

Appendix I Agency Coordination



Meeting minutes

Mead & Hunt, Inc.

Project name: General Mitchell International Airport – Runway Safety Area Project
Meeting purpose: Environmental Coordination Meeting for Runway Safety Area Improvements and overview of other planned airport projects

Date: February 25, 2008 12:30pm

Name

Jim Zsebe
Greg Failey
Mike Thompson
Jerry Medinger
Laura Morland, Greg Stern

Affiliation

General Mitchell International Airport
General Mitchell International Airport
Wisconsin DNR
Wisconsin DNR – Southeast Region
Mead & Hunt, Inc.

The attached report represents this writer's interpretation of items discussed during the meeting. Any corrections or additional information should be brought to our attention for clarification.

Items discussed were as follows:

1. Project Overview

- After introductions, Greg Failey gave an overview of the airport's planned improvements. Greg mentioned that the Runway Safety Area (RSA) Project was the first big project planned for the near term. The RSA project is anticipated to span several years – currently estimated that construction will start in 2009 with the last phase of the project anticipated to be complete by 2013. Greg Failey also briefly discussed other projects identified in the airport's master plan build out – such as the new parallel runway to 7R-25L.
- Jim Zsebe was introduced as the project manager for the Runway Safety Area Project. Jim stated that the intent of the meeting was to get the environmental coordination started early on for the project and to make sure that we did not miss anything.
- Laura Morland gave a short presentation describing the runway safety area requirements and the alternatives that had been investigated to provide compliance. Some of the alternatives consisted of relocated roadways, shifts in runway alignment, reduced runway length and the use of declared distances. Laura then focused on the preferred alternatives for Runways 7R-25L and 1L-19R that were illustrated on handout exhibits.
- Laura gave a brief overview of the initial agency scoping meeting that was held for the project in March of 2007.
- Mike Thompson was introduced as the WisDNR-WisDOT liaison for the RSA project. Mike explained that he was trained by Donald Berghammer and has been told to follow the same steps for this project as he would a highway project. Mike explained that as part of their training, they need to provide a scoping letter – this was the letter that he had provided earlier in the month, dated February 12th, 2008.
- The focus then shifted to Mike Thompson's February 12th scoping letter, and each environmental area was discussed individually in the order presented in the letter.

2. Air Management

- Greg Failey and Laura Morland explained that the Runway Safety Area Improvement Project is not a capacity project and will not result in increased traffic or emissions.

- Mike Thompson agreed and thought that the RSA project should be considered separately from the Master Plan. In general, Mike considered the RSA project to be a low environmental project and mentioned the possibility of simply doing an environmental review (ER).
- Laura Morland explained the surrounding public's concerns with any airport improvement and said that a full Environmental Assessment (EA) document is being completed will be available for public review.
- Mike Thompson and Jerry Medinger concurred that the project met General Conformity. Note: The FAA has issued a list of Presumed to Conform Actions; which includes Runway Safety Area projects unless a road relocation is required. Greg Failey asked how the relocation of 6th St might affect the WDNR's General Conformity determination. Both Jerry Medinger and Mike Thompson did not think the relocation of 6th St. was a concern as the new road location will not yield an increase in the capacity.
- Laura Morland explained that some earlier coordination had been done with Mike Friedlander, the DNR Air Bureau contact for indirect source permitting in Madison. Mike Friedlander had indicated the need for construction emissions in order to get a feel for the scope and magnitude of the projects being proposed for safety compliance. Mike said a cursory evaluation of construction emissions should be included in the EA,
- Greg Failey explained that the additional gates added to the Concourse C project had led to the question of the airport's overall plan and what the airport would be giving back. Greg explained the airport's use of alternative fuel vehicles, and a CNG Station (off-site). Greg mentioned that the airport recognizes the need for a more comprehensive overall plan.
- Jerry Medinger stated that using offsets is a way to reach conformity. The RSA project conforms because the overall emissions will remain unchanged after the projects are complete. However, Jerry explained that there is an interest (from the Feds on down) in reducing the temporary construction emissions while the project is being built. Jerry explained that this is not a requirement but was a good thing to do and stated that the EPA has a nice website and DVD with more information. Jerry cited a recent Roundy's grocery development (not a WisDOT/WDNR Cooperative Agreement project) where the bid documents included requirements for the use of ultra-low sulfur diesel and idle restriction limits.
- Greg Failey also recognized this as a good thing to do for public relations and asked if Roundy's had entered into a Memorandum of Understanding (MOU) with the DNR for their project. Jerry Medinger explained that the cited construction requirements were simply an agreed condition in the construction permit.
- Jerry Medinger also mentioned a recent dorm construction project where they were able to identify the needed construction equipment ahead of time and make sure it that it was either newer equipment that could meet the Tier 3 off-road limit or that the older equipment would be retrofitted with diesel catalysts. Jerry further stated that there is no problem with the availability of Ultra-Low Sulfur Diesel.
- Greg Failey and Laura Morland asked about the current attainment status for GMIA. Jerry Medinger explained that the airport is located in the southeast Wisconsin non-attainment area for ozone. Jerry stated that there is a new standard for particulate matter (PM) with no determination yet on the status of attainment. Jerry thought there was a possibility that the southeast part of Milwaukee might become a non-attainment area for PM.

3. Remediation and Redevelopment – Waste and Material Management

- Greg Failey explained that the airport has worked with Jim Schimdt on past projects and has been successful about moving and keeping material within the confines of the airport property.
- Greg explained the presence of foundry fill in many areas of the airport land and explained that the west side parking lots by the 6th St. relocation were at one time old auto salvage yards that had been filled in.
- Mike Thompson explained that for the Environmental Document we would just need to mention the presence of this material (describe what is there) and what procedures would be taken if it were encountered. Mike stated that he has seen these kinds of measure implemented 2 ways in the design and engineering process:
 1. By simply providing some kind of contingency for dealing with the material without knowing its full extent.
 2. Going through a Phase 1, Phase 2 or even Phase 3 environmental screening to most accurately determine the extent of the material's presence and to reflect the

knowledge gained from these investigations into the bid documents to most accurately reflect the quantity and extent of the material.

- The general consensus among the group was that there is a great deal of existing information related to the foundry fill locations and additional soil borings would likely be taken further in the design development, but that no additional testing was needed to complete the EA.

4. Land

- Laura Morland explained that the proposed project would not impact Cudahy Woods. Mike Thompson stated that if things change and there is an impact that there is a process for this.
- Laura Morland mentioned that we have done a Phase 1 Archaeology Study for areas of ground disturbance and conducted a screening for Historical Structures with nothing identified in the project areas – so these resources will not be impacted.
- There was some discussion on the existing bike routes identified by the DNR. Mike Thompson explained that we would need to address whether these routes will or will not be altered as part of the project. Jim Zsebe asked who had designated 6th St. as a bike route. Mike Thompson stated that we should check with Dave Chebowski at the City of Milwaukee for more information on the bike route status – may just be identified for the future.

5. Endangered Resources

- The Butler's Garter Snake (state threatened) and the Blue Stem GoldenRod (state endangered) were two species identified in Mike Thompson's letter.
- Mike stated that the Butler's Garter Snake habitat is not included within the project limits identified on the handout exhibits. Mike explained that the open canopy uplands south of College Avenue are possible locations for the snake. Mike Thompson also explained that the Bluestem GoldenRod is located in Cudahy Woods and should not be a concern within the proposed project limits that are primarily mowed airport grounds.
- Mike Thompson stated that we should mention that these species are in the vicinity but not within our project limits for the EA.

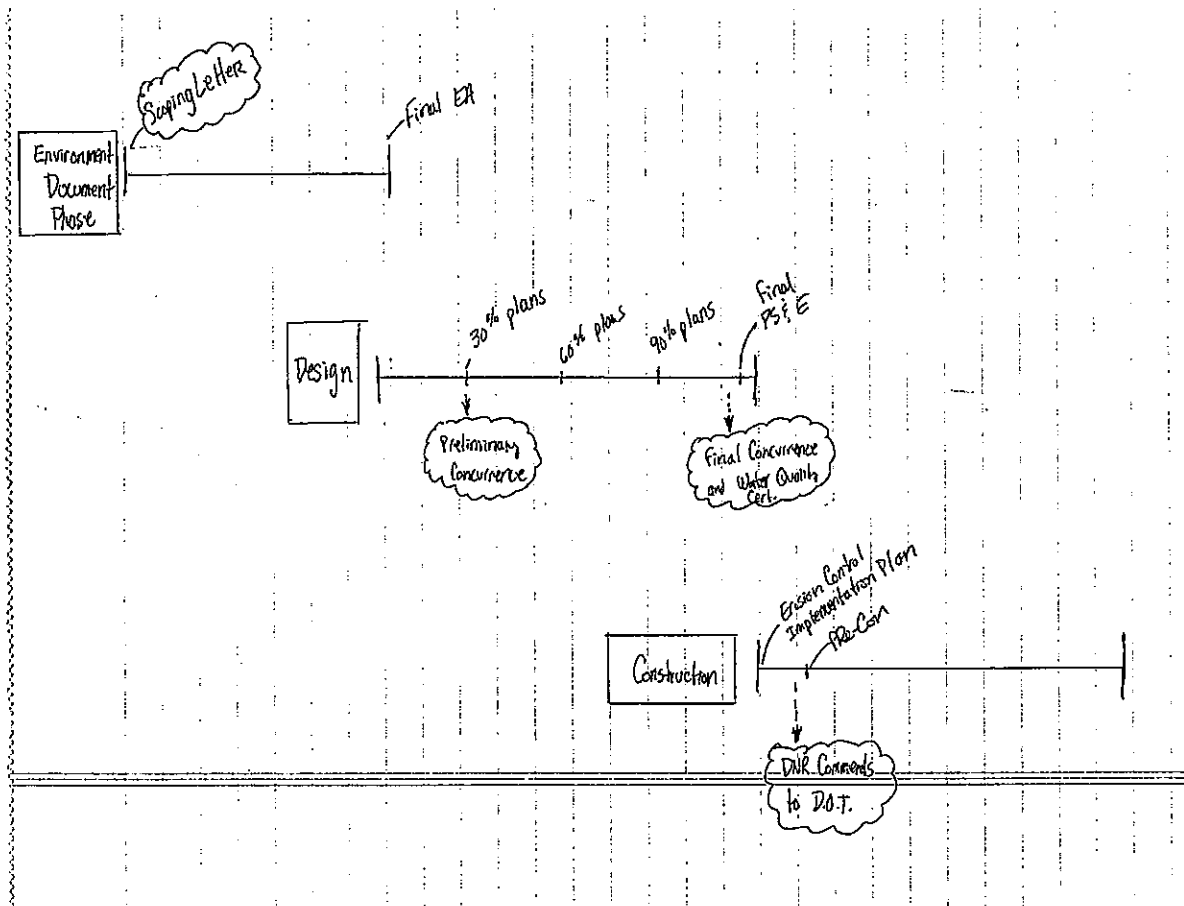
6. Water

- Laura Morland explained that our wetland scientist conducted a field site visit and identified some drainage wetlands in the area west of 6th St. Laura explained that for the EA, we will include a description of the wetlands found during this visit with the estimated acreage of impact to these drainage wetlands. Laura said this impact is unavoidable with any 6th St. relocation.
- Mike Thompson stated that we will need to:
 - Describe the locations
 - Need to list the drainage crossings and whether they are navigable
 - Be conscious of the FAA Advisory Circular regarding wildlife attractants – can have no on-site wetland mitigation.
 - State that these locations are ditches/swales and will remain so.
 - When we get into design, need to talk about methods to avoid and minimize and may need to investigate ways to improve the function of the wetlands as part of the project.
- For Stormwater Management, we will need to have dry detention – needs to drain within 24 or 48 hours to comply with the FAA's Advisory Circular on Wildlife Attractants.
- Greg Failey explained the each end of Runway 7R-25L drainages to a different watershed. At one end of the runway we are adding pavement and the other end we are removing payment – with no overall increase in paved area for the project. However, the project will likely need to consider the net increase to the receiving water body.
- Greg Failey mentioned that the airport has an industrial stormwater permit for aircraft de-icing (WPDES permit). Greg mentioned the airport has worked with Ted Bosch at the WDNR for this permit in the past.

7. Schedule and Site Visit

- Laura explained that the airport will provide a draft EA to the WisDNR.

- Mike Thompson developed a timeline for environmental review and coordination from early scoping through construction that is loosely illustrated as follows:



- The WDNR coordination process to date consists of the scoping letter and the meeting with DNR staff to provide opportunity to comment on the project. The next steps consist of:
 - The DNR will receive a copy of the draft EA
 - Preferred Alternative – May '08
 - There will be a 30% plan review letter. Mike Thompson stated that this will look a lot like the Scoping letter.
 - There will be a preliminary concurrence give for the project sometime usually between the 30% and 60% plan set submittals.
 - There will be final concurrence given around the time of final Plans, Specs and Estimates (PS&E).
- The group then took a brief tour of the airport and the proposed safety area improvement site locations.

Respectfully submitted,

Gregory A Stern, P.E.
MEAD & HUNT, Inc.
cc: Attendees

General Mitchell International Airport Runway Safety Area Improvements

Meeting Minutes – Tuesday, March 27th 2007 – 9:00 a.m. Agency Scoping Meeting

Attendants:

Jesse Carriger, Federal Aviation Administration - Minneapolis Airports District Office (ADO)
Sandy DePottey, Federal Aviation Administration – Minneapolis ADO
Glenn Orcutt, Federal Aviation Administration – Minneapolis ADO
Rebecca Gruber, US Army Corps of Engineers
Debra Jensen, Milwaukee Metropolitan Sewerage District
Leakhena Au, US Fish and Wildlife Service
Kathy Kowal, US Environmental Protection Agency (via phone)
(Sherry Kamke will be the likely EPA representative for this project)
Barry Bateman, GMIA Director
Jim Zsebe, GMIA Project Manager
Kim Berry, GMIA Noise Program Manager
Pat Rowe, GMIA Public Relations
Kathy David, GMIA Operations
Greg Hetzel, GMIA Operations
Greg Failey, GMIA Environmental
Ed Baisch, GMIA Engineering
Laura Morland, Mead & Hunt Project Manager
Greg Stern, Mead & Hunt

The attached report represents this writer's interpretation of items discussed during the meeting. Any corrections or additional information should be brought to our attention for clarification.

Items discussed were as follows:

- Meeting started with a round of introductions.
- Kathy Kowal, US EPA, was on speaker phone - mentioned that Sherry Kamke will be the EPA's representative for the project.
- Laura Morland began presentation with an explanation of runway safety areas and an overview of the three non-compliant runways that have been identified by the FAA.

Runway 1-19:

- Laura then began to discuss more detailed corrective alternatives for each runway, starting with the primary Runway 1L-19R.
- During the presentation of Runway 1L-19R alternatives, some items of consideration were discussed:
- Barry Bateman asked that we look at the approach light system (ALS) changes that would be required for the shift in Rwy 1L to the south. If the pavement is extended south with no change in the threshold location, some approach lights may need to be in pavement. He asked that we also check to see if additional land would be required for a shift in order to keep the ALS within airport property. The ALS for Rwy 1L is a Cat 2 system and extends 2,400' from the end of the runway.

- Pat Rowe noticed that the RPZ on Figure 8 is off and needs to be shifted to start 200' off the runway end. This shift may indicate a need for additional property or aviation easements. M&H to incorporate this change and evaluate the potential impacts.
- Glenn Orcutt mentioned that the RPZ shift on Rwy 1L might possibly have an impact on Cudahy Woods. It will be necessary to do an obstruction survey to determine the height restrictions over this area for each runway shift alternative. Glenn thought the most likely potential for impacts would come from the TERPS surfaces rather than the Part 77 surfaces.
- Rebecca Gruber asked that Mead & Hunt contact the Southeastern Wisconsin Regional Planning Commission to determine if Cudahy Woods is listed as a natural wildlife area. Investigate possible bird impacts, etc.
- Looking at the north end of the runway, Barry Bateman explained the airport's desire to keep the "Z" apron pavement useable for the 19R end of the runway. Figures 7 and 8 from the presentation showed pavement being removed that would greatly reduce the functionality of the "Z" apron pavement.
- Jesse Carriger mentioned that the FAA has an issue with In-Line Taxiways preceding runways. Jesse explained that when a taxiway precedes a runway, there is potential for pilot confusion and incursions – not always knowing if they are completely out of the alignment of other landing or departing aircraft. This is especially true during low visibility conditions.
- Barry Bateman asked what change in condition there would be from how they are currently operating with the alternatives presented.
- Sandy DePottey stated that leaving the pavement in place on the Figure 7 and 8 alternatives would not present a change from how the airport currently operates.
- Jim Zsebe asked about the current status of the FAA's "taxiway preceding runway" policy
- Jesse Carriger mentioned that the policy was still in place; however, there are situations where the pavement can be marked and lighted as runway using declared distances. MH will revise these alternatives to reflect implementing declared distances instead of pavement removal.
- Greg Hetzel also mentioned the location of the ILS hold line on Taxiway E (within this area) and how it plays a factor in the overall layout and operation of aircraft in the area.

Runway 7-25:

- Topic then shifted to Runway 7-25. Laura Morland gave an overview of these alternatives.
- Glenn Orcutt asked what comments the City of Milwaukee had about closing 6th St as it's a City Street (Figure 11).
- Debra Jensen also asked who we were working with at the City.
- Laura Morland and Jim Zsebe gave a quick overview of the February 13th meeting with the City. They said the Airport met with Mike Loughran and Clark Wantoch and that the Airport would also be meeting with Department of City Development based on discussions from that meeting. The City is planning on reconstructing 6th St., the Amtrak Station has taken off, and some large trucking operations located on this street. An analysis of the traffic will be completed to better determine the use of the road.
- Barry Bateman mentioned that the current Airport Layout plan includes an extension of Runway 7R west and includes the closing of 6th St - so why not close it now?
- Rebecca Gruber and Glenn Orcutt stated that the ultimate extension of Runway 7R should be brought into the EA as a cumulative impact.
- Ed Baisch commented that a secondary benefit of shifting Rwy 7R-25L is to improve the way air traffic taxi onto 25L and that it may be beneficial to include this as a consideration in the EA.
- Glenn Orcutt mentioned that Options 5A and 5B for Rwy 7R-25L show the Runway Protection Zone (RPZ) beyond the current Airport property and the need to also address property or easement acquisition for those alternatives in the EA.
- Jim Zsebe asked if land under the RPZ. needs to be owned in fee simple.

- Barry Bateman and Glenn Orcutt explained that the preference is to own this land. The next best option is to control it with easements. Glenn explained that there is another option of trying to gain control over the land through height limitation ordinances.
- Off the end of Rwy 7R there are possible Part 77 (approach surface) issues with junkyard material piles, powerlines and railroad tracks. These may need to be lowered or otherwise impacted with the proposed shift.
- Glenn Orcutt asked about what kind of responses had been received from users about a shortened runway length.
- Laura Morland and Jim Zsebe explained that we had received several responses from both the airlines and the military about why a shortened runway would not be acceptable for their operations. A shortened runway presents additional maintenance costs for the aircraft, restricts military operations, and restricts the allowable loads on certain flights. Several users of the airport had written responses to this effect.
- Glenn Orcutt mentioned that the required runway lengths should be stated in the EA to strengthen the purpose and need.

Comments or Questions from Agencies:

- Debra Jensen expressed the need for compliance with storm water management. She emphasized the need to account for water quality. Mentioned that Chapter 13 will go into effect for any additional impervious area over ½ acre (make sure this is included in the EA). She talked about NR 216 and Chapter 30 permits. Mentioned MMSD 2020 Facilities Plan and SEWRPC's long range plan, the 2035 Update. Mike Hahn is the contact.
- Debra Jensen asked if they would have an opportunity to comment on the Environmental Assessment (EA). Laura Morland responded that a Preliminary EA would be sent out to all agency representatives and there would be opportunity to incorporate their comments.
- Glenn Orcutt asked about how costs for the alternatives will be considered. Glenn also asked about how the alternatives will be narrowed down and carried forward.
- Laura Morland explained that a feasibility study had been completed prior to starting the environmental process. The feasibility study had looked at a larger number of alternatives. The feasibility study has also included preliminary cost estimates for each alternative. The alternatives presented at today's meeting were those that had been narrowed down and considered as the most likely. The environmental document would again consider the wider spectrum of options and accept or dismiss each within the alternatives analysis.
- Glenn Orcutt asked if we had identified any areas of potential effect (A.P.E.).
- Laura Morland explained that we had identified these areas.
- Glenn Orcutt asked that we consider the A.P.E. and the indirect impacts as well. For example: If we relocate a road we may not necessarily need to move a house (direct impact), but the road may become closer to the house and cause noise (indirect impact).
- Kathy Kowal asked if the EA would present a preferred alternative.
- Leakhena Au, mentioned that she did not see a lot to comment on at this point.
- Rebecca Gruber also did not have any comments at this time but would like to wait and see what comes out of the Preliminary EA.
- Both Leakhena and Rebecca asked that we make sure the WisDNR are contacted about the project and that they receive the minutes from the meeting.

Note: The WDNR was contacted after the meeting and they confirmed receiving the agency scoping meeting invite and were unable to attend. Subsequent coordination occurred with the WDNR during the development of the Draft EA.