



MEETING MEMORANDUM

Date: January 25, 2004
Meeting Date: January 20, 2004
Written By: Jason Whitten
Project: OSU Airport Environmental Assessment
Project No.: 0241-5795-00

Location of Meeting: OSU Airport Administration Building

Purpose of Meeting: Project Update & Noise Study

Attended By: Ernest Gubry, FAA	Ron Goorey, Worthington
Doug Hammon, OSU	Chris Mulholand, OSU
Wes Butch, DLZ	Bill Habig, MORPC
Xaviera Jessurun, Wyle Labs	Laura Shinn, OSU
David Zoll, Worthington Attorney	Gina Langen, OSU
Dennis Hughes, Worthington	Melissa Krygrer, OSU
Jason Whitten, DLZ	Stuart Brace, OSU
Adrian Stroupe, DLZ	Robert Myers, Perry Township
Dale Gelter, OSU	Kathy Hopwood, OSU
David Hall, Columbus	Wendy Patton, OSU
Katie Lombardi, SNP	David Elder, Worthington
Michael St. Clair, OSU	

Discussion: Note: Action items are in bold.

Introduction and Purpose of Meeting

Doug Hammon introduced himself and welcomed everyone to the meeting. He then introduced Wes Butch from DLZ, whom then gave a brief overview of the agenda and status of the project.

Project Description

Hammon gave a brief overview of the project (what will be included in the Environmental Assessment (EA)), what work has been completed over the past year, and the current status of the project.

David Zoll had questions about what is on the Airport Layout Plan (ALP) and what is covered in the EA and asked if the “corporate jet center” would be included in the EA. Hammon stated there is no “corporate jet center” but the corporate hangars that are proposed as part of the airport Master Plan (MP) are a separate project and are not being included in the EA. Hammon also stated that the FAA would be reviewing the EA and the airport MP concurrently. Zoll then stated he thinks it is a mistake not to include all the projects in the airport master plan in the EA, as jets would be using the north runway. Butch explained that the projects are independent of

each other and the corporate hangars could be constructed without the runway extension and jets would use the new runway without the corporate hangars.

NEPA Process/Update Schedule

Butch gave a description of the National Environmental Policy Act (NEPA) and how it applies to the OSU airport project. He also provided an updated schedule for the project.

Zoll asked if the Purpose and Need was based on the 2002 MP and whether or not the MP had yet been approved. Butch stated the MP had not yet been approved and the MP had the most current information regarding the airport available. Zoll then stated the EA is depending on an unapproved MP. Butch stated no, the information only is being used for the MP.

Zoll then asked if the alternatives are laid out in the MP. Butch stated, yes the alternatives were included in the MP, and additional alternatives would be examined in the EA. Zoll asked if we are giving them the alternatives and environmental analysis. Butch stated the information regarding these subjects would be available in the EA during the public comment period.

Dennis Hughes asked what methodology would be used for the circulation of the EA and public notice. Butch added DLZ would like to hear any input regarding public notice and that NEPA requires a thirty-day notice for the public hearing. Hammon then outlined the steps that were taken to notify the public of today's public information meeting: 1) letters to three cities 2) letters to home associations/neighborhood groups to be distribute to residences 3) personal conversation with newspaper 4) university press release to media outlets. Hughes then stated a thirty-day notice was not given for tonight's public information meeting. Butch stated a thirty-day notice for a public information meeting was too far in advance and people tend to forget about the meeting. He also stated there is no legal requirement to provide a thirty-day notice for public information meetings. Zoll recommended a legal notice be taken out in the local newspapers. He also stated enough was not being done to inform the public and was worried others have not been notified. Hammon stated everybody was notified and letters were even sent to individual people.

Impact Analysis

Butch described the issues studied, the results of the investigation and the documentation of the impacts. He then asked if anyone had specific questions regarding the environmental analysis.

Hughes asked if DLZ identified or can show the limits of the study area. Butch stated the limits vary for each issue, and no specific map outlines the study area. He noted that relevant study areas are described in the EA. He also stated that overall the investigation revealed little or no impacts. Hughes also asked if there is a potential bird hazard at the airport and cited the geese observed around the airport. Hammon stated that the USDA is concerned about smaller birds and that the USDA set up a mitigation plan to control wildlife on and near the airport.

Zoll asked if DLZ would go back and reanalyze environmental issues if there are noise impacts discovered. Butch stated yes, as it is required by NEPA. Zoll then stated in regards to socioeconomic impacts OSU/DLZ was not looking at impacts of the "corporate jet center". Butch noted, as stated before, that the corporate hangars would be analyzed as part of the EA.

Zoll then asked if OSU/DLZ was aware of the fuel island at the Post Office and the consequences of impacting this site if there is contamination, and if there are any underground tanks at the site. **Butch stated DLZ will look into the site and determine if there are any underground tanks or contamination.**

Hughes asked if the ILS would be included in the EA. Hammon stated it would be included and Ernest Gubry concurred.

Zoll asked is any/what kind of lab work takes place in the building proposed to be removed and would removal cause any contamination. Kathy Hopwood stated the lab houses animals and that they would need to be relocated and building removal should not be a problem. Wendy Patton then stated OSU has looked at the buildings and that they are made of cement blocks and the only concern would be pipes wrapped with asbestos.

Hughes asked if the stream would be relocated and if the RSA would be paved. Butch stated it has not yet been determined what will happen to the drain. He also stated that it is our preference to culvert it, but OEPA may prefer rerouting. Engineering will determine if rerouting is possible, and the RSA will not be paved, but it will be graded. Butch then asked again if anyone had questions regarding the impact analysis. No additional questions were asked.

Noise Analysis

Butch introduced Xaviera Jessurun from Wyle Labs. Hughes asked if we are doing a Part 150 noise study. Jessurun stated “no” and described the noise study process. She stated the surrounding communities would be allowed to choose five sites for noise monitoring locations and she needed the locations by January 31.

Zoll stated Worthington had selected eight sites for noise monitors. He also stated his concern over the ten-day monitoring period and that the noise study needs to get easterly and northeasterly flows and if we would be looking at the alternatives. Jessurun stated the ten days of monitoring are not necessarily ten continuous days - it would be ten day of good quality data and all flows/directions would be collected, and we will be looking at the alternatives.

Zoll then stated he was also concerned about data sources, questioned the validity of data and that we should document everything and asked if we were getting any input from Port Columbus. Hammon provided the sources from which the data would be collected: OSU tower counts, electronic counts through the flight tracking program, and Port Columbus. He stated we are getting information from as many places as possible.

Zoll asked if we are showing 55 DNL. Jessurun said we are not but we could possibly include it if desired. Butch also stated we could show the 55 DNL, assuming it was relevant.

Hughes had a question regarding how flight paths are looked at. Jessurun stated they look at all flights within a track and distribute traffic over the whole flight corridor. Hughes and Zoll then asked if they are going to use existing and future operations to examine impacts. Jessurun stated yes to each question.

Hughes asked what will the forecast (of operations) be based on. Hammon explained that OSU's and FAA's previous forecasts were different and they are currently working on an acceptable forecast.

Zoll then asked about historic sites in the noise study. Butch explained if historical sites are "impacted" based on FAA definitions, they will be studied and that SHPO is concerned about the 65 DNL - anything inside of that would be an impact.

Public Involvement Opportunities

Butch stated there will be two or three more advisory committee meetings, and Hammon stated he will be making information available before the meetings via OSU's website.

Coordination with FAA – Forecast of Operations/ALP

Hammon stated he is working with the FAA to finalize operations and the ALP.

Comments and Questions

Butch then asked if there are any additional comments or questions. No questions or comments were raised.

Miscellaneous

Butch explained there was an additional handout regarding Part 150 noise study if anyone had any questions about it.

Zoll stated that the main concern is that the EA is done in a fair way so Worthington, OSU and others can make an informed decision.

The foregoing constitutes our understanding of matters discussed and conclusions reached. Please review these items and advise the undersigned, in writing and within five (5) business days, of any errors or omissions.

DLZ MICHIGAN, INC.

cc:

Wes Butch
Project Manager

jtw

M:\PROJ\0241\5795\00\Coordination\MEETING MEMO1-20-04.doc