and information sharing, but how  
10          are you improving community engagement and  
11          information sharing in New Haven by  
12          restricting information exchanges to this one  
13          single public comment section?

14                 We need a full EIS. This community  
15          has witnessed and suffered two fatal plane  
16          crashes caused by the use of Tweed Airport.  
17          How are you implementing and improving  
18          community engagement and information about  
19          airport safety? How can your agency be  
20          trusted with the lives of residents and  
21          passengers who last month you falsely filed a  
22          passenger death as due to turbulence?

23                 In today's New Haven Register,  
24          Senator Blumenthal says, no person is above  
25          the law. Today, FAA, in East Haven, we say,

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2           no agency is above the law.

3           THE MODERATOR: Next speaker is Lynne  
4           Bonnett.

5           MS. BONNETT: My name is Lynn  
6           Bonnett, I am a resident of New Haven. My  
7           comments today are solely due to my role as a  
8           public citizen, private citizen. I'm a New  
9           Haven representative that the EA constituted.

10          It was established to solicit input  
11          on key topics considered in the EA and provide  
12          early opportunity for community input and  
13          advice to the HVA on the EA. In terms of the  
14          PAC meetings was also to receive local  
15          knowledge of the community, the environment  
16          and provide available information about the  
17          project and EA process.

18          We had two meetings, the first in  
19          January of 2022 where there was an overview  
20          presenter. They said all the information  
21          would be in the appendices. We requested  
22          regular follow-ups. There was no recording  
23          and no recording or minutes of the meeting; no  
24          follow-up. We asked for an update in April  
25          and were told there would be a second in

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2 meeting in April or June.

3           So the second meeting was called in  
4 October 27. We were informed at that time  
5 that the Draft EA was going to be sent to the  
6 FAA the next day. We had the presentation the  
7 same as here. There was a Q&A. During the  
8 Q&A process, I used the opportunity to ask  
9 questions on behalf of residents that I was  
10 representing in the community.

11           I was formally a chairperson on the  
12 Environmental Justice System. I know about  
13 public participation because Connecticut had  
14 an HA law that mandates meetings for public  
15 participation.

16           I was criticized for asking questions  
17 on behalf of citizens at the PAC meeting, the  
18 second one, and moving on to Appendix D, input  
19 was provided to the FAA. Overwhelmingly,  
20 people were concerned about health, they were  
21 sleep deprived, they were having headaches,  
22 kids weren't behaving normally. They were  
23 bothered by the noise, by jet fuel, by planes  
24 operating on unusual hours.

25           One hundred and ninety-six complaints

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2           out of the two hundred that I was able to look  
3           at out of the 380, none of these public  
4           concerns were addressed in the EA, none except  
5           the only house aspect was addressing  
6           children's health from the perspective of what  
7           were they exposed to by traffic on the way to  
8           the airport.

9           I'm asking you this; is this the  
10          FAA's process for public participation? Is  
11          this consistent with what you are  
12          recommending? I think that in all honesty we  
13          deserve an EIS.

14          Thank you.

15          THE MODERATOR: Our next five  
16          speakers will be Anstress Farwell, Jean  
17          Edwards-Chieppo, Lori Foster, Curt Johnson and  
18          Amanda Sullivan.

19          We will start with Anstress Farwell.

20          MS. FARWELL: Good afternoon. My  
21          name is Anstress Farwell. I've worked with  
22          the New Haven Urban Design League, we work on  
23          planning and environmental issues. My last  
24          name is spelled F-A-R-W-E-L-L.

25          Looking at the EA, you've heard from

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2 many people about how it is inconsistent,  
3 incomplete and illogical. My starting point  
4 for just a few things to share with you this  
5 afternoon is that it is not even consistent  
6 with the master plan from 2021, nor is it  
7 consistent with larger regional plans that  
8 have been put together looking at airports,  
9 including the Regional Plan Associations  
10 review of airports for the tri-state region  
11 that was done about ten years ago.

12 Tweed is not even significant in that  
13 plan, and I think that what has happened is  
14 there was a private company that has been able  
15 to come up with the plan to enlarge it, but it  
16 isn't necessarily one that is important to the  
17 larger regional plan.

18 In the information that they provided  
19 tonight, they said that they don't have any  
20 power of what airports people choose -- I  
21 don't need to say more, it's a very illogical  
22 statement because just like traffic, this plan  
23 is based on inducing demand to this location,  
24 rather than coming up with a plan that  
25 actually serves the whole region, and I think

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2           that would be based on a profound investment  
3           in Yale to go to Bradley.

4           I would like to point out, we need to  
5           have an EIS, and I bring this up because we  
6           need a good scoping project before you start  
7           the EIS. If you look at that tri-state plan,  
8           it should look at what the alternative costs  
9           and benefits to a system that you -- all of  
10          central Connecticut on, with minimal  
11          environmental impact, or something that serves  
12          a very small market with tremendous impact and  
13          will be short lived because it's underwater.

14          But the main thing I want you to look  
15          at here is what happens on the north end? The  
16          master plan includes an extension of area  
17          where it's densely settled neighborhood. The  
18          plan is to voluntarily encourage people to  
19          sell their house to the airport to create a  
20          safety zone there, it's up on Highland. 200  
21          houses approximately would have to be acquired  
22          to make this a safe airport. That isn't in  
23          the plan. It isn't in the plan.

24          THE MODERATOR: Please conclude your  
25          remarks.

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2 MS. FARWELL: That is something --  
3 what is before you is incomplete based on its  
4 local impacts and its regional impacts. We  
5 need an EIS that's properly scoped before it's  
6 started.

7 THE MODERATOR: Thank you. The next  
8 speaker is Jean Edwards-Chieppo. It's our  
9 17th speaker.

10 MS. EDWARDS-CHIEPPO: Good afternoon.  
11 My name is Jean Edwards-Chieppo, E-D-W-A-R-D-S  
12 C-H-I-E-P-P-O. I represent the residents of  
13 Morris Cove, East Haven and Short Beach and  
14 Branford.

15 Tweed Airport is in the midst of  
16 three very densely populated neighborhoods;  
17 Morris Cove-New Haven, East Haven and Short  
18 Beach-Branford. This is and always has been a  
19 small regional airport. It was decided in the  
20 1940's due to the fog, high winds, topography  
21 and location that Bradley was a much safer  
22 airport for jets and heavy transportation.

23 We know that the next step will be  
24 freight, 24/7, which will absolutely destroy  
25 our town. To my knowledge, you cannot

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2           eradicate fog and you cannot control winds.  
3           We had the worst aviation disaster in  
4           Connecticut history due to fog. 29 people  
5           perished in flames on the beach when the plane  
6           hit the cottages in 1971.

7           My husband, who recently died,  
8           witnessed that terrible, terrible scene, and  
9           it should never happen again. There were two  
10          young girls, 14 and 13, and a one year old  
11          killed in their bedrooms when a pilot lost  
12          control and hit the house, only a few hundred  
13          yards from the airport. The pilot and his son  
14          were killed. What can Tweed do about fog?  
15          What can Tweed do about winds? Can you stop  
16          flooding because it's built in the middle of  
17          wetlands?

18          Many flights have been diverted due  
19          to these conditions. We follow every flight.  
20          Many come down to 100 feet and take off again.  
21          Passengers scream, vomit and beg to get off  
22          these planes. What is happening? Are you  
23          planning for another catastrophic event?  
24          Because it's coming, mark these words. It's  
25          coming.



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2 Moving to the terminal to the east  
3 side does not eradicate this, it just changes  
4 the neighborhood. Does the airport have a  
5 fire department on site, do you have a plan  
6 for a catastrophic event? We need an EIS,  
7 nothing else.

8 THE MODERATOR: Thank you.

9 Next speaker is Lori Foster.

10 MS. FOSTER: Good afternoon. My name  
11 is Lori Foster and I live in New Haven, to be  
12 specific, Tweed gate number one. I'm here  
13 today requesting that Tweed New Haven Regional  
14 Airport conduct an Environmental Impact  
15 Statement. My residence is approximately  
16 200 feet from the end of runway number two,  
17 where the expansion is planned.

18 Recently, my general practitioner  
19 prescribed medication for two reasons, my  
20 stress level is through the roof. When I hear  
21 a jet depart and land, windows are open, it's  
22 a beautiful day, a discussion cannot be had  
23 inside my home. The television cannot be  
24 heard. We cannot hear ourselves talk.

25 Working in my yard and a fellow jet

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2 departs and I have to put my hands on my ears  
3 because the noise is so unbearable. It hurts.  
4 I have reported decibel readings over 100.  
5 The medication was also prescribed to help me  
6 sleep at night. Prior to Avelo, I never had a  
7 problem sleeping, but the planes landing after  
8 11:00 p.m., every hour on the hour is  
9 unacceptable. In my mind, the landings are  
10 anticipated since it happens almost every  
11 night, and sometimes after finally, finally  
12 falling asleep, another jet comes in and  
13 lands.

14 Airplane noise causes high blood  
15 pressure, increased risk for stroke and heart  
16 attack, sleep deprivation, which my doctor has  
17 outlined, high stress level, as well as  
18 hearing loss, and I'm doing going to go to a  
19 specialist for my hearing since Avelo's --  
20 since Avelo has come here.

21 The last time an Environmental Impact  
22 Study or Statement was produced was 1991.  
23 1991. Folks, that is 24 years ago. 24 years.  
24 So much has happened to Tweed and this  
25 neighborhood in 24 years. We need an EIS. We

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2 need updated data, statistics, logistics,  
3 information.

4 This is real, this is necessary and  
5 this is vital. We have professionals speaking  
6 here today with recordings, photos, reports,  
7 knowledge. Please don't dismiss their  
8 findings.

9 THE MODERATOR: Please conclude your  
10 remarks.

11 MS. FOSTER: What's really sad, on  
12 August of 21, at Nathan Hill, Mayor Elicker  
13 publicly said, this is not a question of  
14 whether or not you support the airport, let's  
15 just be clear about that. If you don't  
16 support the airport, like, tough luck.

17 THE MODERATOR: Please conclude your  
18 remarks.

19 Thank you.

20 Our next speaker is Curt Johnson.

21 Thank you.

22 MR. JOHNSON: Good afternoon. My  
23 name is Curt Johnson, I'm a resident of Short  
24 Beach. I used to run Save the Sound, but  
25 Roger Reynolds does that now, but I'm going to

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2           add just a little bit to his remarks.

3           Just a few points. I want to start  
4           within the wetlands. You and the EIS or EA  
5           identify almost ten acres of direct impacts,  
6           that's not under debate and I want to repeat  
7           what Mr. Trinkaus said, in Connecticut, that  
8           is a substantial impact.

9           If you're coming from Houston, they  
10          fill all the wetlands down there, but here,  
11          ten acres is a very large impact, and not only  
12          that, your EA does not mention what you're  
13          going to do about the mitigation. How are you  
14          going to deal with that? No mention of it at  
15          all, and it's kind of like, well, let us make  
16          people figure that out and we'll let you know  
17          later at the time of the permitting.

18          That's not the purpose of NEPA, of  
19          the National Environmental Policy Act, is to  
20          allow the little people here, all of us to  
21          know what's going on and to be able to help  
22          evaluate actual impacts, so you have no idea  
23          what the mitigation is going to be.

24          I'm going to move on just briefly to  
25          climate impacts. You have a wonderful tool at

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2           your disposal that the State of Connecticut  
3           supported through Circa, which is our agency,  
4           basically, a nonprofit on climate change. And  
5           if you use that tool to evaluate what the  
6           State of Connecticut says, the rising seas are  
7           going to be in the next, by 2050, which is  
8           only a quarter century, which is 20 inches,  
9           and you can find it with the kind of storms we  
10          have experienced, just in the last three  
11          months here.

12                 You see devastating flooding in that  
13          area. You have not used that tool. That's  
14          why we need an Environmental Impact Statement.  
15          We need to use tools like this to make  
16          informed decisions, because it may be that by  
17          2050, this airport is not going to be a  
18          functional place that is safe for operations  
19          because of what's happening from a climate  
20          change perspective.

21                 And finally, I'm gonna end with  
22          PM2.5, I think several people have talked  
23          about it very eloquently today, what the  
24          impacts are. It's really important to  
25          remember that just within a mile of our

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2           airport that we're talking about is the  
3           location where the State of Connecticut had  
4           the most difficult time meeting federal  
5           standards. It is the area of our world that  
6           has the greatest impact of small tiny soot.

7           So when you conclude that there's not  
8           going to be any increase of pollution from  
9           increased use of the airport, that's crazy,  
10          and --

11          THE MODERATOR: Please conclude your  
12          remarks.

13          MR. JOHNSON: -- so we need an  
14          Environmental Impact Statement. Thank you.

15          THE MODERATOR: Our next speaker is  
16          Amanda Sullivan.

17          MS. SULLIVAN: Hi, hello. My name is  
18          Amanda Sullivan, S-U-L-L-I-V-A-N. I live on  
19          Edgar Street across the way from Tweed  
20          Airport.

21          I am present today to express the  
22          deep concerns which rattled the hearts of my  
23          family and my surrounding community. I am  
24          here to give a firsthand account on how the  
25          increased air traffic has negatively affected

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2 my life.

3 When living near a space of commune  
4 such as Tweed, certain disruptions were to be  
5 expected. However, with an increase in air  
6 traffic and plans for expansion, there have  
7 been many times when these disruptions are  
8 alarming the red flags slowly but surely being  
9 to rise.

10 At first the airport was present but  
11 relatively quiet. Fumes could be smelled when  
12 I'd often mistake them for a neighborhood  
13 barbecue. Then, as Avelo made Tweed their new  
14 home, the fumes became more frequent and  
15 stronger. There are many times when I stepped  
16 outside and a gush of air carried fumes that  
17 stung my eyes, my nose and my throat. It  
18 lingers and I have to rush back indoors. On  
19 warm summer days I like to open my windows to  
20 enjoy the sun and fresh air. But for the past  
21 two years, I've had to close my windows  
22 because the fumes fill my home.

23 I've written comments to Tweed, I've  
24 had a 30 minute phone call with previous Tweed  
25 representative, Sean Scanlon about my

1           4-1-2023 - Tweed Airport Public Meeting  
2           concerns. He mentioned community assistance,  
3           such as new windows and central air, but I  
4           have new window, I don't want central air. I  
5           want fresh air. Central air does not help me  
6           when I want to go outside to the sun.

7           My husband and I are planning to grow  
8           our family, perhaps bringing little ones into  
9           our lives in the next year or two. I can't  
10          help but wonder, how could this affect a  
11          pregnancy? Little children playing outside;  
12          what new levels of toxins will my family be  
13          exposed to?

14          Tweed plans to build a new terminal  
15          in marshlands behind our neighborhood. Most  
16          of the homes surrounding Tweed are in flood  
17          zones. Will these natural sponges that  
18          prevent inland flooding be paved over? Will  
19          this result in more flooding? How is this a  
20          good idea? What will the surrounding  
21          communities pay in the name of economic  
22          growth? What wildlife will suffer and what  
23          natural resources will be tarnished?

24          I come here for truth and to say that  
25          East Haven community deserves an EIS. If



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2           Tweed is our neighborhood, albeit a corporate  
3           neighbor, they are to be held to the same  
4           responsibilities and accountability we all  
5           take part in.

6           Thank you for listening to my  
7           concerns.

8           THE MODERATOR: Our next five  
9           speakers are, starting our 21st is Katherine  
10          Bennett, followed by Patrick Rowland, Bev  
11          Willis, Kathy Salisbury and Jack Mordente.

12          So we are starting with Katherine  
13          Bennett.

14          MS. BENNETT: Good afternoon. My  
15          name is Katherine Bennett, B-E-N-N-E-T-T. I  
16          live on Thompson Avenue in East Haven. I want  
17          to express my concern about the Environmental  
18          Assessment for Tweed Airport. In particular  
19          there are a few areas I believe are not  
20          covered thoroughly.

21          Appendix G includes a table of  
22          wildlife spotted on airport property. Who is  
23          logging these sightings? Are they trained  
24          wildlife observers who can correctly identify  
25          these species? Are the wetlands serving to

1 4-1-2023 - Tweed Airport Public Meeting  
2 identify protective reptiles and amphibians?

3 Sightings of insects including  
4 aquatic invertebrates are not listed.  
5 Connecticut DEVP list 194 endangered,  
6 threatened and of special concern insects and  
7 invertebrates. A thorough survey through EIS,  
8 of the all the species in this sensitive area  
9 should be done by experts before an expansion  
10 is considered.

11 The second issue is water quality,  
12 with a focus on deicing procedures. Tweed  
13 Airport currently can discharge up to 36  
14 thousand gallons in a day into the greater New  
15 Haven Water Pollution Control Authority.  
16 Airports are required to collect only  
17 60 percent of deicing fluid. The other  
18 untreated 40 percent ends up in the air and in  
19 the water. Even with the required PH  
20 adjustments, glycol-based deicing fluid in  
21 large amounts is broken down by bacteria,  
22 resulting in low oxygen levels in streams and  
23 is waterways. It also contains chemical  
24 additives.

25 Maine's Portland International

1           4-1-2023 - Tweed Airport Public Meeting  
2           Jetport this winter became the first airport  
3           in the U.S. to use 100 percent recycled type-1  
4           deicing fluid. As part of their requirements  
5           for a new terminal, parking garage and runway,  
6           they were required to analyze their deicing  
7           fluid disposal before moving forward. Has a  
8           system like this been considered?

9           A third concern is discrepancies in  
10          the parking plan. Table 1-2 states,  
11          construction of approximately 4,000 new  
12          parking spaces consisting of a combination of  
13          surface parking and parking garage with an  
14          approximately footprint of 816,887-square  
15          feet. The map, however, on Appendix E shows  
16          no footprint for a parking garage. The plans  
17          for a parking garage, if there is one, needs  
18          to be included in an Environmental Assessment  
19          and appears to have been left out.

20          A project of this scope must have a  
21          full Environmental Impact Study.

22          Thank you for your time.

23          THE MODERATOR: Thank you.

24          Our next speaker is Patrick Rowland.

25          MR. ROWLAND: My name is Patrick

1           4-1-2023 - Tweed Airport Public Meeting  
2           Rowland, R-O-W-L-A-N-D. I live at 12 Minor  
3           Road, which is 3,916 feet from the south end  
4           of runway two. I built a brand new home there  
5           almost ten years ago after living on Thompson  
6           Avenue, approximately three blocks from the  
7           entrance to the airport.

8           I've lived here for over 30 years,  
9           and understand the noise and level of  
10          pollution and activity that previously existed  
11          at Tweed. I invested nearly a million dollars  
12          to build my forever beach home because there  
13          was a Memorandum of Understanding that said  
14          Tweed would not expand their airport. I've  
15          been violated. I've been violated by the FAA,  
16          Sean Scanlon, and all of the other components  
17          and participants in this illegal expansion of  
18          Tweed's airport and runway.

19          You went to the Supreme Court and  
20          sought additional approval to whether or not  
21          you were allowed to have federal preemption  
22          and expand it. You might actually have the  
23          legal right under the preemption to expand the  
24          runway, but you do not have the moral right to  
25          do so.

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2 Tweed Airport has been a small,  
3 recreational component of the City of New  
4 Haven that serves approximately 100 small  
5 commuter planes. Yes, there's been commercial  
6 traffic. Yes, there's been 737's going to  
7 Chicago and to Washington, D.C. There has  
8 never been 24 planes a day of the loud  
9 velocity and noise and pollution that exists  
10 here now.

11 I implore the FAA to have an EIS, but  
12 more importantly I implore everyone in the  
13 room and everyone listening to this to hold  
14 Tweed and Tweed's managers more to the  
15 responsible use of what they had agreed to in  
16 2009 to end a legal dispute that the City of  
17 East Haven had against New Haven for violating  
18 the wetlands. There was fair and equal and  
19 adequate consideration during that period of  
20 time, and Tweed agreed to keep the runway  
21 short and not extend it.

22 To that end, there are actually noise  
23 regulations and part of the rule is to check  
24 pollution, and I would say on the air  
25 forecasting record it recognizes that there is

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2           a decibel registration of 68 between midnight  
3           and 6:00 a.m., and that is routinely violated  
4           and not enforced. It's up to the FAA to  
5           enforce this and to hold the City of New Haven  
6           responsible.

7           Many, many times these airplanes land  
8           on a regular basis from their Florida origin  
9           point, long later than when they're going to  
10          land in New Haven. Come over to my house and  
11          listen to the new 800 Series shake the  
12          platters in my cupboard as that plane takes  
13          off. They were not supposed to use the 800  
14          planes.

15          There are many other problems that  
16          are wrong with this that they need an EIS. I  
17          could go on and on and tell you many more  
18          things that I will follow-up in writing, but I  
19          encourage everybody else to hold the City of  
20          New Haven accountable.

21                 THE MODERATOR: Thank you.

22                 Even though we were supposed to end  
23          the public comments at 3:30, we will go to  
24          4:30.

25                 MR. ROWLAND: I want to add, Jack

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2           Mordente will not be attending, he was  
3           scheduled two people ahead of me. He lives  
4           down the street from Tweed Airport. I only  
5           mentioned that he thought it was laughable  
6           that today happens to be April fools day.

7           THE MODERATOR: Bev Willis.

8           MS. WILLIS: Excuse me, I'm not able  
9           to stand up or at least use the podium. My  
10          name is Beverly Willis. I live at 6 Rockland  
11          Park in Branford. My name is W-I-L-L-I-S. I  
12          am a fellow of the American Institute of  
13          Architects of the Federal Council in  
14          Washington, D.C. and the Beverly Willis  
15          Architect Foundation in New York City.

16          My firm wrote its first Environmental  
17          Impact Statement in 1970, following the  
18          passage of the National Environmental  
19          Legislation in 1969. My home is three miles  
20          east of Tweed. Just like my neighbors, I hear  
21          planes flying overhead day and night, engines  
22          roaring.

23          In reading the Tweed Airport's  
24          Environmental Assessment of its proposed  
25          massive expansion on the wetlands side that

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2           was released to the public March the 2nd, I  
3           was surprised that the impact on Branford does  
4           not seem to be included at all.

5           I'm not against airports or flying, I  
6           soloed in a pilot club airplane when I was 15,  
7           and proud to serve in the Civil Air Patrol  
8           during World War II. My long professional  
9           career as an architect, my son developed some  
10          of the very first environmental impact reports  
11          for complicated sites in many states, so I  
12          fully understand the complexity involved, and  
13          I also know that an owner-executed  
14          Environmental Assessment paid for by the  
15          owner, in this case, Tweed, could be  
16          prejudiced.

17          As currently written, the over  
18          twelve-hundred page craft summary identifies  
19          many of the federal, state and local  
20          requirements governing the site. However, the  
21          document falls short of addressing all of its  
22          negative environmental impacts or proposing  
23          solutions to environmental impacts that exist,  
24          except for references in the appendix.

25          My fear is that this airport



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2           expansion would have severe negative impacts  
3           on many of thousands of lives. The Draft  
4           Environmental Impact Statement will effect  
5           property values of existing residential  
6           properties.

7           THE MODERATOR: Please conclude your  
8           comments.

9           MS. WILLIS: I ask for federal ruling  
10          to require an Environmental Impact Statement  
11          necessary to adequately develop and without  
12          bias to study the accumulation in the many way  
13          the surrounding communities will be affected.

14          Thank you.

15          THE MODERATOR: Thank you.

16          (Applause.)

17          THE MODERATOR: The next speaker is  
18          Kathy Salisbury.

19          MS. SALISBURY: Good afternoon. My  
20          name is Kathy Salisbury, S-A-L-I-S-B-U-R-Y.  
21          I'm a resident of Short Beach, property owner  
22          in East Haven, a mental health professional  
23          and a former Executive Director of the  
24          Connecticut Commission on Children.

25          I would like to call attention to the

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2 fact that the Environmental Assessment nowhere  
3 mentions the environmental, health and traffic  
4 impact on the residents of Branford and others  
5 within a six to ten mile radius of the  
6 proposed airport expansion. This is not  
7 acceptable.

8 Also, the growing body of scientific  
9 research which documents the health effects of  
10 noise, ultrafine particulate matter from jet  
11 fuel and carbon dioxide from on airport  
12 communities around the country have been  
13 growing. It's not a pretty picture. The  
14 findings include higher rates of asthma,  
15 impediments to children's learning, premature  
16 death, heart disease and many other diseases.

17 My physician colleagues have already  
18 done a great job talking about this in greater  
19 detail, as well as what we're learning about  
20 the health impacts on East Haven residents.

21 I also want note, as many others  
22 have, that East Haven has been designated as  
23 an environmental justice community by the  
24 Connecticut Department of Economic and  
25 Community Development. At the core of EPA's

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2           definition of environmental justice is the  
3           fair and meaningful involvement of all members  
4           of environmental justice communities.

5           I think what you heard today is that  
6           we have not have not had that involvement. We  
7           see that too, in fact, five of the fifteen  
8           Tweed Airport Authority board members are  
9           appointed from New Haven. This is not equal  
10          access to decision making about the airport  
11          that most immediately affects East Haven. We  
12          need more venues, ongoing venues where access  
13          to the development and enforcement policy and  
14          regulations takes place.

15          I'm particularly troubled by the  
16          appearance that the majority of the board  
17          members seem to prioritize short-term economic  
18          development to the exclusion of the health and  
19          wellbeing of the wetlands, the residents of  
20          East Haven or people who live nearby,  
21          particularly those who live within a mile of  
22          the airport.

23          Having watched the slideshow this  
24          morning, I am more convinced than ever of the  
25          necessity of an Environmental Impact

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2           Statement. The slide that shows the increase  
3           in flights over time while reducing  
4           environmental impact defies fleece and is  
5           slick and a deceptive distortion --

6           THE MODERATOR: Please conclude your  
7           remarks.

8           MS. SALISBURY: In closing, I would  
9           like to remind the decision-makers who cling  
10          to the perceived but not guaranteed economic  
11          benefits of the proposed expansion, that it is  
12          important to remember that rising tides don't  
13          necessarily lift all boats. They can sink  
14          communities, too.

15          Thank you.

16          THE MODERATOR: Our next five  
17          speakers starting with speaker number 26,  
18          Garrett Sheehan, and then next is Pastor Danny  
19          Land, Cedrick Baylor, Jason Watts and Matt  
20          Lieber.

21          We will start with Garrett Sheehan.

22          MR. SHEEHAN: Good afternoon. My  
23          name is Garrett Sheehan, S-H-E-E-H-A-N. I'm  
24          the President-CEO of Greater New Haven Chamber  
25          of Commerce. I come here today only to

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2           represent the perspective of the business  
3           community. Our chamber represents more than  
4           one thousand businesses across our 15-town  
5           region. We are focussed on regional economic  
6           growth and jobs.

7           We believe the airport is vital and  
8           too important to our economic growth and  
9           success. Over the last two years, we have  
10          seen positive business impacts. We have small  
11          businesses that gave contracts to Tweed.  
12          Avelo has brought more than 200 jobs to our  
13          region and businesses across our industry,  
14          like health care, manufacturing and bioscience  
15          have told us that the added flights improved  
16          their business.

17          With the airport improvements we  
18          expect more jobs and more business growth.  
19          More than 25 businesspeople have submitted  
20          letters of support. We ask that you accept  
21          the Environmental Assessment so that the  
22          airport will be a vital part of our region's  
23          economic growth.

24                    Thank you.

25                    THE MODERATOR: Thank you.

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2 Next speaker is Pastor Danny Land.

3 Pastor Land?

4 (No response.)

5 THE MODERATOR: I think the pastor is  
6 not with us. Thank you, Parker.

7 The next speaker is Cedrick Baylor.

8 (No response.)

9 THE MODERATOR: We may have had some  
10 people go home.

11 Jason Watts?

12 (No response.)

13 THE MODERATOR: Matt Lieber?

14 Thank you.

15 MR. LIEBER: Good afternoon. My name  
16 is Matthew Lieber, L-I-E-B-E-R. I'm a  
17 resident of East Haven at 18 Hampton Road.  
18 I'm here to speak about concerns specifically  
19 with the Tweed Expansion with regards to  
20 climate resiliency and flooding, which is one  
21 of several reasons why over 2,100 fellow  
22 community members have joined our call and  
23 signed our position calling for an  
24 Environmental Impact Statement.

25 With growing evidence of higher

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2           average temperatures, more intense weather,  
3           more -- from sea levels and storm surges, the  
4           U.S. Government and State of Connecticut have  
5           committed policies and resources to build our  
6           clean climate resilience in Codes Section 4.4,  
7           resilience, meaning the ability to anticipate  
8           or prepare for or to respond to hazardous  
9           events, transfer disturbances related to  
10          climate.

11           Coastal climate resilience is about  
12          sustainable development and risk management  
13          for a positive future where we restore  
14          ecosystems capable of producing abundance in  
15          Morris Creek oyster beds, with economic  
16          development of people in our wildlife.

17           My questions that I wrote to you on  
18          September 27th to the FAA were, what will the  
19          effects of a flood zone/flood plain be for the  
20          additional terminal, new parking lots be for  
21          the neighborhoods and commercial properties  
22          adjacent to the airport? It seemed obvious to  
23          me that proposed expansion would not help our  
24          greater New Haven area its and neighborhoods  
25          with flood resiliency. Rather, the airport

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2 expansion will make it worse.

3           The Draft Environmental Assessment  
4 report presents the expansion as a safe and  
5 vital step, however, in the new Haven Area in  
6 terms of resiliency and flooding, with no  
7 adverse impacts and natural beneficial flood  
8 plain values anticipated. So I called  
9 scientists to find out confused about this;  
10 they being me, also wrote down several  
11 questions, here are five. Maybe two because I  
12 have one minute left.

13           Why is the access road being omitted  
14 for vegetation assemblage? Section Table 4-2,  
15 why is the safety runway not included as part  
16 of this assessment?

17           Why does the discussion disturb  
18 wetlands and not acknowledge concessions  
19 previously made in 2000?

20           Beyond the airport, territory itself  
21 like the Morris Creek and concern for what the  
22 Connecticut DEP recognizes as an impaired  
23 waterway.

24           How will the operation of an  
25 expanded airport impact the nearby environment



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2           that Marsh Creek's local be used to measure  
3           that impact? Currently it does not deliver  
4           anything on that.

5           What will be the consequences of  
6           increased air traffic in terms of pollution  
7           deposited in marsh systems such as Morris  
8           Creek and Tunnel Creek?

9           And concluding, using my time, I urge  
10          you to take the considerations seriously.  
11          We've presented and moved for an Environmental  
12          Impact Statement so you can answer these  
13          questions properly.

14          Thank you.

15          THE MODERATOR: Thank you.

16          The next five speakers, starting with  
17          number 31 are, Douglas Graham, followed by  
18          Gian Carlo Gallicchio, then James Flynn, Gretl  
19          Gallicchio and Kathleen Spencer.

20          Is Douglas Graham with us? Yes, hi.

21          MR. GRAHAM: My name is John Douglas  
22          Graham and I live in Morgan Point. My  
23          particular concern is related to the economic  
24          impact on the home values and our health. I  
25          expect many people in the room share those

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2 concerns and I would expect our elected  
3 leaders to also share those concerns.

4           There's been many studies on the  
5 impact of airports on the surrounding  
6 communities and residential values, which, for  
7 some reason, were not referenced in the EA,  
8 and we don't obviously have time to go into  
9 the arcane details, but suffice to say, they  
10 found on average the impact of those in the  
11 immediate vicinity of the airport was that the  
12 home values would be dropping from anywhere  
13 between nine and fifteen percent in value.

14           A back-of-the-envelope calculation  
15 sounds very much like something more refined  
16 than that. But it looks like, you know, if we  
17 take about 12 percent, that's an average  
18 value, then how many homes are going to be  
19 affected? Well, if we take the immediate  
20 homes around the airport, it comes to about  
21 1,466.

22           Now, some of these are a little bit  
23 outside of the noise juncture, but there was  
24 another instance that I think it was a  
25 gentleman of appraisals, that found that when

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2 they actually did a study on noise and its  
3 impact, they found that for some reason, many  
4 of the homes that were supposed to be outside  
5 of the noise juncture, actually had noise  
6 levels far above those defined on by the  
7 council. I don't know why that would occur.

8 The next thing to look at now is the  
9 average price of homes, in New Haven that's  
10 about \$279,000. Twelve percent of that would  
11 be about \$33,480. Now, the question is,  
12 again, how many homes are impacted? If we  
13 just take the ones in the neighborhood, that  
14 are 1,466, would we count for a total economic  
15 damage of about \$49 million?

16 However, if we take the total numbers  
17 of homes in the study area, 10,940, then we  
18 would expect an economic impact of substance  
19 somewhere around \$367 million. I paused  
20 briefly at this point to ask, because I'm not  
21 a lawyer, but I'm curious, what if  
22 class-action lawsuits can actually be filed  
23 based on preventing future economic damage,  
24 rather than the usual situation where they  
25 file to recover prior economic damage --

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2 THE MODERATOR: Please conclude your  
3 remarks.

4 MR. GRAHAM: Okay. Very quickly, if  
5 we look to the health issues, 18 percent  
6 increase in cardiovascular disease, 16 percent  
7 increase in senior accidents, suicides  
8 doubled --

9 THE MODERATOR: Thank you.

10 MR. GRAHAM: If we take the average  
11 value of life at \$12.8 million, which is the  
12 average of U.S. agencies, then we take the  
13 existing --

14 THE MODERATOR: Really I need you to  
15 conclude your remarks. Thank you.

16 Our next speaker is Gian Carlo  
17 Gallicchio.

18 MR. GALLICCHIO: Hi, I'm Gian Carlo  
19 Gallicchio, that's G-A-L-L-I-C-C-H-I-O. I'm a  
20 UCONN student and I live on Hide Street about  
21 two blocks from this airport. This comment is  
22 from Marshall Cox of Branford who couldn't be  
23 here today. He holds a Ph.D in electrical  
24 engineering from Columbia University.

25 He said that, in evaluating the Tweed

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2           expansion EA documents, I found some very  
3           questionable methods for establishing airport  
4           activity that is used as a basis for the EA's  
5           no-action calculations. The baseline  
6           assumption propagates through most of the  
7           document. I will focus exclusively on the  
8           impact the baseline will have emissions.

9           The baseline in question is the 2026  
10          no-action, and 2031 no-action projections, and  
11          the total operations that follow from this.  
12          Both of these numbers, 665,000 in 2026, and  
13          1,222,000 in 2031 are identical to the  
14          complainant estimates under the proposed  
15          action, which is has no basis in reasonable  
16          market analysis.

17          The most aggressive number that can  
18          possibly be acceptable for the 2026 and 2031  
19          no-action claimants can be fund in the FAA  
20          market analysis from the final master plan,  
21          Table 4-5.

22          Assuming an unconstrained high  
23          forecast in which there's no limit on the  
24          number of airlines and the highest possible  
25          growth of the airport would yield, in 2026

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2 no-action, 221,000 enplanements, 2031

3 no-action, 324,000.

4 One might argue that the state of the  
5 actual 2022 numbers should indicate that these  
6 baseline numbers are too low, but without any  
7 shared analysis, the impact of, one, the  
8 impact and power of exiting a global pandemic  
9 on local interest and leisure travel; and two,  
10 the impact of subsidized temporary ticket  
11 pricing, market elasticity and information of  
12 subsidized ticket prices on local travel  
13 habits. One must use improved reasonable  
14 market projections as a baseline which to  
15 propose action can be prepared.

16 Further, since publicly available  
17 methods are unavailable to accurately estimate  
18 emissions from ridership projections, let us  
19 assume by 2022 emissions as the baseline,  
20 no-action both 2026 and 2031. Again, this is  
21 even further aggressive than the most  
22 aggressive market analysis, but is useful  
23 since these emission numbers have been  
24 published by the EA's author.

25 As shown in the included table, even

1           4-1-2023 - Tweed Airport Public Meeting  
2           using the most aggressive FAA accepted numbers  
3           for 2026 and 2031 no-action baselines render  
4           this project exceeding de minimus thresholds  
5           for nitrous oxide, both in 2026 and in 2031,  
6           using more reasonable accepted projections as  
7           the baseline results and even greater  
8           emissions from the proposed action.

9           As the revised and defensible  
10          calculations show, proposed action exceeds the  
11          established de minimus thresholds for nitrous  
12          oxide. A general conformity determination is  
13          therefore required.

14          The table will be submitted along  
15          with this as a written submission. We need an  
16          Environmental Impact Statement to have a  
17          mutual, scientific assessment on the absolute  
18          emissions left by Tweed.

19          (Applause.)

20          THE MODERATOR: The next speaker is  
21          James Flynn.

22          MR. FLYNN: Thank you very much. My  
23          name is James, J-A-M-E-S, F-L-Y-N-N. I'm the  
24          president of the Friends of the Farm River  
25          Estuary, 501(C)(3) nonprofit community-based

1           4-1-2023 - Tweed Airport Public Meeting  
2           organization whose mission is to facilitate  
3           public access to an environmentally sound use  
4           of the lower Farmers watershed, including the  
5           surrounding areas in East Haven.

6           Local residents established this  
7           organization over 20 years ago to support the  
8           acquisition of the state that became the  
9           Farmer Estate Park, and since that time, we've  
10          worked independently and collaboratively with  
11          government agencies, officials, community  
12          groups and the public to sort of protect the  
13          Farmer Estuary for the local communities and  
14          future generations.

15          As an initial matter, I would like to  
16          associate ourselves with the previous  
17          commenters, but really well done and  
18          thoughtful remarks about some fundamental  
19          issues with the EA, and it won't take time  
20          here to go into detail about the Farmer  
21          Estuary and the state and federalist of flora  
22          and fauna and the economic value and  
23          recreation value of the area and how exactly  
24          that will be impacted by the expansion.  
25          However, we will be submitting detailed



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2           written comments at the time on a number of  
3           issues.

4           I do have some specific comments for  
5           the airport authority, for the FAA and also  
6           for elected officials who may be present and  
7           listening. So for the airport authority  
8           specifically, there is no statutory or  
9           regulatory requirement that the Environmental  
10          Assessment be completed before considering  
11          whether to do a full EIS.

12          It has always been the case that the  
13          authority has the discretion to proceed  
14          straight to a full Environmental Impact  
15          Statement, and even today, the airport  
16          authority has the discretion to withdraw the  
17          full EA and commit to doing a full  
18          Environmental Impact Statement, including a  
19          robust community engagement process.

20          And with respect briefly to community  
21          engagement, while NEPA regulations may not  
22          require today's meeting, I would encourage  
23          folks to consider whether three hours on  
24          Saturday is consistent both state and federal  
25          policy concerning community engagement,

1           4-1-2023 - Tweed Airport Public Meeting  
2           especially some recent executive orders issued  
3           by both the federal and state administrations.

4           Speaking directly to the FAA, the  
5           draft EA fails to discuss or even identify a  
6           variety of likely potential impacts to the  
7           estuary and surrounding communities, as has  
8           been stated by other commenters really well,  
9           like the gentleman who just spoke.

10          Most of the EA analysis and the EA  
11          relies on the same fundamentally flawed -- is  
12          directly contradicted by the master plan  
13          itself and public statements made by Avelo and  
14          Avports concerning likely passenger increases  
15          and ultimately for transport.

16          The EA's inclusion that the expansion  
17          result in a net environmental benefit truly  
18          strengthens the --

19          And finally, for the state policy  
20          makers, what's done cannot be undone. The  
21          airport expansion and its operations will be  
22          limited only by FAA safety regulations.  
23          Larger planes --

24          THE MODERATOR: Please conclude your  
25          comments.

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2 MR. FLYNN: -- Understand those  
3 issues before you throw your support behind  
4 the expansion.

5 Thank you very much.

6 THE MODERATOR: Next speaker is Gretl  
7 Gallicchio.

8 MS. GALLICCHIO: Good afternoon. My  
9 name is Gretl Gallicchio, first name Gretl.  
10 G-R-E-T-L, last name, G-A-L-L-I-C-C-H-I-O, and  
11 I represent a local grassroots environmental  
12 community group, 10,000 Hawks, which formed in  
13 the early days, just after the announcement of  
14 this expansion plan.

15 In the early days that we -- since  
16 the expansion plan was announced in the midst  
17 of a global pandemic and without very much  
18 outreach for public education as we could  
19 perceive it, we saw in the early days, our  
20 role as just helping people get answers to the  
21 questions they have.

22 10,000 Hawks, of course, moderated  
23 the annual migration of migratory birds to  
24 Lighthouse Park. We were trying to take a  
25 birds-eye view. In our efforts, it quickly

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2 became apparent that there weren't as many  
3 answers to this as there were questions, and I  
4 am afraid that this EA as it stands, that is  
5 failed to answer the questions we have, and in  
6 fact, it's raised many more and it is our  
7 desire that there should be an Environmental  
8 Impact Statement for this expansion plan.

9 There have been others who have  
10 acknowledged many of the flaws and  
11 inconsistencies that this EA presents. For  
12 10,000 Hawks, for me today, I would like to  
13 focus on the problems of the air quality  
14 assessment. Even had the claims of somehow  
15 bigger planes with more people leading to  
16 fewer operations.

17 Even if this really were going to  
18 satisfy the thresholds of the Clean Air Act,  
19 even if we were going to come out with some  
20 kind of formula that we could believe, it's  
21 insufficient, and for an airport and a city is  
22 that is claiming to be a community member, a  
23 responsible community member, a neighbor, we  
24 ask for more.

25 In the early days, my group, 10,000

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2           Hawks, created a proposal of a fence line air  
3           quality monitoring system, sensoring system  
4           that would be placed around the Tweed air  
5           field, specifically to identify what share of  
6           cumulative air pollution Tweed was actually  
7           putting out there, and the mayor of New Haven  
8           and the Tweed authority had no interest in  
9           this.

10           10,000 Hawks, happily, through the  
11           generosity of the Greater New Haven Green  
12           Fund, has now been given a grant to try and  
13           put in place just such a project, because the  
14           technology does exist to identify the specific  
15           pollutants, down to levels far below,  
16           especially with particulate matter, far below  
17           the 2.5, and figure out exactly what Tweed is  
18           putting into the air we breathe --

19           THE MODERATOR: Please conclude your  
20           remarks.

21           MS. GALLICCHIO: -- and we have a  
22           right to know what that is, and it would be  
23           much better if the airport and the city were  
24           doing this work, but it has fallen to the  
25           community, and happily, we will be able to

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2 give the community some of those answers.

3 THE MODERATOR: Please conclude your  
4 remarks.

5 Thank you.

6 MS. GALLICCHIO: But we would still  
7 like the EIS.

8 THE MODERATOR: Our next speaker is  
9 Kathleen Spencer.

10 MS. SPENCER: Good afternoon. Can  
11 you hear me?

12 THE MODERATOR: Yes, loud and clear.

13 MS. SPENCER: My name is Kathleen  
14 Spencer, S-P-E-N-C-E-R, and for the  
15 stenographer has the check mark after, just so  
16 you remember who I was.

17 I was just notified about a little  
18 bit of information and I'm going to change my  
19 -- I'm going to divert my airplanes, just like  
20 you had to divert your airplanes today because  
21 of the fog at 1:15, 1:20, 1:45, 2:35, 2:40,  
22 and 2:55, because they couldn't land because  
23 of the conditions at the airport.

24 I want to thank all of the people  
25 that I spoke to today in the library and asked

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2 them, what's this gentleman on the -- all the  
3 way on the right? He was very nice to talk to  
4 even though I'm a pain in the ass. And I  
5 pointed out on his map, I'm No. 3, where the  
6 High Street Bridge meets 95 and Kimberly and  
7 all that other good stuff with all the  
8 traffic, and I just want you to know, I'm here  
9 to let you know that people have aggravations,  
10 and there are people who are afraid to speak  
11 up, they're afraid to talk, they're afraid  
12 they're going to lose their benefits.

13 If they say something, they might be  
14 evicted from where they live, there are things  
15 that are going on that's beyond the airport's  
16 control. People think it's political, it's  
17 not political. It's some things on the scale,  
18 you know, I want to see the scale here. You  
19 had a lot of things in the library that had  
20 scales on them, but the little homes look like  
21 little ants, I think I pointed that out to  
22 everybody's map.

23 Your airport was big, but the little  
24 homes were there, it looked like nothing.  
25 Well, there is something, there is things

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2           inside the homes, and I'm here to speak under  
3           the -- Leviticus, 1916. It states that we  
4           should stand up for everybody if our neighbors  
5           are being harmed, and our neighbors are being  
6           harmed, and, you know, they might -- I'm not  
7           going to be affected personally, but it  
8           affects me personally when other people are  
9           being affected by this.

10           Emotionally, physically, mentally,  
11           that might be the same thing, but you all know  
12           that I rant and rave, and, you know -- and I  
13           just want to say that we need to pledge  
14           allegiance to the flag and have it end with  
15           liberty and justice for all, and we say it  
16           without no equivocal comment.

17           And I want the stenographer to put my  
18           comments in under everybody else, number 1-34  
19           that have spoken before me so my little page  
20           there would be very big without me saying a  
21           lot.

22           I thank you so much for your time.

23           THE MODERATOR: Thank you.

24           Our next five speakers, starting with  
25           number 36, are Ken Engleman, John Gallalee,



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2           Toni Lorenti, Roseline Crowley and Theodore  
3           Lieber.

4           Ken Engleman?

5           MR. ENGLEMAN: Hello, my name is Ken  
6           Engleman, E-N-G-E-L-M-A-N. I'm speaking up  
7           today to support our communities call to  
8           support our full Environmental Impact  
9           Statement. Your published Environmental  
10          Assessment is incomplete and not sufficient to  
11          me or my Branford neighbors and it does not  
12          answer our health, well-being, property values  
13          and environmental concerns.

14          Your expansion plans raise serious  
15          questions about potential harm to where we  
16          live, work and play. A full Environmental  
17          Impact Statement is urgently needed to address  
18          our shared concerns, because this EA uses  
19          computer modeling, which does not include the  
20          human experience.

21          After reviewing your presented EA, I  
22          also noticed it does not include a study of  
23          Branford, which is located just a few miles  
24          east of Tweed. Our wonderful home is located  
25          three miles from the airport and I can feel

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2           the Avelo 700 and 800 class planes take off  
3           and land, prior to hearing them.

4           I've recorded 90-plus decibel sounds  
5           of these planes from my driveway. I've taken  
6           photos and videos to show this proof. These  
7           jet engines are so powerful that I feel and  
8           hear them in my home office, which forces me  
9           to mute my Zoom business calls.

10          This also disrupts my focus multiple  
11          times a day and forces frustration into our  
12          peaceful home we worked so hard to create in  
13          the last 18 years. While some may say -- I'm  
14          sorry, while some may then reply with, but you  
15          chose to live next to an airport; when we  
16          bought our beautiful home, Tweed was a  
17          regional, small airport with turbo prop  
18          airplanes that did not disrupt our lives.

19          Since Avelo started operations, they  
20          have disrupted us in numerous ways and have  
21          been reported to many Tweed, FAA, EPA, DEEP,  
22          and other federal agencies, and to this day,  
23          without having answers to our questions or  
24          concerns.

25          To show we will not be harmed by our

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2           plan -- I'm sorry, to show we will not be  
3           harmed by plans to tear down the current  
4           one-gate Tweed Airport, and build an entirely  
5           new six-gate airport that may include 24/7  
6           freight flights, a full EIS should include  
7           Branford air, water and sound monitors, and a  
8           Branford traffic study.

9           Without this important data collected  
10          and studied, you are only guessing, and that  
11          not good enough. With this, the FAA should do  
12          the right thing and implement a full EIS that  
13          includes air, water and sound monitors for ten  
14          miles in all directions around the airport,  
15          because this massive decision will change the  
16          Connecticut shoreline forever.

17          The beautiful and peaceful  
18          Connecticut shoreline we invested in will turn  
19          into a commercial area that surrounds most  
20          other airports, simply because some people  
21          think driving 50 minutes to Bradley Airport is  
22          an inconvenience.

23          In summary, your presented EA does  
24          not provide scientific data and analysis that  
25          addresses your plans or our shared concerns.

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2           Making such massive decisions without knowing  
3           the facts is unprofessional and one sided.  
4           Please --

5           THE MODERATOR: Please finish your  
6           remarks.

7           MR. ENGLEMAN: In summary, please,  
8           FAA, implement a full EIS so all potential  
9           consequences from your plans are addressed  
10          before proceeding. There are too many risks  
11          not being addressed and there are too many  
12          questions not being answered in your  
13          preventive EA.

14          THE MODERATOR: Thank you.  
15          John Gallalee.

16          MR. GALLALEE: My name is John  
17          Gallalee, G-A-L-L-A-L-E-E. I live in Shore  
18          Beach, which is, if you haven't figured out by  
19          now, the western most neighborhood in  
20          Branford. I'm here so say also, along with  
21          almost everybody else here, that we need an  
22          EIS because the Environmental Assessment is  
23          inadequate, incomplete and internally  
24          inconsistent, and wants to white wash the  
25          expansion of a project.

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2 I want to express my gratitude and  
3 admiration for those dedicated and  
4 knowledgeable fellow citizens who are here  
5 today and all the work they've done so hard to  
6 protect our community. I'm very impressed  
7 with the people I've spoken with today.

8 I'm disturbed we're limited to three  
9 hours of speaking, given that the outcome of  
10 this will affect generations for decades to  
11 come.

12 I want to comment on one particular  
13 issue, which is noise. As others have  
14 mentioned, we've experienced a huge increase  
15 in noise pollution since Avelo started flying.  
16 Now, I have a new name for Avelo, it may not  
17 catch on, but it's A-smell-o. If the airport  
18 is expanded, the number of daily flights is  
19 almost certainly going to skyrocket, despite  
20 what it said in the EA.

21 And quite possibly the level of  
22 increase of aircraft consisting of cargo and  
23 freight larger, which would probably mean  
24 larger and louder planes.

25 My profession is child psychiatry and

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2 I know how important recreation is for  
3 physical and mental health of children, as  
4 well as adults. So you know about attention  
5 deficit disorder, but in psychiatry we also  
6 have child psychiatry, we have nature deficit.  
7 Being outdoors in nature is very important for  
8 human development.

9 In Short Beach and other  
10 neighborhoods, I'm sure, we enjoy walking,  
11 jogging, biking, swimming, boating, and  
12 gardening, or just sitting outside on a summer  
13 evening. Constant roar of jet airplanes would  
14 inevitably cause a detriment to our lives.  
15 Our communities would be forever changed.

16 As others have mentioned, the  
17 property values will also drop and town  
18 property taxes will increase as well. Some of  
19 my neighbors are already talking about where  
20 they're gonna move if this airport goes into  
21 effect.

22 I also want to point out in the next  
23 20 seconds, that there are a lot of parks and  
24 schools near the planned expansion. Our  
25 beautiful, Lighthouse Point and East Shore

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2           Park are less than a mile away from the  
3           airport, and as well, Farm River State Park,  
4           Beacon Hill Preserve, Lake Saltonstall are all  
5           within two miles of the airport.

6           Finally, I want to know where you our  
7           elected officials, except for the airport --

8           THE MODERATOR: Please conclude your  
9           comments.

10          MR. GALLALEE: We need to let --

11          THE MODERATOR: Please conclude your  
12          remarks.

13          Thank you.

14          Our next speaker is Toni Lorenti.

15          MS. LORENTI: Good afternoon. Toni  
16          Lorenti, L-O-R-E-N-T-I, Meriden, Connecticut.  
17          I'm here to represent myself as an interested  
18          citizen and also a commercial pilot of 25  
19          years, so when I hear about aircraft  
20          discussions, I take particular interest.

21          In the past one year, a market  
22          increase in consistent need for air service  
23          has been demonstrated at Tweed New Haven  
24          Airport. Passenger volume has reached one  
25          million-plus passengers served, the addition

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2           of new markets from the original six to  
3           fifteen, with speculation of more to come and  
4           we know about the parking capacity issues as  
5           well.

6           The New Haven Airport master plan and  
7           the Environmental Assessment presents and  
8           studies ways to meet this quantifiable,  
9           demonstrated need through a new terminal  
10          complex and runway extension. These projects  
11          are a way to improve what Tweed New Haven  
12          Airport does already, which is to serve the  
13          region.

14          The removal of aircraft operation  
15          weight restrictions, improvements to passenger  
16          experience, ground efficiency improvements,  
17          and the change of noise contours, i.e.,  
18          relocating from one area to a more appropriate  
19          area, are chief among the proposed  
20          quantifiable final improvements. These  
21          improvements, and I know, do not require land,  
22          property or other acquisitions. This improves  
23          what the airport is able to do and to allow it  
24          to coalesce with the neighborhood and the  
25          region.



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2 Of note, these improvements are  
3 proposed entirely on airport maintained  
4 grasslands and property, including a closed  
5 runway. I believe the proposed improvements  
6 expose the community and environment, to  
7 minimal impact, because, and I quote, the key  
8 issue here is the airport, airspace capacity.  
9 No airport or airspace capacity enhancements  
10 are proposed. No additional runways are  
11 proposed. A single runway, no matter the  
12 length, does not increase airport and airspace  
13 capacity.

14 No other capacity-enhancing  
15 improvements, such as high-speed taxiways,  
16 full-length taxiways, the addition of movement  
17 and non-moving areas included, are not part of  
18 this plan, reference Table 1 in the EA.

19 Finally, Tweed New Haven Airport  
20 remains a VFR tower, and remains in a limited  
21 radar environment further restricting its  
22 ability to become LaGuardia Airport.

23 In closing, regardless of the EA  
24 outcome, Tweed New Haven Airport will  
25 continue, in fact, as we've heard the forecast

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2           throughout the industry and the EA itself not  
3           only validate this, but show an increase in  
4           activity, even under the no-build alternative.  
5           Our choice is to continue with the status quo,  
6           which will be deleterious to all stakeholders  
7           or to validate the adequacy of the EA, which I  
8           believe adequately addresses the issue.

9           THE MODERATOR: Thank you.

10          MS. LORENTI: Thank you.

11          THE MODERATOR: Next speaker is  
12          Roseline Crowley.

13          MS. CROWLEY: My name is Roseline  
14          Crowley, C-R-O-W-L-E-Y. I'm retired and I've  
15          lived over 50 years in Camden, Connecticut,  
16          near New Haven.

17                 And I'm not frequently woken up, but  
18          11:00 p.m., or 4:30 p.m., or both, by noisy,  
19          large planes coming from Tweed Airport that  
20          fly so low that you're think they will bump  
21          into the neighborhood.

22                 The notion that these flights might  
23          multiply by 3.5 is unacceptable. My  
24          ten-year-old grandson lives on Hampton Road in  
25          East Haven, where being outdoors has recently

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2           become a nightmare in the last year or two,  
3           due to the already existing frequency of  
4           flights, and I'm worried about my grandson's  
5           health and that of all the children of East  
6           Haven.

7           The knowledge that the noise and the  
8           noise and air and land pollution might be  
9           multiplied by 3.5 is also unacceptable.

10           Finally, plans for the expansion of  
11           freight traffic was suggested in the EA  
12           analysis without any details on its impact.  
13           Freight traffic would also increase the noise  
14           and pollution in East Haven and its  
15           surroundings when East Haven has put a very  
16           successful effort towards creating public  
17           parks, enjoyed by it's residents and those in  
18           neighboring towns.

19           Nobody should be fooled by Avelo's  
20           current prices, which are temporarily low and  
21           to entice and excite popularity. By the time  
22           people realize this fully or Avelo goes belly  
23           up, it will be too late. We need an EIS.

24           THE MODERATOR: Thank you.

25           Our next speaker is Theodore Lieber.

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2 MR. LIEBER: My name is Theodore  
3 Lieber. I reside at 18 Hampton Road in East  
4 Haven, and I will be a registered voter in  
5 2030. I'm speaking to you to express my  
6 concern regarding the proposed at the Tweed  
7 New Haven Airport and the impact that this  
8 project will have on the surrounding  
9 communities, especially as it connects to the  
10 air quality section of the Draft Environment  
11 Assessment, Section 5-4.

12 From what my dad shared with me in  
13 Section 4.2, and repeated in Subsection 5.1.4,  
14 significant thresholds, the EA correctly  
15 states that New Haven County is classified as  
16 severe by the EPA in ozone levels. On  
17 page 57, the EA states that the increase of  
18 nitrogen oxide emissions, one of the two ozone  
19 pollutants, as to Table 5-1, can be traced to  
20 the 737, 800 engines. If the expansion goes  
21 through, the Tweed Airport will move o 737,  
22 800's.

23 This is what I think. I'm  
24 specifically concerned with the EA's finding  
25 on air pollution, because when I first heard

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2 there were nitrogen oxides going through the  
3 air, I was a little freaked out. The thought  
4 of more pollutants going through the air  
5 started to make me even more concerned with  
6 the expansion.

7 As a ten-year old, I would not like  
8 toxic gasses in the air while my lungs are  
9 still developing, and I would like you to  
10 consider all the other kids in the area. What  
11 are we doing outside? We are playing  
12 baseball, basketball, tennis, we are swimming,  
13 going to the beach and just doing the things  
14 kids are supposed to be doing.

15 I'm asking the FAA to conduct a  
16 comprehensive review of the environmental  
17 impact that the proposed expansion will have  
18 on the community surrounding the project area.

19 By taking the time to conduct an  
20 Environmental Impact Statement, the EIS, the  
21 airport and communities will be able to better  
22 understand the consequences of this major  
23 expansion.

24 Thank you for listening and I hope  
25 you make the right decision.

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2 (Applause.)

3 THE MODERATOR: I think we have time  
4 for four more speakers before we have to stop.  
5 The next one is Kimberly Zolvik, that's number  
6 41, Cyril Ortigosa-Liaz, Bill Brooks and  
7 Dr. Beth Weinberger.

8 Do we have Kimberly Zolvik?

9 MS. ZOLVIK: Hi, my name is Kimberly  
10 Zolvik. It's spelled Z-O-L-V-I-K. I am a  
11 resident of Branford and I live 2.4 miles east  
12 of Tweed Airport.

13 Let's talk babies, right, we all love  
14 babies, and mothers, and air pollution and  
15 2.5 parts per million. I'm sorry, I have to  
16 adjust my -- there we go. 2.5 parts per  
17 million have been shown to effect fetuses.  
18 Mothers breathe in the polluted air and these  
19 particles cross the placenta into the baby at  
20 a time when baby's organs are being developed.

21 Pregnant woman who live in polluted  
22 areas may be more likely to experience early,  
23 preterm labor. Preterm labor increases the  
24 risk of other problems, such as low birth  
25 weight, underdeveloped lungs in the baby and

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2 newborn mortality.

3 Exposure to air pollution in the  
4 first trimester increases the risk of  
5 preeclampsia and maternal high blood pressure.  
6 These complications can harm the mother and  
7 baby and this may necessitate an early birth.  
8 Indeed, these harms can kill.

9 Understanding jet fuel does not  
10 contain lead, right, we all known that; avgas  
11 does. Every child in the state is tested  
12 twice for lead, once before 12 months and  
13 again at five years. We want to see that data  
14 extrapolated and applied to Tweed and the  
15 surrounding communities, including Branford,  
16 as we're under a major flight path.

17 When people are surveyed as to what  
18 is most important to them, it is not  
19 economics, nor is it convenience. It is human  
20 health. I request the FAA move to an EIS in  
21 order to engage the necessary federal and  
22 state agencies, and thoroughly study the  
23 effects of this ever-growing expansion in the  
24 middle of the neighborhoods and the health of  
25 our babies and our children and our mothers,

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2 because every mother counts.

3 (Applause.)

4 THE MODERATOR: Thank you.

5 Next speaker is Cyril Otrigosa-Liaz.

6 MR. OTRIGOSA-LIAZ: Hello, my name is  
7 Cyril Ortigosa-Liaz. My affiliation is proud  
8 Short Beach Resident.

9 So I live in Branford and nothing in  
10 this EA mentions Branford. I'm surrounded by  
11 forest, wildlife, eagles, ospreys, pileated  
12 woodpeckers, which is the rarest bird of  
13 Connecticut; it's not mentioned in the EA.  
14 The access to my neighborhood is via Route  
15 142, one of the routes to the proposed airport  
16 terminal, but nothing in the EA mentions that  
17 either.

18 My community holds multiple  
19 festivals, such as the Short Beach Day Parade,  
20 a 70-plus year old tradition, which closes  
21 Route 142 for hours, and no effect on any  
22 festivities in Branford or East Haven, is  
23 considered in that EA, either.

24 You mention no farmland, like if  
25 personal vegetable gardens don't matter.



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2 Well, nothing is mentioned about airplane  
3 pollution on crops.

4 You're suggesting that this local mom  
5 and pop municipal aerodrome can handle  
6 one-third the volume of Bradley International  
7 Airport, but you are ignoring or sugarcoating  
8 the real impact impact on tens of thousands of  
9 people living underneath the airplanes taking  
10 off who cannot sleep as your planes take off  
11 at 6:00 in the morning and then way past then,  
12 sometimes closer to 11:00.

13 I don't know one community where an  
14 airport was actually beneficial. There is not  
15 one in America. Airports destroy their direct  
16 communities; that's a fact. I'm asking the  
17 FAA move to an EIS to address all the EA  
18 omissions concerns and include all the  
19 surrounding towns that are potentially highly  
20 impacted by this expansion.

21 Thank you, and I give the rest of my  
22 time to the people.

23 THE MODERATOR: If you have a written  
24 comment of your statement, that would be  
25 helpful.

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2 Next is Bill Brooks.

3 Dr. Beth Weinberger.

4 DR. WEINBERGER: Yes, Dr. Beth  
5 Weinberger, W-E-I-N-B-E-R-G-E-R. I live in  
6 Branford and I -- research and policy for the  
7 Environmental Health Project.

8 The EA, with regard to environmental  
9 justice, rests on the questionable play of the  
10 EJ population surrounding Tweed, are not under  
11 the burden by the expansion of the airport.  
12 An examination of Tweed's own assessment shows  
13 this to be false. For this reason I call for  
14 an Environmental Impact Statement.

15 EJ communities will be heavily  
16 impacted, as they are some of the closest  
17 communities to the airport. As shown in the  
18 report, the airport is, in fact, nearly  
19 surrounded by EJ communities and they already  
20 carry a greater health risk.

21 The CDC is in environmental justice  
22 and the next tool shows a moderate to high  
23 environmental impact in the study area. The  
24 EPA's study area is worse off along many  
25 dimensions, an especially for diesel

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2 particulate matter and in the air toxins  
3 respiratory hazard deaths.

4 The report surprisingly provided  
5 nothing for cancer risks. That one in  
6 question. I would also like to hold the State  
7 of Connecticut up to its EJ. East Haven is  
8 listed as among the most distressed  
9 communities by the state. The immediate  
10 communities fall below the state as a whole on  
11 nine out of twelve indexes.

12 On the topic of air, the EA provided  
13 a great deal of information, some more  
14 relevant than others, and there are important  
15 issues to address and questions to answer.  
16 The mixture of air toxins released by flights,  
17 traffic, cause a range of health risks,  
18 particularly for those with the highest  
19 exposures and most vulnerable, including  
20 infants, children, pregnant woman and elderly  
21 people, and those with existing health  
22 conditions.

23 Interestingly, these may also be the  
24 ones with the highest exposure, because they  
25 are most likely to be in their homes than

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2 spending time outside. This needs more

3 attention.

4 The air assessment relies on maps,  
5 which is a set of regulatory standards created  
6 for a regional, not hyper-local areas, and  
7 which does not cover the health risk and  
8 impacts from a large number of emissions  
9 expected.

10 The maps relies on averaging times,  
11 in 8-hour, 24-hour and annual timeframes, but  
12 flights are not distributed evenly over even  
13 24 hours, nor are their emissions.

14 Residents are exposed to them for  
15 more compressed periods of time and more  
16 intensive concentrations. Many of the  
17 dangerous effects, for instance, respiratory  
18 and cardiac are triggered by short-term spikes  
19 and exposures. In regional max analyses, the  
20 spikes get washed up at the -- the same does  
21 not happen in human actions.

22 Many of us are concerned with an  
23 airport created many decades ago that is very  
24 similarly in what would be an increasingly  
25 vulnerable community with increase in health

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2           conditions. The FAA needs to take another  
3           look.

4           THE MODERATOR: Thank you, we'll have  
5           time for one more speaker, Robert --

6           AUDIENCE MEMBER: Good afternoon, may  
7           I speak?

8           THE MODERATOR: I just called Robert  
9           -- he's the next speaker. I understand, but  
10          we're doing them in the order that people  
11          signed up.

12          MALE VOICE: She can take my place.

13          THE MODERATOR: Can you introduce  
14          yourself?

15          MS. WHITFIELD: Good afternoon, my  
16          name is, Muna Whitfield, M-U-N-A  
17          W-H-I-T-F-I-E-L-D. I registered, so I should  
18          be allowed to speak.

19          I'm thankful to be here. I'm a new  
20          resident, I've been here a couple of years. I  
21          moved here from New York, I think it's quite  
22          lovely and a lot of good people.

23          I'm a small business owner, film  
24          maker, and I love the outdoors. I think --  
25          it's actually ironic that we're here on April

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2 Fool's Day, it's great.

3 So I want to thank everybody for  
4 speaking up because it's necessary because our  
5 life is important. As a community, we should  
6 able to learn to communicate with each other.  
7 That's not really happening. I feel left out  
8 and there are so many other people that feel  
9 left out. The town of East Haven, the mayor,  
10 everybody should communicate with us. We live  
11 here.

12 Transparency and honesty is so  
13 important, and it's lacking, and that's very  
14 harming for us. There are so many great  
15 speeches here today. We're talking about  
16 noise complaints, health, the value of your  
17 property is going down, economic growth for  
18 you guys, but not for us; right?

19 I think it's scary, I think it's very  
20 scary, why are we all here, why do we have to  
21 come to this scenario and to discuss our  
22 livelihoods in three minutes? It's absurd,  
23 it's absurd.

24 I want to say so much. I'm going to  
25 compress it to really short. According to

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2           page 8 of the EA, it states that, no  
3           historical properties will be impacted. I  
4           think that's wrong.

5                     Let's talk about Pangea, have you  
6           ever heard of Pangea? Anybody? Pangea, 300  
7           million years ago, several tectonic plates  
8           collided and East Haven and New Haven were at  
9           the center of this collision. It's amazing,  
10          right? It happened right here. Fast forward  
11          to seven million years later, Pangea continent  
12          was ripped apart by geothermal forces. This  
13          makes this area so freaking special.

14                    You are not doing anything with it.  
15          It's central to the world's most major -- hold  
16          on, geophysical event. -- would have been  
17          attached to Morocco in North Africa. Can you  
18          think about this for a second? Look it up  
19          online. Nobody is talking about this.

20                    It's so important, it's a piece of  
21          history. We can totally understand why the  
22          early settlers fought the Brits to preserve  
23          this beautiful territory and its amazing  
24          shoreline.

25                    Much later, a time immigrants from

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2           the Amalfi Coast moved here, and so on and so  
3           on and so on, and now we are here. Us  
4           together here.

5           THE MODERATOR: Please conclude your  
6           remarks.

7           MS. WHITFIELD: History repeats  
8           itself. You are killing the shoreline.

9           THE MODERATOR: Please end your  
10          comments.

11          MS. WHITFIELD: This area should be  
12          protected and preserved and cherished.

13          Thank you.

14          THE MODERATOR: We're going to have  
15          --

16          (Audience participation.)

17          THE MODERATOR: I'm sorry, we're were  
18          not able to go past 4:30. I'm so sorry. I  
19          know it's frustrating.

20          (Audience participation.)

21          THE MODERATOR: I need to shut down  
22          the hearing now so we can get out of the  
23          building.

24          I want to thank our hosts. Thank you  
25          for all the speakers, and as a reminder, the



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2           public comment period will be open to May 1,  
3           2023.

4           On behalf of Tweed Airport, we thank  
5           you for your participation. The time is now  
6           4:26, and this meeting is adjourned.

7           Thank you.

8           (Whereupon, the public comment period  
9           ended at 4:26 p.m.)

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2 C E R T I F I C A T I O N

3  
4  
5 STATE OF NEW YORK )

6 SS.

7 COUNTY OF NASSAU )  
8  
9

10 I, DAVID GORDON, a Shorthand (Stenotype)  
11 Reporter and Notary Public within and for the State  
12 of New York, do hereby certify that the foregoing  
13 pages 1 through 130, taken at the time and place  
14 aforesaid, is a true and correct transcription of my  
15 shorthand notes.

16 IN WITNESS WHEREOF, I have hereunto set my  
17 name this 1st day of April, 2023.  
18

19 

20 -----  
21 DAVID GORDON  
22  
23  
24  
25



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