

# **T.F. Green Airport Master Plan and Environmental Impact Assessment**

## **Study Resource Committee**

### **Meeting Summary April 5, 2001**

#### **Introductions**

Michael Cheston, Executive Director of the T.F. Green Airport, opened the inaugural meeting of the Study Resource Committee for the Airport Master Plan and Environmental Impact Statement (EIS) process. He welcomed the engagement of those named to the committee and he described the airport's desire to work with the representatives of the various constituencies affected by decisions about the airport during the long-term planning process. Finally, he directed attention to the informational displays outside of the meeting room, especially those covering land acquisition and recent noise abatement improvements.

E. Colby Cameron, Chair of the R.I. Airport Corporation Board of Directors, also welcomed the committee members. Mr. Cameron spoke about the Board's commitment to the Master Planning process as a way of achieving a stable vision for the next twenty years for T.F. Green Airport. He reminded the committee members and the public that four of the seven RIAC board members are Warwick residents, who know first hand the many interrelationships between Warwick, Cranston, and the airport. He expressed his appreciation for the time and effort committee members will contribute, and promised to work collaboratively with the committee as it discussed the airport's future.

Michael Cheston introduced Suzanne Orenstein, the facilitator for the process. Ms. Orenstein described her facilitation approach, which is not to eliminate conflicts that will arise, but to assist committee members to confront and resolve the conflicts constructively. She further posed as an ideal a model for collaborative planning that assumes that all of the affected members of a community can come together to determine what the infrastructure needs are for the community, and how to distribute the benefits and burdens of that infrastructure in a fair way.

Next, the SRC members introduced themselves, noting the Master Planning topic(s) of most concern to the organizations they represent. The list of topics included the following:

<b>SRC Member Priority Topics</b>	
<b>Affiliation</b>	<b>Topic</b>
Cranston Citizen	Quality of life
Cranston Citizen	Noise
General Assembly Staff	Environmental Issues
Warwick Citizen	Health, noise, balance of expansion and neighborhood needs
Warwick Station Redevelopment Agency	Development in the area between train station and the airport
Warwick Citizen	Impacts on most immediately affected neighborhoods
FAA	Responsible, safe airport development
R.I. Dept. of Transportation	Intermodal transportation and economic impacts on state
Post Rd. Business Assoc.	Growth, community impacts, health effects on surrounding areas
R.I. Economic Policy Council	Passenger & freight capacity in regional context
FAA – Air Traffic Control	Safe, efficient movement of airplanes
Airlines	Balanced growth
Cranston Citizen	Health, safety, neighborhood survival
Warwick Citizen	Quality of life, environment, expansion impacts
Warwick Citizen	Future of Warwick’s children
FedEx	Air cargo development
R.I. Statewide Planning	Conformance of airport plan with statewide plans
Nat’l Business Aircraft Assoc.	Corporate and freight construction plans
Warwick Planning Dept.	Quality of life
Car Rental Companies	Development impacts on car rental business
RIAC Board	Balance between growth and integrity of each neighborhood
Warwick Citizen	Quality of life and appropriate size of airport
Airline Transport Assoc.	Airline operations
Cranston Planning Dept.	All issues of concern

### **Roles, Tasks and Responsibilities of SRC Members**

Ms. Orenstein noted that one of the purposes of this meeting was to organize the committee and to clarify how it will conduct its meetings and discussions. She directed committee members to the draft Procedures document that had been distributed prior to the meeting. (Attachment 1.) She reviewed the procedures with the committee and responded to the following questions and comments.

- If the committee is a non-voting committee, as stated in the draft procedures, how will it make decisions? Michael Cheston responded to this question by stating that he and the RIAC Board will make the final decisions on the Master Plan and EIS, but that they will listen to the committee's ideas and suggestions to the greatest extent possible. The role of the committee does not include decision making, because the decision making for public expenditures and policies needs to stay with those officials who have the legal responsibility for making and implementing the decisions. If the Committee reaches consensus on some items, that will be a powerful voice for those options. If there are conflicting opinions, the differing proposals will be documented and considered, with RIAC choosing how to address them. Ms. Orenstein also pointed out that differences should be thoroughly discussed in SRC meetings to achieve as much consensus as is possible.
- We citizens are concerned that you will not listen to us. Is there a forum or entity that we can communicate with to get a further hearing? Ms. Orenstein responded that, while decision making does not rest with the committee, disputes should be dealt with in the committee to get the full range of views on each issue. It will be made clear as we go along when decisions are being made and what authorities will be responsible for them.
- Does the NEPA process for addressing public concerns apply here? Mark Perryman from Landrum and Brown noted that the EIS process that will be necessary to implement the Master Plan requires public input and responses to public comments. The EIS will follow FAA and other federal guidelines. It will be initiated as part of the Master Planning process, with some portions conducted simultaneously. Public concerns will be addressed in both processes.
- Regarding alternates, should we name an alternate now so that they can be educated along with the committee? Yes. Before the airport tour in May would be ideal. Submit their names to the facilitator for inclusion on the mailing list.
- In order to get information back to our constituencies we could use some help with information dissemination. Many citizens do not have access to e-mail. Could RIAC help, for example, by covering postage for mailings? Wayne Schuster, Director of Planning for RIAC, responded by outlining plans for creating a section of the RIAC web site for the Master Plan/EIS process, which will be available for those who can use it. Meeting summaries can be distributed by mail by the facilitator, press releases will be distributed to newspapers, and information will be provided to the public through the airport newsletter. All SRC members, RIAC staff, and consultants will need to work hard to accurately and succinctly bring information from the planning process to the public.
- Some committee members requested additional time to review the procedures, especially the Guiding Principles referenced in them, before finalizing the committee procedures. Comments can be submitted by e-mail or in writing to the facilitator, Wayne Schuster, and Mark Perryman prior to the next meeting.

## Overview of Master Planning Process

Mark Perryman, Vice President of Landrum & Brown, consultants staffing the Master Plan/EIS process, presented an overview of the planning process. He noted that the Master Plan is needed because the previous Master Plan, developed in 1997, has already been fully implemented due to the introduction of Southwest Airlines to the T.F. Green operations, which created a bubble of growth that was unexpected. The terminal and gates are fully committed to existing operations, and there is no room to accommodate additional requests for use of the airport. Further, an EIS is needed for the refurbishment of runway 16-34 outlined in the previous master plan and for a study of an extension for runway 16-34 to aide in noise abatement as recommended in the recent Part 150 Noise Study for the airport. The EIS's for these plans need to take into account cumulative impacts of other possible development, making a master plan update a good idea.

Mr. Perryman noted that the time horizon for the Master Plan is twenty years. The time horizon for the EIS is shorter, perhaps five to ten years.

Mr. Perryman outlined the process for involving the public in the Master Plan/EIS process, including charettes that were held with various constituency groups prior to the development of the SRC. The charettes uncovered the following common views about the airport for consideration in the Master Plan/EIS process.

- Strengths: Successful outcome of terminal reconstruction
- Weaknesses: Relationship with host community; air service limitations
- Opportunities: Improvement of relationship with host community; improvement in air service
- Constraints: Constraints to increasing air service; constraints to future safety improvements, modernization and development; operational constraints.

The result of the charettes was the development of a set of Guiding Principles and implementing actions that were adopted by the RIAC Board. One of the implementing actions in the Guiding Principles was the establishment of the SRC as part of an open, consultative process. Additional public information efforts will be key to implementing that principle.

After reviewing the membership of the SRC, Mr. Perryman outlined the rough schedule for the Master Plan/EIS and the SRC's involvement, as follows.

<b>Draft Project Schedule</b>	
Introductory meeting of SRC	April, 2001
Tour of Airport	May, 2001
Master Plan Inventory/Forecasts	June, 2001
EIS Delineation of Affected Environment	June, 2001
MP facility Requirements	August 2001
MP Preliminary Concepts	October 2001
EIS Purpose and Need for Projects	October, 2001
EIS Public/Agency Scoping	December, 2001
EIS Alternatives and Evaluation	February 2002
MP Draft Drawings/Financial Plan	April, 2002
<b>SRC/PUBLIC MEETINGS WILL OCCUR APPROXIMATELY EVERY 2-3 MONTHS</b>	

### **Committee Comments and Questions on the Overview of MP/EIS Process**

*Question:* Is there a final EIS after FAA review of the draft?

*Answer:* Yes. After the EIS is final, FAA issues a record of decision authorizing the Master Plan and EIS projects to go forward or not, depending on the environmental impacts identified and the mitigation plan to address them.

*Question:* How does this process affect Warwick as a whole?

*Answer:* We will evaluate who is affected as part of the inventory and baseline studies. Coordination with Warwick planning efforts and integration of ongoing development plans will be important.

*Question:* Will we be kept informed about the regional airport system and how that affects T.G. Green?

*Answer:* Yes. FAA is conducting a regional airport master plan. FAA is a member of the SRC, as well as the agency responsible for the EIS. They will help integrate issues and plans from both planning processes.

*Question:* Where does HUD fit in the process?

*Answer:* As part of the EIS process, we are required to consult with many agencies for scoping of potential issues. We already know about 75 federal, state, and local agencies that need to be included in the consultation. We are open to your suggestions for additional agencies to consult when we get to that point.

*Question:* Why are the results of the charettes with the public not included in our materials?

*Answer:* Those results are in transcript form, and we worried about overloading you with paper. A summary can be developed and made available.

*Question:* Does the Master Plan process presume growth will occur? Is no-growth at all a viable option from RIAC's point of view?

*Answer:* (From RIAC and RIAC Board members) We are going into this process with no preconceptions about growth. We want to see if concerns about it can be addressed. (FAA) Even if you do nothing at the airport, there will be consequences that might be undesirable for safety and efficiency. Development is happening around the airport, and there are pressures from airlines to make greater use of the facility. (Landrum & Brown) What constitutes growth – building facilities, or more flights, or different timing of flights, needs to be clarified. (Facilitator) There are members of the SRC who cannot see a positive future *without* growth and there are other members of the SRC who cannot see a positive future *with* growth. This will be one of the most difficult issues for the committee to address and it will be the subject of many future discussions.

*Question:* Could you do a tour of the neighborhoods, as well as of the airport, at peak traffic and noise times?

*Answer:* We will try to make that happen.

*Suggestions for additional information:* Several requests were made for information to assist the committee to understand the issues they will face. Among the items requested were:

- The results of the survey conducted by the city of Cranston.
- Plans for the development of the Warwick Train Station and the area between the train station and the airport.
- The 1997 Master Plan

These documents will be distributed to SRC members in the near future.

### **Future Meetings**

The facilitator will poll SRC members about their availability for the May tour, the June meeting, and an August meeting. The dates will be set as soon as possible.

SRC members were directed to materials distributed at this meeting that should be reviewed prior to the next meeting, especially the FAA Terminal Area Forecasts, data on enplanements, the airport layout plan, and the results of the charettes. Additional material will be posted on the RIAC web site and distributed in hard copy between the meetings.

### **Observer Comments about the Master Plan/EIS Process**

The SRC procedures call for comments from public observers of the meeting. There were several observer comments at this meeting.

Vicki Venditelli asked if a ten-year plan was an option. She noted that quieter planes might become more available in that time frame. She also asked if quieter planes necessarily contribute more air pollutants to the environment. (Mr. Perryman explained there could be some increase in NO<sub>x</sub> emissions from quieter planes.)

Neal Green asked if the twenty-year plan could be based on quieter, Phase 4 aircraft.

Dan Murphy noted that he was not happy with Mark Perryman's response to the question about tradeoffs between noise and air quality.

Richard Lucas referred committee members to his website as a forum for discussion of airport issues: <http://club.yahoo.com/clubs/tfgreenairport/html>.

Another observer noted that past EIS's did not report fully on airport air quality issues and cancer effects.

**The meeting concluded at 9:00 PM**

## **List of Attendees**

### **SRC MEMBERS and ALTERNATES**

Kip Bergstrom	Robert Martin
Robert Blaikie	Kirk McDonough
Mark Brewer	Mark McKenney
Colby Cameron	Patti Goldstein
Mark Carruolo	Michael Grande
Michael Cheston	Geri Guardino
Duane Clinker	Raleigh Jenkins
Lindsay Commeau	Karen Kalunian
Mike DeLuca	John O'Brien
Jim Doherty	Verna Pezzullo
John Elsoffer	Hope Pilkington
Dave Field	Wayne Schuster
Gerald Flynn	Robert Shawver
Charles Gaffney	Robert Smith
Scott Godfrey	David Spengler
Gail Lattrell	Janet White
Anthony Longo	Sandra Whitehouse

### **PUBLIC OBSERVERS**

Ron & Mary Langlois	Vicki Venditelli
Steve Merolla	Charlene Aylsworth
Allison Grayson	Rep. Joseph Grillo
Mary Reehards	Dan Murphy
Capt. C.A. Brea	Bob Lamoureux
Thonas Ucferaiio	Vince Scarano
Jane Iadevaia	Edward Hrabcsyk
Mr. Mrs. Gerry Hewitt	Shirley Whitney
David A. Mills	Bob Heslin
Dorothy Haydad	Bob & Betty Smith
Joseph Sololxxx	Rick Lucy
Donald Torres	George Forster
Thomas A. O'Connell	Mr. & Mrs. Joseph Colaone
Walter Slocomb	Thomas Labrie
Mary & Cameron Hubbard	Thomas Chadrone



**T.F. GREEN AIRPORT  
MASTER PLAN AND ENVIRONMENTAL IMPACT STATEMENT  
STUDY RESOURCE COMMITTEE**

**Draft Procedures**

**Purpose of the Study Resource Committee**

The Rhode Island Airport Corporation (RIAC) has convened the Study Resource Committee (SRC) to serve as a vehicle for community and constituency involvement in the development of a new twenty-year Master Plan for T.F. Green Airport. The goal of the SRC process is to encourage partnerships and collaboration between RIAC and those affected by the airport in order to develop the best Master Plan possible, given the economic, physical, community, and other needs and constraints that influence the airport.

The SRC will become informed about the information, forecasts, assumptions, alternatives, and options developed for the Master Plan and the corresponding Environmental Impact Statement (EIS). It will review and comment on, raise concerns about, and make suggestions for improvements. The Committee is a non-voting body that will work to meet and reflect the interests of all participating members in the Master Plan document.

**Procedures**

1. The SRC will be mindful of working under the Guiding Principles developed for the Master Plan/EIS process.
2. The SRC will meet bi-monthly, or as needed, depending on the progress through the Master Planning/EIS milestones.
3. A neutral facilitator will chair the meetings. The facilitator works at the direction of the SRC and RIAC. The facilitator will be an advocate for a fair and balanced process, and will not take positions in the Master Plan discussions. The facilitator will keep confidential information provided to her in confidence. She also will:
  - Keep the meetings focussed and the participation in discussions balanced.
  - Work to ensure that the committee procedures are followed, and to assist the committee to amend the procedures if needed,
  - Work with RIAC and the committee to develop a draft agenda for each meeting, and
  - Summarize each meeting in writing to develop a neutral record of important discussions and comments.

4. Committee members have the following responsibilities:
  - To bring the views of their constituencies into the SRC process;
  - To provide information to their constituencies after each meeting;
  - To attend each meeting, or designate a regular alternate who will stay abreast of committee progress and minimize the discontinuity and disruption from multiple individuals in the members seat;
  - To act in a professional and respectful manner, in spite of serious disagreements.
  - To protect the integrity of the SRC process in all statements to the press. For example, members will refrain from making statements about other SRC members' views in the press, but are free to comment on their own views.
  
5. Only invited SRC members will sit at the committee table and participate in the discussions. If the committee agrees, time will be set aside at the end of the committee's agenda for other meeting attendees to speak.