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2 AGENCY SCOPING MEETING

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7 T. F. GREEN AIRPORT

8 IMPROVEMENT PROJECTS EIS

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14 FEBRUARY 8, 2005

15 1:00 P.M.

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17 RADISSON HOTEL

18 2081 POST ROAD

19 WARWICK, RHODE ISLAND

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1 New England Region of the Federal Aviation

2 Administration and I will be the project manager

3 for the Environmental Impact Statement.

4 MR. SEYMOUR: I'm Craig Seymour,

5 Principal of RKG Associates, part of the

6 subconsultant team to be working on the socio and

7 economic impacts.

8 MR. SCHWARTZ: Ken Schwartz from

9 Vanasse Hangen Brustlin. I'll be looking at land

10 use and community impacts.

11 MR. DOUCETTE: Richard Doucette, FAA

12 environmental specialist.

13 MS. POPE: I'm Brenda Pope. I'm the

14 Vice President of Environmental Management

15 Systems for RIAC and I'm the project manager on

16 our side.

17 MS. CULLEN: Laurie Cullen, Executive

18 Vice President for RIAC.

19 MR. SILVA: Carol has already

20 introduced herself. Mike?

21 MR. BUTLER: Michael Butler, Federal

22 Highway Administration in Rhode Island. I'm the

23 coordinator.

24 MS. GARLIAUSKAS: Lucy Garliauskas,

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1 (COMMENCED AT 1:23 P.M.)

2 MS. LURIE: Thanks for joining us,

3 everybody. My name is Carol Lurie. I work for

4 Vanasse Hangen Brustlin -- VHB is much easier for

5 everybody to say. We're a planning and

6 consulting firm based in Providence and we've

7 been hired by the FAA to prepare the Draft EIS

8 for the T. F. Green Airport Improvement Projects.

9 This is the official agency rescoping meeting for

10 the Draft EIS, and what I'd like to do today is

11 introduce to you the FAA project manager, John

12 Silva.

13 MR. SILVA: Good afternoon. Well, one

14 of the things that's changed is we're all about

15 two years older than when we were last meeting on

16 this project. This is a restart of the T. F.

17 Green Airport Environmental Impact Statement and

18 we're going to go over why we restarted this and

19 what some of the new elements are in a minute.

20 The first thing I would like to do is

21 since not everybody is exactly the same as we

22 were a couple years ago is go back through the

23 room and introduce everybody.

24 I'm John Silva with Airports Division,

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1 Federal Highway Division's Administrator for

2 Rhode Island.

3 MR. DeSISTA: Bob DeSista, Army Corps

4 of Engineers.

5 MS. HIGGINS: Betsy Higgins, EPA.

6 MR. FEINSTEIN: Jon Feinstein, VHB.

7 MR. GORDON: Bill Gordon, Federal

8 Transit Administration.

9 MR. GANNON: Mike Gannon, Rhode Island

10 DOT.

11 MR. EARLE: John Earle, City of

12 Warwick.

13 MR. HUSSEINI: Fayssal Hussein, i,

14 Edwards & Kelcey, consultant. My area is traffic

15 consultation.

16 MR. HOLMES: Peter Holmes, US EPA,

17 wetlands.

18 MR. GAGNON: Ron Gagnon with the

19 Department of Environmental Management.

20 MR. MAJKUT: Steve Majkut with DEM Air

21 Resources.

22 MR. RAKOFF: Bryon Rakoff, FAA New

23 England Region, planning and programming working

24 with John and Richard.

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1 MR. DORIAS: Noah Dorias, U.S.
 2 Department of HUD.
 3 MR. JUSTICE: Frank Justice with
 4 Congressman Langevin's office.
 5 MS. BEATTIE: Nancy Beattie with
 6 Congressman Langevin's office.
 7 MR. ROBINSON: Paul Robinson,
 8 Historical Preservation Commission.
 9 MS. STANDLEY: Lisa Standley, VHB.
 10 MR. WILLIAMS: Herve Williams,
 11 Department of Control.
 12 MR. ERNST: David Ernst, KM Chng
 13 Environmental.
 14 MR. GOLDMAN: Al Goldman with KM Chng
 15 Environmental. We're doing air quality.
 16 MS. MOBERG: Sue Moberg, VHB.
 17 MR. CABANA: Tom Cabana, Edwards &
 18 Kelcey, surface transportation.
 19 MR. ASHWORTH: Bill Ashworth working
 20 with VHB.
 21 MR. MIKLAS: Jim Miklas, Edwards &
 22 Kelcey, air side and land side engineering
 23 planning.
 24 MS. TOWNSEND: Sarah Townsend with VHB.

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1 MS. BEAVER: Kendra Beaver on behalf of
 2 RIAC.
 3 MS. NICHOLS: Susan Nichols, VHB.
 4 MR. NEWMAN: Mark Newman.
 5 MR. SLIMINSKI: Paul Sliminski with
 6 Edwards & Kelcey, air side and land side
 7 planning.
 8 MS. LILLER: Susanna Liller with Barton
 9 & Gingold, public outreach.
 10 MR. PETERS: Jim Peters, FAA
 11 MR. MAIR: Peter Mair, Public
 12 Archeology Lab.
 13 MR. FALVEY: Jim Falvey, Edwards &
 14 Kelcey, engineering design.
 15 MR. SILVA: Okay. Is that everybody?
 16 I think we got everybody. Thank you. We are
 17 here to restart the Environmental Impact
 18 Statement for T. F. Green Airport, and the reason
 19 we are restarting the Environmental Impact
 20 Statement is to take into account some new
 21 projects with associated potential environmental
 22 impacts and to build those into the existing
 23 scope of work that we have for the Environmental
 24 Impact Statement that we were all working on a

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1 couple of years ago.
 2 What we -- what has happened in the
 3 last two years has been a change in direction as
 4 far as the projects that were the subject matter
 5 of the Environmental Impact Statement. That
 6 change in direction has primarily to do with the
 7 inclusion of a potential runway extension of
 8 Runway 5-23, the main runway at T. F. Green, and
 9 Carol has some graphics that she will be going
 10 over in a minute.
 11 Because potential extension of Runway
 12 5-23 was not part of the original scope of work
 13 for this Environmental Impact Statement, we made
 14 a decision to reopen the scoping process both at
 15 the agency level, and FAA typically does scoping,
 16 a public component of scoping process as well,
 17 and we are opening that tonight beginning at 5:00
 18 p.m., and I'll get a plug in for that right now
 19 by saying you are all strongly encouraged to
 20 attend this evening's public scoping session. In
 21 fact, a lot of people keep asking FAA to invite
 22 you all, the agencies, to the public scoping
 23 meeting because they want to meet you, they want
 24 to talk with you, they want to influence you or

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1 whatever. So you're all encouraged to come to
 2 the public meeting this evening. It will begin
 3 with a workshop at 5:00 p.m., and then we're
 4 going to start accepting public comments at 5:30
 5 p.m. while we kind of continue the workshop
 6 throughout the evening, and everything should be
 7 over by about 8:00 p.m.
 8 So because the master plan -- and this
 9 is an Environmental Impact Statement for master
 10 plan improvements, because the master plan was
 11 revised towards the end of the process to include
 12 a potential runway extension of 5-23 up to
 13 9,500 feet, we decided to -- as I mentioned, to
 14 reopen this scoping process. I think that's
 15 about as much as I want to say about that now.
 16 We're going to get into the details of the
 17 projects that are in the scope of work.
 18 MS. LURIE: Great. Thanks, John. So
 19 what's going to happen today, what we'd like to
 20 do is give you a brief overview of what the
 21 projects are that are included in the EIS, and
 22 I'm going to have Laurie Cullen from RIAC do
 23 that. We want to give you a brief overview also
 24 of an environmental initiative that is upcoming

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1 at RIAC in the environmental management systems
2 department which I think will really give us some
3 baseline information about what's happening at
4 the airport, and then what we're going to do is
5 step through the scopes that I hope each of you
6 received as part of the briefing package that we
7 sent you ahead of time. Did everybody receive
8 copies of the supplemental scope, the original
9 and then really a straw man that we're going to
10 be talking about? I'll be leading us through a
11 discussion of that, and then we'll go through
12 next steps.

13 MR. SILVA: Carol, do you want to cover
14 this now?

15 MS. LURIE: If you would like to go
16 through that briefly, John, we can go through
17 that before we -- this is really setting the
18 context of where we are in the planning process.

19 MR. SILVA: Okay. Before we start
20 getting into some of the project details, let me
21 go over a little bit of the history. Master plan
22 update for T. F. Green Airport began in 2001, and
23 this airport has had several master plans that
24 preceded this one. Typically, master planning

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1 runs on about a five-to-ten-year cycle for our
2 airports. It's very important at rapidly growing
3 airports, like T. F. Green, to keep the master
4 plan up to date. So we began that in 2001, and
5 FAA has a best management practice, we refer to
6 it as, of trying to build environmental
7 considerations into the master planning process.

8 So about three quarters of the way
9 through the master planning process at the time
10 we developed -- began to develop alternatives to
11 respond to demand at T. F. Green, we started
12 interjecting the EIS process into the master
13 planning process.

14 For those of you that are familiar with
15 the highway methodology, this is -- while FAA
16 doesn't have to follow that same methodology, we
17 found that that has a lot of good aspects and we
18 pretty much subscribe to the highway methodology
19 in the way we interject environmental
20 considerations in the EIS into the planning
21 process.

22 So we began the Environmental Impact
23 Statement in 2002. We got probably 20,
24 25 percent of the way through the process in that

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1 we began to -- we had a pretty good description
2 of the affected environment going, we had two or
3 three public information meetings that were
4 sponsored, and then in 2003 a new RIAC board,
5 Rhode Island Airport Corporation board came in
6 and they asked to revisit -- they asked a
7 consultant team to revisit in their master plan
8 this concept that was presented in the master
9 plan of a long-term planning need for parallel
10 runways of 9,500 feet. Prior to that the old
11 RIAC board, while it recognized this concept, was
12 very set in not dealing with or not subscribing
13 to any runway extension at the airport longer
14 than 7,500 feet, and that's, in fact, how we
15 began the EIS was two runway extensions, the main
16 runway, 5-23, and the cross wind runway, 16-34,
17 to 7,500 feet.

18 During the EIS process we dropped the
19 extension of 16-34 because it was apparent that
20 we could not respond to the need for safety area
21 improvements off the end of those runways and
22 extend the runway at the same time given the
23 limited footprint that we had. So that EIS ended
24 up with a -- the first EIS that precedes where we

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1 are now ended up with a 7,500-foot extension of
2 Runway 5-23 and runway safety area only for
3 Runway 16-34.

4 The new RIAC board revisited that and
5 said well, we recognize that we -- the past board
6 had this -- you know, didn't really subscribe to
7 an extension of 9,500 feet, but it's still a
8 long-term planning concept that's in our master
9 plan and we want the consultant team to kind of
10 answer the question of what might be needed in
11 the intermediate range, what could be reasonably
12 foreseeable around 2010 or 2015 as far as
13 potential runway extension, something that might
14 be up to 9,500 feet.

15 The consultant revisited that and
16 determined that yes, there was enough need to
17 extend the main runway beyond its existing length
18 of 7,166 feet and beyond the 7,500 feet that was
19 originally on there to something up to 9,500
20 feet.

21 So that was something that the -- this
22 latest RIAC board subscribed to, didn't define
23 that runway length and said really, let's get
24 into the Environmental Impact Statement and we'll

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1 let the environmental process kind of complete
2 the planning process and determine what an
3 appropriate length of Runway 5-23 beyond
4 7,500 feet should be respecting both demand,
5 aeronautical demand and environmental concerns.
6 That's where we are right now.

7 And as I already explained, we decided
8 at that point, well, any extension beyond 7,500
9 feet of Runway 5-23 was not in the original scope
10 of work and something that we needed to reopen
11 the scoping process for and that's what brings us
12 here today. Carol?

13 MS. LURIE: Great. Thanks, John.
14 Laurie, if you could please give us an overview
15 of what the improvement projects are and give us
16 an orientation, that would be great.

17 MS. CULLEN: Just to give you a little
18 background, with the Providence master plan it's
19 obviously a 20-year planning horizon. Both
20 myself and Brenda and some other folks at RIAC,
21 we took a look at the projects that are
22 identified as needs in the master plan.

23 Just so people understand, the purpose
24 of a master plan is basically to say what

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1 proposed to that up to 9,500.

2 MS. LURIE: It's also in the green
3 handout. If you want to look at it in detail,
4 the map is there with the list of projects.

5 MS. CULLEN: This illustration and the
6 list of projects is in the supplemental scoping
7 document that you have. The Runway 5-23, the No.
8 1 is at each end indicating that there will be an
9 alternative; the alternatives analysis will
10 evaluate each direction for extensions. The
11 second project is 16-34. There needs to be a
12 reconstruction of that runway for pavement
13 deterioration purposes, and as part of that we
14 need to address the safety area issues on that
15 runway. No. 3, in this general vicinity is a
16 terminal concourse expansion. In the master plan
17 it shows a doubling of the lobby, eight gate
18 extensions to the south concourse and a 12-gate
19 extension perpendicular on the main concourse.
20 So this EIS will evaluate what of those
21 expansions will be necessary in the short-term
22 planning horizon.

23 Integrated cargo facility, in this
24 general vicinity over here; there is two

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1 facilities do you have now, forecast where the
2 airport is going to grow, basically, the types of
3 passengers you're going to be getting, and what
4 facilities you need to meet that requirement. So
5 the master plan is a 20-year window, big picture,
6 full build-out, what do we need at T. F. Green.

7 Well, we went and took a much smaller
8 view in the next ten years, kind of short to mid
9 term, medium term planning horizon, what projects
10 could we accomplish at T. F. Green, and the
11 question wasn't just from an environmental
12 perspective; I took a very close financial look
13 at what RIAC could afford to build and what kind
14 of funding assumptions we could make. So with
15 those two between the environmental process
16 beginning and the financial constraints that RIAC
17 faces, what projects did we think were realistic,
18 and those are the projects that are moving
19 forward in the EIS.

20 There is a list of projects, Carol is
21 holding the board, which is a text version of it
22 and this is a visual illustration of the projects
23 that are in the program. Obviously, this is
24 Runway 5-23 and there's a runway extension

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1 alternative locations for that facility. The
2 relocation of the VOR; it's a navigational aid
3 for the FAA, it's in approximately this location,
4 but with the extension of the runway and the
5 potential change of the airport reference code
6 for that runway, a parallel taxiway may impact
7 the VOR which could trigger its relocation. The
8 FAA at this time is also evaluating
9 decommissioning that mandate. Hangar 1
10 demolition, No. 6, right up here on Airport Road.
11 This facility currently penetrates approach
12 surfaces to the runway.

13 As part of the 16-34 safety area
14 determination we have to evaluate what we can do
15 about taking that hangar down in order to remove
16 the penetration. Consolidated rental car
17 identified as a potential. Currently that
18 project is -- the consolidated rental car is over
19 at the intermodal facility. We have identified
20 it as a potential for this project in the event
21 the intermodal facility were not to go forward.

22 Terminal roadway improvements. Those
23 are the ground access roads on the land side of
24 the terminal. Right now they're pretty much at

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1 capacity. With any kind of additional capacity
2 at the airport it creates traffic problems which
3 in turn creates air quality problems so we need
4 to do some improvements to the circulation on the
5 land side.

6 Potential parking improvements. With
7 the gate -- the additional gates added onto the
8 concourse we've determined that our parking
9 reaches capacity in that ten-year window, so we
10 need to evaluate a couple options for some
11 increases in parking capacity, and a small
12 expansion to the fuel farm up here at No. 10,
13 it's just the addition of one 50,000-gallon tank,
14 it's not a huge expansion of a fuel facility but
15 it's determined as needed and that's it for the
16 projects. Thanks.

17 MS. LURIE: Thanks, Laurie. So the
18 projects that we'll be evaluating in the EIS are
19 a combination of really big projects, such as a
20 runway extension or the terminal expansion, and
21 really small projects and what we'll be doing and
22 some of those projects will have alternative
23 locations and some of them are simply the
24 demolition of Hangar 1 which has some potential

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1 we have an extensive public outreach process
2 planned and we're developing our strategy for
3 that right now to make sure the public is
4 appropriately informed.

5 I'd like to also introduce you to
6 Brenda Pope who runs the environmental management
7 systems over at RIAC. RIAC has a sustainability
8 and stewardship initiative underway right now,
9 and one of the issues that we have to tackle, not
10 only as part of doing an EIS but what RIAC is
11 tackling, is really understanding what the
12 impacts of the airport are versus what we're
13 analyzing in the EIS. What are the impacts of
14 the projects. And Brenda, if you could give us a
15 couple of words of what your department is
16 planning to do, that would be very helpful.

17 MS. POPE: I'll talk a little bit about
18 -- I'm very, very excited about this initiative,
19 as Carol was saying. I've been at RIAC for 14
20 months, and as we've been progressing and
21 improving our environmental management systems,
22 obviously, we want to be able to get to
23 sustainability and stewardship. It's very, very
24 important obviously for an airport to be able to

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1 historical impacts. So there will be a range of
2 different types of impacts and packages of
3 alternatives that will be evaluated in the EIS.

4 The important thing to remember,
5 though, as John had mentioned, is the 9,500 feet
6 is not a number that is set in stone yet. We
7 still have to go in and determine what the
8 purpose and need is and what the actual need --
9 runway length will be for the upcoming demand
10 that will be at the airport and then we need to
11 go through our avoidance and minimization process
12 that we do as part of the EIS process.

13 So the alternatives that will be coming
14 out at the end of the preferred alternative
15 process down the line most likely will not be the
16 alternatives that we have going into the process,
17 and that's a very difficult concept to get across
18 to the public. You folks really understand it
19 because this is what you do in EISs and impact
20 analyses, but the community is very concerned
21 about the alternatives going in. And part of
22 what we will be doing, the onus is on us to
23 educate the community about purpose and need and
24 alternatives and the environmental impact. And

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1 do that. And one of the things that I was very
2 excited about as I -- for those of you who know
3 me, I'm new to the airport business, I've been in
4 the environmental business for about 15 to
5 20 years. I would contact colleagues around the
6 country to see what other airports were doing,
7 and lo and behold, the thing that excited me the
8 most was what Logan was doing. Ironically
9 enough, they have a great environmental report
10 card -- this happens to be an annual update that
11 I got from 2003 -- and it basically goes through
12 a lot of the conditions that are at the airport
13 such as noise, such as wetlands, talking a lot
14 about ground access, air quality, all those items
15 that environmental impacts have on airports. So
16 we're going to be doing this for the Year 2004.

17 Ironically enough, VHB is the one that
18 has done the one for Logan so we can pick their
19 brain tremendously on what things they liked
20 about it, what things they didn't like and
21 Kathryn, who runs the environmental program up at
22 Logan, has been a great source of information for
23 me as I'm trying to strategize and put together
24 what our study and what our report card is

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1 actually going to start with. Know that that's
2 going to be coming up. Those will probably be
3 published sometime the end of this year,
4 beginning of next year. But it will be running
5 concurrently with the EIS but looking at
6 different items. As Carol said, the EIS is
7 obviously going to be looking at the projects and
8 our environmental report card will be looking at
9 all those other items.

10 MS. LURIE: Great. Thanks, Brenda.
11 It's pretty remarkable for an airport agency to
12 be doing something like this voluntarily. Logan
13 has to do this; it's mandated by the state
14 government. It was originally called a generic
15 EIS which was started in 1992 when we were first
16 brought on board to do it and now it's become a
17 pretty useful document in understanding the
18 baseline conditions at the airport and then being
19 able to understand what the incremental
20 differences are associated with each of the
21 projects, so we look forward to working with you
22 on that initiative. So that's kind of where we
23 are. Any questions so far or comments? Great.

24 All right. What I'd like to do is

23

1 Silva at his address and contacts are all right
2 on here on the front page. I was saying to John
3 today, he's the man. All the comments go to
4 John. By February 22nd. If you'd like to meet
5 with us separately to go through any particular
6 items, great, we're happy to meet with you, but
7 let me go through what the major changes are that
8 we believe when you compare the old EIS scope to
9 the supplemental scope.

10 As I say, everything is essentially the
11 same, however, the projects are slightly
12 different and the major change is that we're
13 extending Runway 5-23 up to 9,500 feet and the up
14 to is because, as I explained earlier, we don't
15 know if that's the magic number. That will come
16 out in the alternatives analysis. So that's the
17 first change. And as part of that, the study
18 area needs to expand because if the runway
19 extension is further on the north end or at the
20 south, we need to study the impact area further
21 and that would apply to the area of potential
22 effect for the historic resources folks, it would
23 apply to folks related to the Tribal areas, that
24 would be a different area that we'll have to look

22

1 really get into what the meat of the -- our
2 scoping meeting is of today. Any of the folks
3 who just walked in, do you have copies of the
4 original and supplemental scoping documents that
5 went out? Do you need copies of that still? Is
6 everybody all set for copies? Okay. John, why
7 don't I just hand a few back?

8 This is what I'd like to do -- John?
9 There you go, sir. So what we did here is after
10 the last scoping meeting and when the last EIS
11 began its preparation there was a pretty good
12 comprehensive scope that was put together with
13 input from agencies, from the community, and it
14 was, quite frankly, quite a comprehensive scope;
15 it's a pretty thick thing. What I've done for us
16 today is I've culled it down to the really
17 critical items that are each of the topics that
18 I've gone through here and this is really a straw
19 man for discussion or to go through with you
20 today.

21 What I'm hoping is that each of you as
22 part of your agencies will look at this, think
23 about it and give us written comment. We're
24 asking for written comment to come back to John

24

1 at, and also the rest of you folks. Rather than
2 the narrow study area, we'd have a bigger study
3 area.

4 I'm going to ask one rule so we can
5 help our stenographer, if you could identify who
6 you are and what agency you're from.

7 MR. MAJKUT: Sure. Steve Majkut from
8 DEM Office of Air Resources. So when you
9 expanded the study area did you just stretch it
10 in the direction of the runway or --

11 MS. LURIE: It's a little bit more than
12 that. I mean, we looked at different
13 intersections, we looked at where -- it was sort
14 of by resource. So we took noise, we looked at a
15 various resource and expanded it, it's not just a
16 big stretch. We did look at different resources
17 and then took the outer boundaries of where those
18 different resources were and we're open for even
19 more additional consideration, so input is great.

20 MR. MAJKUT: Okay. Thanks.

21 MS. LURIE: Okay? The original
22 analysis when they started this a bunch of years
23 ago where 2000 was baseline, 2010 was the mid
24 year and 2015 was the far out year, and clearly,

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1 that's not going to work any longer. So 2004 is
 2 going to be our baseline, our mid year is 2012,
 3 and we are taking it out to 2020 which is really
 4 analogous to what the master plan is doing and it
 5 fits in with several other planning initiatives
 6 that are going around in the state and in New
 7 England, and I'll get to that in a minute when we
 8 talk about what the New England states are doing
 9 and the FAA is doing as part of a New England
 10 aviation system plan, a regional system plan and
 11 also what's happened since the EIS scope was put
 12 together; there's been some global change in
 13 Federal regulations.

14 The regulations that we look at for the
 15 FAA are the Federal Order 1050 which used to be
 16 1D and now it's 1051E and there have been quite a
 17 lot of changes to the regulations and there is a
 18 whole new category that we have to think about
 19 that relates to children's health and safety, so
 20 we've added that category and then the
 21 implementing regulations for that is 5054B, I
 22 won't bore all you guys with that, that's under
 23 consideration right now, comments are due
 24 February 16th, but we will have to comply with

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1 those. And what's interesting about those
 2 regulations is that if the threshold for
 3 consideration, really, the triggers are different
 4 and we need to make sure that the projects that
 5 are included are either in or out and we've made
 6 sure that we comply with those regulations as
 7 well. Any other questions or comments on that?
 8 I feel like I'm doing a lot of talking. Okay.
 9 Let's keep going. We'll come back to that.
 10 Okay.

11 I'm just going to start from the top
 12 and highlight what the changes are. This is
 13 trying to be a little bit informal. I'm not
 14 going to focus on what the old scope was, I'm
 15 going to focus on the new scope. If you want to
 16 speak up or have any suggestions or comments,
 17 please do so. Okay?

18 MS. LILLER: So you want me to record
 19 what those suggestions and comments are?

20 MS. LURIE: If you would, please,
 21 Susanna.

22 MS. LILLER: I'm wondering if we're not
 23 going to use that, if we should put the lights up
 24 so people can see better if we're not going to

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1 use the --

2 MS. LURIE: Sure.

3 MS. LILLER: If someone could do the
 4 lights. Better?

5 MS. LURIE: Great. As most folks know,
 6 the most critical -- one of the most critical
 7 portions of the Environmental Impact Statement is
 8 the purpose and need. You really have to clearly
 9 define what the purpose of the project is and
 10 demonstrate the need. What we need to do is
 11 really understand what's happening in our
 12 planning horizons and we need to understand
 13 what's happening not only for 2015 but 2020. So
 14 one of the items we've added to the scope,
 15 remember, we're just adding to the scope, is
 16 reviewing our forecasts for 2015 and 2020 and
 17 it's passenger forecast, operations forecast and
 18 understanding the fleet. If anybody has been
 19 reading USA Today or getting those horrible
 20 e-mails from U. S. Airways and American Airlines,
 21 how many times do they e-mail you, right? We've
 22 got new aircraft and Southwest Airways has only
 23 one aircraft and there are cost savings. There
 24 are enormous changes in the airline industry. We

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1 need to really understand what that is and what
 2 is happening and what is the likely implication
 3 of those changes on the airline industry. That
 4 is the first thing we need to do is understand
 5 that.

6 The second thing we need to do is
 7 understand what the need is and what the demand
 8 is for nonstop flights out to the West, out to
 9 the West Coast and to Phoenix because that is one
 10 of the main motivators for extending the runway
 11 up to 9,500 feet and then changes in the aviation
 12 industry. We'll be looking at not only changes
 13 in the fleet but changes in pricing. Who knows,
 14 could this become -- not become a hub anymore?
 15 Could it be a medium hub? Could it be a large
 16 hub? We heard noises that Logan could become a
 17 small hub; it's not a hub now, but it could
 18 become a hub in the future. And we need to
 19 really understand what is happening in the
 20 airline industry and what the implications are
 21 not only for Green, but the other airports in the
 22 region as well. So that is how we propose to
 23 supplement the purpose and need analysis. Any
 24 other suggestions or comments on understanding

29

1 the purpose and need? Betsy?

2 MS. HIGGINS: Betsy Higgins from EPA.
3 At what point will the Corps of Engineers
4 establish the basic project purpose under Section
5 44?

6 MS. LURIE: This phase of the
7 project -- great question. This phase of the
8 project, what we need to do is by the end of
9 March, early April, we need to come up with a
10 Draft EIS scope cost and then we'll initiate the
11 process and at that point we will begin the
12 actual preparation of the EIS and that's when
13 we'll be contacting you and working to figure out
14 a schedule to put together when the basic project
15 purpose will be drafted, but we need to do our
16 research first. So the schedule and the time
17 line is still yet to be determined and we will
18 get to that actually -- before we end today's
19 meeting I want to speak to -- a little bit about
20 a proposal that we have for trying to coordinate
21 our agency efforts and I will speak to you about
22 that right at the end. Okay?

23 Alternatives. Essentially, as we said
24 before, the major change here is Runway 5-23.

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1 change in direction with regard to the use of
2 engineered materials arresting systems at
3 airports. When EMAS first came out we could not
4 consider it as an alternative to a standard
5 safety area; most standard safety areas for
6 airports are the size of about 500 feet to
7 5,000 feet. It goes off to the sides of the
8 runway but most of the environmental impact is
9 caused by runway safety areas off the end of the
10 airport.

11 The change in direction is that prior
12 to about a year ago FAA had to first show that
13 there was no other practicable alternative to
14 achieving a runway -- standard runway safety area
15 before we considered EMAS. So we would have to
16 say something like well, you know, you got this
17 cliff that falls off the end of the runway and
18 it's not practicable to extend the land area out
19 there to build a standard safety area or it could
20 even be environmental, if we have a really huge
21 problem with endangered species or very important
22 wetland or whatever. But if in our determination
23 it was not practicable to extend the runway
24 safety area out there, at that point in time we

30

1 Another piece -- another twist in the
2 alternatives analysis that we need to evaluate
3 here that wasn't evaluated last time is that the
4 FAA, and John, you can correct me, but there is a
5 new technology that we are able to evaluate now
6 as part of the safety areas. It's called EMAS,
7 engineered material arresting system, and
8 essentially, this is on the safety areas, it is a
9 large block of collapsible concrete that allows
10 aircraft that are speeding along towards the end
11 of the runway to stop, arresting, to stop really
12 quickly without needing the large safety areas
13 and this may allow us to potentially shrink the
14 areas that are required for safety -- for the
15 safety areas which could potentially have
16 decreased impact on wetlands or other
17 environmental resources. So there's a mandate
18 now that the FAA requires us to evaluate the
19 feasibility of the use of EMAS and it's an
20 environmental impact, but it's primarily a
21 financial evaluation and we have a firm that's --
22 that does these evaluations available to us to do
23 that. John, if you could add to that.

24 MR. SILVA: FAA has kind of had a

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1 could consider EMAS.

2 As Carol mentioned, it's -- the only
3 EMAS system that FAA has approved to date is an
4 interstitial concrete, it's concrete with air
5 forced into it and as an aircraft moves through
6 it at the designed speed as the engineers tell us
7 it will it slows the aircraft down and as the
8 aircraft moves further into it I guess the air
9 space becomes less and it has the -- and it
10 becomes slightly deeper and it has the capability
11 of slowing down an aircraft even more as it moves
12 into it. EMAS has been successful with regard to
13 two or three aircraft overruns primarily at
14 J.F.K. International Airport and has worked very
15 well. In part because of that FAA has said well,
16 we're going to change direction on this. Now
17 EMAS kind of gets bumped up to being considered
18 right up front as a potential alternative with
19 one major if, and that is if it's cost
20 practicable. Okay?

21 So we do a cost evaluation now to
22 determine whether or not EMAS is a viable
23 alternative and that will be done early on in
24 this Environmental Impact Statement, and if it is

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1 cost effective, we will consider EMAS equally
2 with other alternatives.

3 In cases where you have bounds off the
4 end of the runway that are sensitive
5 environmentally, such as in this case, the
6 approach to Runway 34 you have wetlands, in the
7 approach to Runway 16 you have Route 1 and
8 Airport Road, in the approach to Runway 5 we have
9 many, many houses, and in the approach to Runway
10 23 we have wetlands, farmland and -- what else do
11 we have -- a lot more homes out there also with
12 Runway 23. If any of those reasons are
13 determined or we can consider EMAS as a way, now,
14 assuming that it's cost practicable, as an
15 alternative to avoiding environmental impacts in
16 those areas off of those runway areas that I just
17 mentioned. So that is a change in direction as
18 far as FAA consideration of EMAS and we are kind
19 of very excited about the potential to employ it
20 here. I don't want to get everybody's hopes up
21 too much because I'm not sure how much it's going
22 to cost.

23 MR. DeVILLARS: John DeVillars, Blue
24 Wave Strategies, advisor to VHB on this project

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1 consider. I mean, it's difficult because it's
2 got to be built on some planning assumptions so
3 we may be using a two to one wetlands
4 recommendation or something like that. Who knows
5 what we're going to end up permitting, but -- so
6 it is based on some planning assumptions. But if
7 we get big differences in numbers on the cost of
8 implementing EMAS, that will lead us in one
9 direction.

10 MS. LURIE: Thanks, John. As part of
11 the alternative screening process we'll be coming
12 back to you, the agencies, to help us evaluate
13 where we are. A couple of other things that
14 we've built into evaluating these packages of
15 alternatives, because we can't look at these
16 alternatives in isolation because we'll be
17 implementing them in groups, we won't just be
18 doing Hangar 1 demolition or roadway loop
19 improvements, we'll be doing them in groups.

20 Other things that we're going to be
21 looking at is what are the potential uses of
22 other airports for some of the demands that T. F.
23 Green needs, so how could other airports
24 accommodate passenger or cargo or general

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1 on the sustainability issues, general
2 environmental strategy. Just a question on it
3 more out of curiosity. What is the cost
4 differential between EMAS and a traditional
5 approach?

6 MR. SILVA: Well, it could vary
7 significantly. We've had some limited experience
8 in it. But the cost of actually constructing
9 EMAS could vary depending on what's got to be
10 done to the land out there. We also consider
11 environmental mitigation as part of the cost of
12 EMAS and we match that against the same kinds of
13 costs of the runway safety area without EMAS. So
14 the two or three that I've seen so far, John, the
15 costs vary significantly.

16 MR. DeVILLARS: I can see where there
17 are a lot of variables, so it makes it hard to
18 kind of spend twice as much or whatever, but I
19 would also think there are environmental benefits
20 in certain cases to using EMAS, minimizing,
21 obviously, the extension of the runway and that's
22 factored into the cost analysis as well.

23 MR. SILVA: Yes. Avoiding
24 environmental mitigation is something that we can

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1 aviation and there are airports -- usually this
2 is the airport that's spoken about accommodating
3 passengers for Logan or Manchester, so we're
4 flipping it around a little bit as what other
5 airports such as Quonset or Bradley can
6 accommodate the demands, that you, T. F. Green,
7 not you, T. F. Green needs to accommodate.

8 We'll also be looking at the ability
9 for other modes of transportation to pick up the
10 passenger demands say on the Northeast corridor.
11 You have fantastic public transportation, the
12 Northeast corridor rail going to Washington and
13 New York, what's the impact of that. Looking at
14 the use of technology. The Logan project,
15 looking at the runway, did video conferences have
16 any impact on being able to meet the demand there
17 and also non-physical or operational changes.
18 Are there any changes that could be made to how
19 the actual air field operates that could, for
20 example, with Hangar 1, could we do any --
21 instead of having to demolish that facility
22 because it penetrates the air space, so there's
23 some other operational changes that could be
24 made. So we're trying to think of different

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1 alternatives that we could be looking at as part
2 of this screening process.

3 MR. SILVA: Carol, may I mention --

4 MS. LURIE: Yes.

5 MR. SILVA: -- one addition? In
6 looking at alternatives to developing T. F. Green
7 there are certain system planning concepts that
8 we have been following that you need to I guess
9 be aware of. When we were involved, for example,
10 in the Environmental Impact Statement at Boston
11 Logan, I think a lot of you were also involved in
12 that, we had a very conscious process of trying
13 to offload as much traffic from Boston Logan to
14 an airports such as Manchester and Providence.
15 Okay? That was a policy that we had and we
16 believed that made good systems planning sense to
17 aviation and we believe very strongly that it
18 made good environmental sense as well in terms of
19 reduction in overall noise to people around Logan
20 as compared to Manchester, for example. And it
21 was also something that we pursued as a concept
22 of smart growth in that the facilities ought to
23 occur where the demand exists. People ought not
24 have to drive from Central New Hampshire to

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1 MR. RAKOFF: Right. The purpose of the
2 system plan, the New England regional system plan
3 is to look at aviation demand for all of New
4 England literally without boundaries, not
5 considering that you've got one airport in Rhode
6 Island and another airport in Massachusetts.
7 It's the first of its kind, frankly, in the
8 nation that is truly looking at aviation demand
9 from a major regional perspective.

10 The project involves two phases. The
11 first phase, which is nearing completion,
12 estimated total regional aviation demand, again,
13 demand for the entire New England area based on
14 five, ten and twenty-year planning horizons.
15 That work is nearly complete.

16 The next phase of that is to take that
17 demand and allocate it or -- using various
18 models, estimate the specific demand for major
19 airports in New England. Providence T. F. Green
20 being one of them, Logan and Manchester being the
21 others, I think a total of ten airports, if my
22 memory serves, are being subject to that
23 analysis.

24 That work, once that work is done and

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1 Boston Logan to catch a flight or Southern Rhode
2 Island or whatever. So I think we were quite
3 successful as is exhibited by the extremely rapid
4 growth, maybe we were too successful, I don't
5 know, in T. F. Green and in Manchester Airport.

6 Now, why am I saying that? We're kind
7 of assuming that because of that policy and the
8 implementation, the success of that policy, that
9 we are not looking at trying to encourage growth
10 at Boston Logan at the expense of T. F. Green.
11 That's kind of a policy assumption, but if we're
12 off on the wrong track, I guess that's something
13 that we would need to hear from you, otherwise,
14 we're going to keep pursuing that systems policy
15 that would say that it's better to grow
16 Manchester and T. F. Green than Boston Logan.

17 MS. LURIE: One thing that's important
18 to think about is that Green and Manchester and
19 Logan are part of the New England aviation system
20 and right now the FAA is undertaking an airport
21 system evaluation. Brian, can you give us a
22 two-second overview as you did this morning of
23 where we are on that and what Phase One and Phase
24 Two is if you wouldn't mind?

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1 those forecasts are complete part of the second
2 phase is to also look at regional strategies to
3 encourage that sort of regional development in
4 aviation. We look to have the basic analysis of
5 Phase Two completed I believe by the summer of
6 this year if my memory serves correctly, so
7 that's sort of the time frame we're dealing with.

8 MS. LURIE: Thanks, Brian. So this is
9 really happening not in isolation, this is
10 happening within the context and we need to be
11 mindful of those as we go through the EIS
12 process.

13 Okay. I'm going to move on to the
14 noise analysis. I guess the primary thing that
15 we're going to be doing differently on the noise
16 is updating it for the analysis years, updating
17 it for the study area, but there's one thing that
18 we're going to be doing which is quite special,
19 and that is for -- we're going to be doing noise
20 contours. Is everybody familiar with what a
21 noise contour is? You know what a contour is if
22 you go hiking and it joins areas of similar
23 height. A noise contour joins areas of similar
24 noise level. We're going to be generating noise

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1 contours based on actual radar tracks that we
 2 have been able to get off the radar system from
 3 RIAC's noise monitoring system. In the past this
 4 was created using an approximation. You get the
 5 radar tracks and you put them in the
 6 approximation. We're going to be getting every
 7 radar track that was done, say, for 2004 and use
 8 that as an input to the integrated noise model so
 9 a much more accurate noise modeling we'll be able
 10 to do and then we'll also be doing some
 11 supplemental noise modeling as part of our
 12 analysis to get an understanding of what is
 13 happening in the noise environment. Where is
 14 Mark? Have I missed anything, Mark? No. Okay.
 15 It is an important -- I would say most of the --
 16 one critical analysis that we have in an EIS of
 17 this nature, because if it is determined that
 18 there is a significant impact for noise, it has a
 19 knock on effect; if there's a significant noise
 20 impact, it would affect historic and cultural
 21 resources, it would affect, for example,
 22 environmental justice, which I'll get to in a
 23 minute, and it can affect children and health
 24 safety, so we really need to understand the noise

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1 homes, it's very important as part of the noise
 2 analysis and we'll be actually doing not only a
 3 contour analysis but a grid analysis. We'll
 4 actually be able to see what noise levels are at
 5 particular sensitive receptors. Those are
 6 sensitive locations where there are -- folks are
 7 being exposed to noise, so we'll be doing that
 8 analysis as well.
 9 We'll expand the study area. We're
 10 also hoping to work -- we've been meeting with
 11 planners from Cranston and Warwick. They have a
 12 comprehensive planning process underway I know in
 13 Cranston, and Warwick recently got their
 14 comprehensive plan approved. This is an outreach
 15 process. We need to understand what their land
 16 use issues are as we go through our alternatives
 17 process so that we know what the land use
 18 implications are of that, and we'll be working
 19 with the planners in those communities to
 20 understand the impacts of those alternatives on
 21 local land use. So a slightly different process
 22 from before and we hope a really collaborative
 23 process so that's that part of scope.
 24 Socioeconomic had a terrific scope, not

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1 environment from the NEPA perspective.
 2 Clearly, it has a very important impact
 3 on the communities in the neighborhood. They are
 4 struggling with a -- they had a Part 150 which is
 5 a noise land use and compatibility study that was
 6 started several years ago and there is a
 7 voluntary relocation program that is underway
 8 right now and potentially some of the
 9 alternatives that are under consideration could
 10 result in community relocation, residential
 11 relocation. So understanding the noise
 12 environment now and potential impacts of the
 13 community is critical and being able to minimize
 14 noise impacts is very, very important to the
 15 study. So really knowing where we are on the
 16 noise situation will be important and actually
 17 the -- Brenda's work at the environmental
 18 management system understanding what's here now
 19 versus what the incremental difference is
 20 associated with the projects will be key to our
 21 understanding as well. So that's noise.
 22 The next piece is land use. Land use
 23 relates very closely with noise obviously. Noise
 24 impacts on schools or community centers, nursing

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1 really that much to add other than expanding the
 2 study area, looking at more of the local -- this
 3 is a project that has local impacts with a
 4 regional benefit. That's very, very difficult.
 5 And this is why we're actually appealing to you
 6 to help us come up with a cooperative mitigation
 7 strategy so this project can work for everybody.
 8 One thing we will have to put together
 9 potentially is a conceptual relocation plan and
 10 we have O. R. Colin who is doing the relocation,
 11 voluntary relocation study right now as part of
 12 the noise study on our team and we would want to
 13 include this as part of the EIS to think about it
 14 early rather than as an add-on at the end. So
 15 we've included a potential conceptual relocation
 16 plan working with the local community early and
 17 working with -- reaching out to HUD potentially
 18 to include us in as part of the socioeconomic
 19 piece. Everything is going to be on a great GIS,
 20 geographic information database. Rhode Island's
 21 GIS is terrific. The airport has a bunch of
 22 information so it's going to be a very visual
 23 process.
 24 Let's see. Air quality. Particulate

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1 matter is -- there have been a couple of
2 regulations that have come into play recently
3 looking at particulate matter of a smaller level,
4 looking at two-and-a-half microns instead of ten
5 microns; we'll be looking at that. We'll be
6 using the most updated version of the EDMS.
7 Okay. Tell me what it stands for, David. I can
8 never remember.

9 MR. ERNST: Emissions and dispersion
10 modeling system.

11 MS. LURIE: Basically, what we'll be
12 doing is an emissions inventory of all the
13 sources of air quality emission, stationary and
14 mobile sources that was in the original scope,
15 but we'll be building on that looking at
16 particulate matter and looking at the impacts of
17 the expanded study area.

18 One study that we are looking at, and I
19 know I have not given it the official title and I
20 apologize to the air quality gurus, I called it a
21 soot study here, but the official title is an
22 ambient deposition study. This is really trying
23 to understand what the black stuff is that people
24 have in the community. We have proposed this for

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1 2005, 10 and 20.

2 MS. LURIE: They are incorrect. It's
3 2004, 2012, 2020.

4 MR. MAJKUT: You may know that the DEM
5 with a grant from EPA is conducting an air toxic
6 monitoring study.

7 MS. LURIE: Yes.

8 MR. MAJKUT: This year, 2005.

9 MS. LURIE: Yes.

10 MR. MAJKUT: So when I saw the analysis
11 year 2005 here I thought that was good because
12 that would work well with our monitoring study.
13 So I guess a comment would be if we can move the
14 analysis year back to 2005 and not 2004, I think
15 that would be helpful as well.

16 MS. LURIE: One thing we will be doing
17 is -- Brenda, maybe you want to think about
18 recording it in your baseline study. While it's
19 not a RIAC study, it may be appropriate to report
20 it in your study. Let's think about that, where
21 it's appropriate to report that. I know RIAC is
22 working with you figuring out the location of the
23 monitors. We actually have a map that we'll be
24 having at the meeting tonight to show where those

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1 the FAA to begin to think about. We have done
2 this in Philadelphia. We've scoped this to do in
3 Philadelphia and essentially it's a series of
4 glass trays that you have out in the community in
5 appropriate weather conditions and it
6 fingerprints what the deposition, the deposit of
7 material is and so we can actually figure out if
8 this deposited material is coming from aircraft,
9 if it's coming from urban cars, if it's coming
10 from diesel, whatever it's from. So we need to
11 figure out what is the situation for air quality
12 in the environment. So that's another piece
13 that's new and I think it will be very helpful to
14 us, answer many, many of the questions that folks
15 in the community have.

16 By the way, some of the scope items we
17 added was from looking at the transcripts from
18 the many, many meetings and from meeting with
19 other folks to try to be responsive, to
20 understand. I see you itching for a question.
21 Go ahead. Please identify yourself for the
22 record.

23 MR. MAJKUT: Steve Majkut from DEM.
24 The analysis year that you have listed here,

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1 monitoring sites are likely to go. So that would
2 be helpful.

3 MR. MAJKUT: I also think another use
4 of the data from the monitoring study would be to
5 help proof the base year model, the base year
6 model of the EDMS with some actual data out
7 there.

8 MS. LURIE: You mean to calibrate the
9 model?

10 MR. MAJKUT: Yes.

11 MS. LURIE: The difficulty we have is
12 we have a full year of data for 2004 and we need
13 to get going with our EIS. But let's think about
14 some way that we can incorporate the findings at
15 least of that study, but that's useful input.
16 Thank you.

17 MR. MAJKUT: Sure. A couple others.

18 MS. LURIE: Go for it.

19 MR. MAJKUT: I'm glad to see the air
20 toxic analysis and we'll have some comments about
21 what particular compounds should be included.

22 MS. LURIE: I'd encourage you to look
23 at the O'Hare study, and if you'd like a link to
24 that, let me know. It is a very, very good study

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1 that was conducted. It was a nice -- a
2 comprehensive range that were looked at.

3 MR. MAJKUT: So you're thinking right
4 now is the toxic study here would be similar to
5 what was done at O'Hare?

6 MS. LURIE: It could potentially. It
7 had a nice range. I can share the scope that we
8 did in Philadelphia which we had the people at
9 the EPA review it and they were comfortable with
10 the range of toxics that we were looking at with
11 the type of urban environment. So if you'd like
12 to have a look at that, we'd be more than happy
13 to share that with you. Susanna, if you could
14 put a follow-up for the Chicago and Philadelphia
15 scopes to go to Steve. Thank you.

16 MR. MAJKUT: You indicated here you're
17 going to use the most recent version of the EDMS
18 model; you should also use the most recent
19 version of the mobile source emission model, the
20 mobile model and the roadway model as well. I am
21 interested to hear when I read soot study it
22 didn't register with me.

23 MS. LURIE: I would encourage you to
24 speak with the two gentleman in the back and I

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1 airport study issues and this is going to come
2 off the broader EIS analysis and we need to talk
3 more about that, but other than that, water
4 quality issues, first scope really made a lot of
5 sense, not much more to add there.

6 Historic resources pretty much stays
7 the same as it is. We'll be looking at Hangar 1,
8 if there are any issues there, the Air National
9 Guard facility, if there are any issues there,
10 not that much changes, but we'll be looking to
11 expand there and cultural resources of the area
12 potential effect changes, we would come back to
13 you and try to coordinate if we needed to have a
14 bigger study area. We will be also working with
15 the Narragansett Tribe to make sure that the area
16 under their jurisdiction was appropriately
17 addressed as well.

18 Let's see. If there were any
19 additional terminations that were required with
20 the FAA, we would deal with that. And clearly,
21 if there were noise impacts that came out of any
22 of the alternatives, that would have a follow-on
23 effect as part of the historic and cultural
24 resources.

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1 have some slides here of what they look like. If
2 you want to come over, I can show you that as
3 well. And I can show you a scope or we can also
4 forward you a scope of what that looked like.

5 MR. MAJKUT: That would be great.

6 MS. LURIE: Happy to do that.

7 MR. MAJKUT: I think that's probably
8 all I should bore the rest of the group with at
9 this point.

10 MS. LURIE: It's not boring. It's good
11 stuff. Okay. We didn't even say the word
12 speciate. I was dying to say that for this
13 group. Water quality. Basically, we have to
14 update everything related to the expanded study
15 area. We have to understand what's happening in
16 the storm water and glycol collection system, but
17 I think that really is more appropriate for the
18 baseline so really -- only if we're going to be
19 changing the storm water or the glycol remaining
20 collection system with the runway extension does
21 it apply to this study. We'll report on the
22 status of the NPDES permit which is under review
23 right now and also looking at ground water
24 monitoring. This really relates to broader

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1 Biotic communities expanded study area.
2 We actually had a very good series of meeting
3 with community members, agency folks, we met with
4 Steven Sonar who was part of the Buckeye Brook, I
5 love the pronunciation in Rhode Island,
6 B-U-C-K-E-Y-E, Buckeye Brook Coalition. It is a
7 fabulous resource. It has an area around the
8 airport and it is clearly a resource that we
9 needed to pay attention to and we'll be building
10 this as we do our environmental evaluation. So
11 this is something we're working on and making
12 sure that we're dealing with fish and wildlife
13 services to make sure that everything is
14 evaluated appropriately.

15 Threatened and endangered species as
16 well as biotic species, expanded study area
17 impacts and coordinating with you, the state
18 agencies, as we need to go along.

19 Wetlands. I'm really flipping along
20 here.

21 MS. LILLER: You are.

22 MS. LURIE: Sorry.

23 MS. LILLER: As long as they know they
24 can ask a question.

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1 MS. LURIE: The study area, we have
 2 pretty good -- very good detailed wetlands
 3 evaluation on the airport. We clearly need to do
 4 a detailed wetlands evaluation for the expanded
 5 study area, so that needs to get underway once
 6 everybody has determined what the study areas --
 7 wetlands study area is going to be different from
 8 a noise study area because it's system related so
 9 we'll be working on that. And then we'll be
 10 coordinating with the Corps to making sure that
 11 we're following the methodology and we'll be
 12 meeting with you to making sure we meet all the
 13 points as we go along in the process. We will
 14 also coordinate with DEM to make sure that the
 15 federal, state and local process are really
 16 watching along at the same time. Flood plains.
 17 No change. Go ahead.

18 MS. HIGGINS: Betsy Higgins, EPA. The
 19 original scope states that a detailed mitigation
 20 plan will not be prepared but in the supplemental
 21 scope it suggests or implies that one will be
 22 because of the highway methodology.

23 MS. LURIE: I'm going to get to that.
 24 We put a whole section for mitigation in here.

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1 water quality, that there is not a
 2 disproportionate impact on a community that is
 3 either low income or a minority community. It is
 4 a very, very controversial analysis that is being
 5 done around the country right now. The only
 6 really good analysis that I've seen done is in
 7 San Francisco and Chicago. Chicago just finished
 8 a big EIS. So new guidelines are coming out
 9 right now from the federal government and we've
 10 actually been working with the federal government
 11 very closely on a number of other projects so
 12 we're up to speed on this. And the original
 13 scope was not very clear on what the criteria
 14 were. We would like to make the criteria pretty
 15 well defined as part of this scope.

16 And the last one, Betsy, before I get
 17 to mitigation is a brand new category that has
 18 come in to -- as part of the revisions to the
 19 federal regs. is children's environmental health
 20 and safety risk and I'm just going to read it.
 21 It says, "Environmental health risks and safety
 22 risks that may affect children that are
 23 attributable to products or substances that a
 24 child is likely to come into contact with or

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1 May I get to that, and if I don't answer, respond
 2 to that more appropriately, can I come back to
 3 you?

4 MS. HIGGINS: Yes.

5 MS. LURIE: Okay. Flood plains
 6 essentially remains the same. Surface
 7 transportation, I think it essentially remains
 8 the same. What we need to do is update and
 9 assess the status of where the intermodal station
 10 is and we're working with Mark Caroulo, he is a
 11 planner in Warwick, and the planners in Cranston
 12 to make sure that we have the appropriate
 13 intersection analyzed. We need to get input from
 14 those folks and any of the state, federal or DOT,
 15 RIDOT, we need to get input from you folks to
 16 make sure that we have the correct areas
 17 impacted, we understand any of your projects that
 18 you have underway. Please give us feedback. We
 19 really need to understand what the implications
 20 of the projects are.

21 Environmental justice. Everybody
 22 familiar with what that is all about?
 23 Environmental justice is if there is a
 24 significant impact, say, of noise, air quality,

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1 ingest such as air, food, drinking water,
 2 recreational water, soil or products they might
 3 use or to which they may be exposed." What that
 4 means is if you have a significant, as defined by
 5 the federal criteria, impact on air or water or
 6 soil or a 4F resource, which is a recreation
 7 resource, or a park land, then you would go and
 8 do a children's environmental health and safety
 9 analysis. So it's a two-step process. So we
 10 built that in. It is a new scope item that we've
 11 built in. So that's different and I know the
 12 communities when they read about this, they've
 13 been quite pleased to see that this provision is
 14 in there.

15 Mitigation. RIAC and the FAA really
 16 understand that this is a challenging project and
 17 what we're appealing to you today is to help us
 18 put together a mitigation strategy that's a
 19 win/win for everyone. We don't know if a
 20 9,500-foot runway makes sense; maybe a 9,400-foot
 21 runway makes sense if we can save some wetlands
 22 and not relocate as many homes as we need to and
 23 the negotiating and understanding what we need to
 24 do is what we're going to need from you. The

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1 previous scope really had three items, identify
 2 opportunities of unavoidable environmental impact
 3 which was two items, noise mitigation and
 4 wetlands and water resources mitigation. The
 5 wetlands resources was left open as part of
 6 getting the Corps permit and the noise mitigation
 7 was really talking about a preferential runway
 8 system which may be a good strategy and that's
 9 essentially working with air traffic control to
 10 distribute flight operations more equitably over
 11 the communities given weather and safety
 12 conditions.

13 Well, that seemed pretty restrictive to
 14 just have those two criteria in the scope. So
 15 what we're proposing is that we have a more
 16 comprehensive mitigation strategy where we work
 17 together, so if we have water impacts and
 18 environmental impacts and surface transportation
 19 that somehow can work more interactively, we
 20 would look to create a forum where we can work on
 21 this together. So we would look at local and
 22 regional impacts, water wetlands, you can see the
 23 list there. And so we're proposing something
 24 slightly different.

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1 So Betsy, that's where that gets taken
 2 care of is we're talking not only mitigation as
 3 part of the Corps permit, but we'd like to have a
 4 mitigation strategy where we talk about the
 5 different types of mitigation, residential and
 6 environmental and community displacement all in
 7 the same forum rather than one agency and one
 8 agency and one city and one community. We'd like
 9 to create a forum where this happens together.
 10 Does that make sense to folks?

11 I'd like to just stop on the scope
 12 discussion and see if there are any questions
 13 there and then just move on to what our proposal
 14 is on working together. Bill? Bob?

15 MR. DeSISTA: Bob DeSista, Corps of
 16 Engineers. Going back to 2002, and I should know
 17 the answer but I don't, I have to apologize, do
 18 you know if any documentation was made on the
 19 basic project purpose at that time from the Corps
 20 of Engineers, and two, was there any
 21 jurisdictional determination made on the wetlands
 22 at that time?

23 MS. LURIE: I don't know for sure. I
 24 believe there was a wetlands jurisdiction

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1 determination made and we can probably find that.

2 MR. DeSISTA: Hopefully we can find
 3 that.

4 MS. LURIE: It's my understanding that
 5 a basic project purpose was not performed but I
 6 do need to confirm that.

7 MR. SILVA: I believe it was submitted
 8 within the highway methodology to the Corps but I
 9 don't think we heard back.

10 MR. DeSISTA: We would redo it at this
 11 point?

12 MR. SILVA: Yes; that needs to be
 13 redone.

14 MR. DeSISTA: And there are now
 15 additional wetlands that need to have a
 16 jurisdiction.

17 MS. LURIE: Yes, there are.

18 MR. DeSISTA: Then I notice that the
 19 study area on one of the charts is now extended
 20 over Apponaug Cove, so there are coastal issues
 21 that need to be dealt with. Are they part of
 22 this?

23 MS. LURIE: Just so you know, to get
 24 this group together we kind of expanded our

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1 agency list. CRMC was part of the list. We
 2 called I hope most of you, or many of you
 3 received a personal call and then a follow-up
 4 with a package to have you come to this meeting.
 5 So our scope is a little bit broader than before
 6 to have you come to the scoping meetings, so
 7 these issues are taken into account.

8 MR. DeSISTA: Can you just go back over
 9 the wetland mitigation discussion you just had?
 10 I kind of lost that. The question I think Betsy
 11 had was initially you were not going to include
 12 any discussion of a final wetland design in the
 13 EIS mitigation but now you are.

14 MS. LURIE: Well, we are going to talk
 15 about general mitigation as part of the EIS as
 16 part of the draft and the final, but the final
 17 design process will still be part of the Corps
 18 permit.

19 MS. HIGGINS: Typically -- Betsy
 20 Higgins from EPA. Typically the highway
 21 methodology works such that after the final EIS
 22 the Corps is then -- has then enough information
 23 to make a permit decision so the assumption is
 24 that mitigation issues get nailed down and

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1 presented in the final EIS at the latest. Is
2 that the intent?

3 MR. SILVA: Yes. The intent is to
4 submit a permit application certainly prior to
5 the final EIS and to get those things ironed out
6 so we can make some -- FAA has to make firm
7 mitigation commitments as part of the process,
8 yes. FAA has to make firm mitigation commitments
9 as part of its final EIS.

10 MR. FEINSTEIN: Jon Feinstein with VHB.
11 The wetlands in particular, there are some areas
12 of degraded wetlands. I think Carol was I think
13 inferring what we're trying to do is have maybe a
14 general wholistic policy of mitigation because
15 there's natural resources and social resources
16 that are coming together and there may be some
17 creative opportunities for enhancement of some
18 areas that are degraded. Working hand in hand
19 with the Corps and DEM we want to come together
20 so that there is one answer at the end for
21 mitigation since the Rhode Island fresh water
22 wetland regs. are -- provide opportunity for --
23 if anything else, provide an opportunity for
24 restrictiveness based upon communities' ability

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1 something like this.

2 MS. LURIE: What we're going to be
3 doing as part of this process is there are a few
4 agencies that have direct review responsibilities
5 and involvement of this EIS. What we'd like to
6 do is convene a -- not all of you will have to
7 spend some time with us, but we're inviting a
8 smaller group of you to really work closely with
9 us on this EIS as we proceed forward. We'll be
10 sending some notification out to you. We're
11 hoping to have our first meeting of the smaller
12 group on March 15th and we'll let you know where
13 that's going to be and what it's going to entail,
14 but the idea here is to work through strategies
15 together and work through deadlines together. We
16 want to work collaborative with you in a
17 coordinated manner that we can let you know
18 what's going on with the process, we can tell you
19 where we are in the study, we can get feedback
20 from you, we can get input from you on our
21 scopes, on our findings and we can really work
22 together on big issues such as community land use
23 impacts, wetland and water resources impacts.
24 We have support for this cooperating

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1 to question the decision of a finding. So we're
2 going to have to work I think bringing it
3 altogether for a wetlands strategy hopefully
4 where we're going to be at the end of a draft and
5 then implement it at the end of the final.

6 MS. LURIE: Does that answer your
7 question, Betsy?

8 MS. HIGGINS: Yes.

9 MS. LURIE: Any other questions?

10 MR. DeSISTA: Bob DeSista, the Corps.
11 The Narragansett Tribe, you did mention they are
12 involved I'm sure.

13 MS. LURIE: They have been invited. Is
14 Dina Lee here by any chance? She was invited.
15 They have been contacted. I spoke to John Brown
16 and Matt Thomas and they have been invited. Any
17 other comments? Okay.

18 MR. SILVA: There has been interest on
19 the part of the Narragansetts with regard to the
20 potential archeological remains along Buckeye
21 Brook.

22 MR. DeSISTA: The City of Warwick would
23 know. They were concerned about sewer projects.
24 So I would anticipate they would be interested in

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1 collaborative approach from the Governor down and
2 from the federal level as well. So we'll be
3 letting folks know about this meeting coming up
4 on March 15th and I really encourage all of you
5 to attend. This is the way that EISs should be
6 done we feel and we'd like to invite you all to
7 work closely with us on putting this EIS together
8 with the FAA.

9 MR. SILVA: Currently the only
10 officially defined cooperating agency, NEPA's
11 defined cooperating agency for the EIS is FHWA
12 and that's based on their particular area of
13 expertise with regard to not only disruption,
14 roadway relocation in the Route 1 area and they
15 may be using the EIS for follow-on on their own
16 federal actions, I don't know, but if there are
17 others of you from other -- particularly federal
18 agencies that anticipate using this Environmental
19 Impact Statement to follow on with regard to
20 federal actions that you foresee your agency
21 would have, you would probably also need to be an
22 officially defined cooperating agency and we
23 would need to know that. Beyond that, we're kind
24 of assuming that everybody is going to be a

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1 cooperating, small c, agency. I always disliked
2 that term because it always implies that nobody
3 else is cooperating.

4 PERSON IN AUDIENCE: Which is sometimes
5 the case.

6 MS. LURIE: We're coordinating and
7 collaborating.

8 MR. FEINSTEIN: I think the agency will
9 be interested in the schedule because that is
10 part of the other challenge that we have given
11 the cooperating effort that's got to go on with
12 that and the community interest in the project.

13 MS. LURIE: Right. We have a big
14 challenge to try and get this EIS started. We'd
15 like to get the Draft EIS done within the next
16 18 months which is very challenging. And to do
17 that we'll go to this other meeting on the 15th
18 of March, but what we'd like to do is to set some
19 milestones and deadlines and work with you so we
20 can have set times when we give you materials and
21 you have time to give us back your comments so we
22 can really move things along and we can all be
23 responsive to the community because we are trying
24 to coordinate a quite extensive public outreach

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1 MS. HOPE: WWW.PDV.AIRPORT.COM.

2 MS. LURIE: I can put that up for you
3 and then you click onto EIS?

4 MS. HOPE: Master plan.

5 MS. LURIE: Susan, you need to tell me
6 how to go to -- I think it's EIS. You have a
7 great website. Click on there. You're going to
8 find a lot of great information on where we are
9 on scoping, where public meetings are, new
10 information coming up, so keep clicking on there
11 and we will keep you updated.

12 MS. LILLER: The website is also in the
13 scoping document.

14 MS. LURIE: This beautiful supplemental
15 scoping document. Click on there. You'll find
16 out when meetings are coming up. Then our
17 responsibility is to provide a detailed scope of
18 work for the Draft EIS which you will have
19 another shot at looking at. What we want to do
20 is give each of you a detailed scope of work for
21 your area of interest so you can have another
22 opportunity, not just this overview, but we'll be
23 giving you a very detailed copy for your agencies
24 to look at one more time before we finalize it.

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1 process, but we'd also like to get your input so
2 we know where the agencies are coming from and be
3 able to reflect that when we go out to the
4 community. So what we'd like to do is come up
5 with a milestone and review schedule that we all
6 agree to and we all feel comfortable with and put
7 together our strategy as a team. We really want
8 to work together as a team in putting this EIS
9 together so that you know what your review and
10 input requirements are ahead of time if you need
11 to block time off on your calendar or we need to
12 know of any big deadlines that you or your agency
13 have ahead of time so we can work around that.
14 That will be very helpful. Jon, is there
15 anything else that I should add to that?

16 MR. FEINSTEIN: No.

17 MS. LURIE: Let's see. What's coming
18 up in terms of next steps? What we're going to
19 be doing is we'll be preparing as required by
20 NEPA and FAA is to put a detail scoping report
21 together and we have a great website, I should
22 put that up for you in a second. If you go onto
23 the T. F. Green website -- Brenda, what is the
24 T. F. Green website?

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1 It really helps us before we finalize our scope
2 with the FAA that you get a very detailed scope.
3 We'll be getting that out to you by mid March and
4 if you could get back to us, we'll work on the
5 time frame for getting back to us, and then once
6 everybody is all set with that, we'll get
7 authorization for the FAA and we plan to start
8 the EIS preparation sometime in April. So that's
9 kind of the next steps. And we'll be having
10 agency meetings at various milestones, purpose
11 and need, alternatives, the impact analysis,
12 mitigation and briefings on big topic items.
13 We'll be coming to meet with you individually if
14 we need to. That's kind of where we are.
15 Questions? Concerns?

16 MR. MAJKUT: Steve Majkut from DEM
17 again. Just to be clear, after the detailed
18 scope of work is available, we'll be able to
19 comment on that again?

20 MS. LURIE: Yes, you will. You will
21 have one more shot at a detailed scope of work so
22 you'll know monitoring locations, the protocol.
23 You'll basically be getting a protocol from us.

24 MR. MAJKUT: I thought I heard that.

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1 MS. LURIE: Thank you.
 2 MR. SILVA: We're putting a lot of
 3 effort into scoping, probably even more so than
 4 when we first started the EIS this time around.
 5 For example, we haven't developed a detailed
 6 scope of work yet. The only thing we have is
 7 what Carol showed you plus the scope from the
 8 original one. So it's not like we've already
 9 made up our mind. They also are not contracted
 10 to do anything yet other than scoping. The
 11 contract ends at the scoping process. They're
 12 still likely to do the entire Environmental
 13 Impact Statement, but we don't have in a hidden
 14 drawer somewhere the scope of work yet for the
 15 rest of the EIS.

16 MS. LURIE: So please help us clarify
 17 the scope of the EIS. It would be helpful.

18 MR. DeSISTA: Bob DeSista, Corps of
 19 Engineers. Some us back in our office have a box
 20 from 2002 with a lot of stuff in it. Do we still
 21 use that or can we just -- are we starting over?
 22 Can we throw that away?

23 MS. LURIE: I think it's useful
 24 information to have. I really wouldn't throw it

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1 the technical team who can really go into detail
 2 about what the projects are, what the study area
 3 mass is, we're going to have each of these scope
 4 items, our technical team will be able to speak
 5 to people about that. And then we have a room
 6 where people will be able to give their comments
 7 and we're asking folks to comment on the
 8 additional studies they want to have in this EIS,
 9 and again, it's going to be hard for folks to be
 10 able to differentiate. And we will have Jo Anne
 11 there, our stenographer, and then we will have an
 12 opportunity for people to give us written comment
 13 also, two-week comment opportunity to send in so
 14 we can get public feedback as well. So that's
 15 the format. We have three hours available for
 16 that.

17 In preparation for this meeting, as I
 18 said, Susanna Liller and I, our public
 19 facilitator has been meeting with people in the
 20 community, with the planners, with the Mayors'
 21 representatives to try to get public interest.
 22 Just so you know, we had ads two or three times
 23 in The Cranston Herald, The Warwick Beacon, The
 24 ProJo in the West Bay and main section, we have

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1 away.

2 MR. DeSISTA: You're going to use that?

3 MS. LURIE: Absolutely. The baseline
 4 analysis that was done was excellent. We need to
 5 build on that, but please don't throw it away.
 6 If do you, please recycle it.

7 MS. HIGGINS: Betsy Higgins, EPA. I
 8 just wanted to say I appreciate the efforts at
 9 the front end here because we are involved in
 10 scoping of all major projects in New England and
 11 we don't often see this level of effort to have
 12 people be prepared at the meetings and also have
 13 another shot at a detailed scope of work before
 14 that's nailed down, so it makes us able to be
 15 much more productive I think.

16 MS. LURIE: Thank you. Any comments?
 17 Questions? If you'd like to hang around for this
 18 evening's meeting, I know the community will love
 19 to have you there. Let me tell you about the
 20 format of the meeting. We have a Power Point
 21 presentation which essentially is this but spoken
 22 through in a much more simplified manner. We
 23 have a series of boards, each of them will be
 24 personed, not manned, personed by somebody from

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1 community cable, we blasted the town with these
 2 really great ads with notices all over town. We
 3 had a couple of interns, just community centers,
 4 churches, social service agencies, all over the
 5 place, so it's pretty well publicized and we're
 6 hoping we get good feedback. This is an
 7 opportunity for community folks to come out and
 8 let us know what they'd like us to study. So if
 9 you're here and you can give them guidance on
 10 your area of expertise and your areas of
 11 jurisdiction, we'd be delighted to have you.

12 MR. SILVA: While all of you are
 13 encouraged to come, I should say we have special
 14 requests for some agencies and they include in
 15 order of popularity, EPA, HUD and DEM. And I
 16 know if one of those three agencies doesn't show
 17 up, I'm going to be asked why aren't they here.
 18 The only thing I can say is we invited them.

19 MS. LURIE: One last caution. This
 20 gentleman here in the front is Jim Peters. He's
 21 our FAA representative. Jim will be here. If
 22 there are any folks here from the press, Jim will
 23 be able to give you really great information.
 24 And if you need to speak to Jim about any

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1 information, he can help you for the media if you
2 need to do that as well. John, and then the
3 gentleman behind you had a comment.

4 MR. FEINSTEIN: Jon Feinstein, VHB. As
5 somebody just said, as an agency you're going to
6 be getting a lot of contact from the public
7 because there is a lot of controversy on the
8 project. Go Green is a group of businessmen in
9 Rhode Island, you'll see them involved and they
10 have their own website as proponents for the
11 project and they have their own messaging going
12 on and about. Carol mentioned Susanna, and maybe
13 I can ask Susanna for two seconds. She and Carol
14 have been in the community in the last couple of
15 weeks chatting with a lot of folks and maybe just
16 some of your observations to give the agencies,
17 Susanna, kind of your perspective. Susanna is a
18 facilitator and mediator whom we work with on
19 other EIS projects which are controversial and we
20 hope her talents in terms of mediation and also
21 facilitation is going to help us as we're in
22 dialog with the communities and we have some
23 tough issues to get through as we're doing all
24 this technical work that is going to be in the

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1 Coalition is really concerned about that. I
2 think land use, sort of the incremental growth of
3 the airport into the neighborhoods was a concern.
4 Very pleased working with the planner in Warwick
5 about just a reasonable approach about having to
6 figure out the best way to go about this. So
7 it's a mixed bag and I think what we need to do
8 is be open and honest, give a very -- a really
9 independent evaluation of where things are. We
10 will commit to you to tell you the news, whether
11 it's good or bad. If there are lots of wetlands
12 in our path, we will tell you. We need to work
13 together on this. If there is good news, we will
14 tell you. I want to get back to you before we
15 forget your question.

16 MR. HOLMES: Peter Holmes, EPA
17 wetlands. My concern was with -- I wanted to ask
18 John a question about the EMAS structures.
19 Always trying to look for the least
20 environmentally damaging alternative and he
21 talked about the cost, et cetera, but do we know
22 what the size of an EMAS structure is going to be
23 for a facility at each end of the airport, so to
24 speak, runway extensions so we have some kind of

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1 scope as well.

2 MS. LILLER: Very briefly, we've met
3 with about 15 people. I would say that people
4 have been reluctant to meet with us because this
5 hasn't happened before, that people have called
6 them and asked to meet with them. But when
7 people have, what we've heard is that they think
8 that the outreach process that has gone before
9 has been terrible and they don't feel they have a
10 voice, they don't feel they've been listened to
11 or heard, they don't feel that when they had
12 questions or comments that they were responded
13 to, so acknowledgment, there hasn't been
14 acknowledgement.

15 So I would say that it's extremely
16 challenging that we have to be able to show that
17 we do genuinely want to know and it's going to
18 take us time to build some trust so people will
19 even hear us. It's not encouraging news but
20 that's the way it is.

21 MS. LURIE: I think environmentally the
22 issues are relating to air quality, health
23 effects from the air quality study, noise,
24 traffic related, wetlands, the Buckeye Brook

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1 feel as to cost and what the size is?

2 MS. LURIE: We haven't done that
3 analysis yet. Jim Miklas, maybe you can speak a
4 little bit to this, but it's in the very early
5 stage of analysis.

6 MR. MIKLAS: It's early on, but
7 generally an area as high as two feet, but
8 length-wise I think they're about 600 feet.
9 Actually, the safety areas, John referred to
10 earlier, was 500 feet, 5,000 feet long. With an
11 EMAS system in place it is actually reduced down
12 to 600 feet. But as far as the actual
13 specifications on it, it is a runway end by
14 runway end basis.

15 MS. LURIE: It doesn't work everywhere.
16 It depends on where navigation aids or other
17 facilities that are in place or what the soil
18 conditions are, so that's what we need to
19 evaluate.

20 MR. HOLMES: And once again, what are
21 the other airports it was used at?

22 MS. LURIE: We haven't identified all
23 those other airports yet.

24 MR. NICHOLS: J.F.K.

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1 MS. LURIE: Oh, I'm sorry, where EMAS
2 is used. I'm sorry. There's one in Hyannis.

3 MR. MIKLAS: Roanoke.

4 MS. CULLEN: You can do a search on the
5 internet. There are many, many of them if you do
6 a search on the internet. EMAS, the company that
7 manufactures them has a website and they can tell
8 you all the airports that they're currently
9 located at.

10 MR. DOUCETTE: Richard Doucette, FAA.
11 Part of the response to that would be that the
12 FAA look very hard at the cost implications as
13 well as how you can minimize impacts using EMAS,
14 and the reason why cost is such an issue is when
15 you build a standard runway safe area, you just
16 move dirt and plant grass, it is pretty much free
17 after that point, it lasts theoretically forever.
18 EMAS has to be rebuilt every five or ten years
19 because it doesn't weather very well. It has to
20 be completely water proofed because once the
21 frost gets in it will start to break it up so the
22 earlier generated EMAS would just break down from
23 the jet blast and then the water gets in there
24 and it falls apart. So after five or ten years

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4 C E R T I F I C A T E
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6 I hereby certify that the foregoing is a
7 true and accurate transcript of the Agency Scoping
8 Meeting held on the 11th, on February, 2005, at
9 1:00 p.m.
10

11
12
13 _____
14 JO ANNE M. SUTCLIFFE, RPR/CSR
15 Notary Public, State of Rhode Island
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1 the whole system comes out so that would be three
2 or \$5 million or more every five to ten years so
3 for that reason it can be very sensitive and
4 becomes cost prohibited at small airports.

5 MS. LURIE: It's also like an air bag;
6 once you use it, you have to replace it. Well,
7 I'd like to thank you all so much for coming. If
8 you'd like to stay for a little while to chat to
9 any of us or go through some the boards, we'd be
10 delighted to speak to you. Susanna is sitting
11 over there, there are some good cookies for you
12 guys to finish up, please take them, and if you'd
13 like to come back at five o'clock, we'd be
14 delighted to have you. Thank you very much for
15 coming.

16 (ADJOURNED AT 2:36 P.M.)
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