



Meeting Notes

Topic: Public Meeting #2
Alternatives Analysis

Date/Time: March 22, 2006 - Warwick
March 23, 2006 - Cranston

Location: Warwick – Buttonwoods
Community Center
Cranston – William Hall Library

Notes Taken by: EIS Team

Summary of FAA Public Meetings

The meetings were hosted by the Federal Aviation Administration (FAA) as part of public outreach in support of the T.F. Green Airport Improvement Program Environmental Impact Statement (EIS).

Location, Time, and Attendance:

Warwick (Buttonwoods Community Center) – March 22, 2006 5:00 PM - 9:30 PM – Approximately 280 members of the public were in attendance.

Cranston (William Hall Library) – March 23, 2006 5:00 PM - 8:30 PM – Approximately 50 members of the public were in attendance.

Meeting Purpose:

The purpose of the meetings was to provide an overview of the T.F. Green Airport Improvement Program Environmental Impact Statement (EIS) Alternatives Analysis. The meetings provided an opportunity for the public to speak with the FAA, the Rhode Island Airport Corporation (RIAC), and the EIS team, and to provide input on the Alternatives Analysis. The same materials were presented at the two locations noted above to provide convenient access to communities near the airport. The presentation slides and boards are posted on the EIS website (www.vhb.com/pvd/eis/outreach.asp).

Meeting Notes:

The FAA held public meetings on Wednesday March 22, 2006 (Warwick) and Thursday March 23, 2006 (Cranston). The meetings were advertised in the local and state newspapers (Warwick Beacon, Cranston Herald, and Providence Journal), and on COX Cable television. Notification was also achieved through individual mailings, meeting poster distribution to community bulletin boards, web postings, and telephone calls.

The first hour of the meetings consisted of board displays and one-on-one discussions with FAA, RIAC, and technical experts and the meeting attendees.

Boards

- Meeting Information
- What is an Environmental Impact Statement (EIS)?
- Environmental Impact Statement Schedule
- Opportunities for Public Input
- Question and Answer Session
- Purpose and Need
- Alternatives Screening Process
- Primary and Secondary Air Service Areas
- Potential New Airport Locations
- Proposed On-Airport Projects
- Runway Length Analysis
- Runway 16-34 Options
- Runway 5-23 Options
- Airport Improvement Program Alternative A
- Airport Improvement Program Alternative B
- Airport Improvement Program Alternative C
- Airport Improvement Program Alternative D



■ Airport Improvement Program
Alternative E

■ The No-Action Alternative

During the second hour, the EIS team made a formal slide presentation for the meeting attendees. **Susanna Liller**, the Facilitator from Barton and Gingold, welcomed the group and explained how the meeting would be run. **John Silva**, FAA Project Manager, provided an introduction to the attendees. This was followed by **Carol Lurie**, Project Manager from Vanasse Hangen Brustlin (consultant to the FAA), who presented the Alternatives Analysis Screening process and preliminary results.

The presentation included detailed information on the Level 1 Screening of Candidate Alternatives including Off-Airport and Non-Construction Alternatives. The FAA analyzed greater use of other airports, developing a new airport, other modes of transportation, and new technology. The FAA determined that none of these off-Airport alternatives would meet the Purpose and Need. Ms. Lurie explained that the FAA then evaluated on-Airport projects to determine if they would meet the Purpose and Need.

The presentation next described the Level 2 Screening, which evaluated Preliminary Alternatives including Runway 16-34 safety enhancements, an extension of Runway 5-23, and other on-Airport projects. The runway options and other projects were then combined to develop the Draft Airport Improvement Program Alternatives A, B, C, D, E, and the No-Action Alternative (see table on page 3). Alternatives A, B, C, D, and E meet the Purpose and Need and will be compared to the No-Action Alternative as the study progresses.



T.F. Green Airport Improvement Program Alternatives

Alternative	Runway 16-34	Runway 5-23	Impacts to Main Avenue	Impacts to Airport Road	Impacts to Land Uses	Impacts to Buckeye Brook	Impacts to Wetlands	Carried Forward
A	Option 3 Full RSAs at both ends	Option 1 Full RSAs at both ends	Tunnels Main Ave.	Avoids Airport Road	Substantial impacts to Greenwood neighborhood; and to commercial uses at Post/Airport Road Intersection	Impacts south	Substantial impacts on Runway 16 end	Yes
B	Option 2A EMAS at Runway 34 end; full RSA at Runway 16 end	Option 2A Full RSAs at both ends	Avoids Main Ave.	Relocates Airport Road	Substantial impacts to Spring Green neighborhood	Impacts north, Avoids south	Substantial impacts on Runway 23 end, Moderate impacts on Runway 16 end	Yes
C	Option 5C EMAS at Runway 16 end; full RSA at Runway 34 end	Option 4 Full RSAs at both ends	Tunnels Main Ave.	Relocates west end of Airport Road	Substantial impacts to Greenwood neighborhood, and commercial uses between railroad and Post Road in Lincoln Park area	Avoids	Moderate impacts on Runway 16end	Yes
D	Option 5 Full RSAs at both ends	Option 1 Full RSAs at both ends	Tunnels Main Ave.	Relocates east end of Airport Road	Substantial impacts to Greenwood neighborhood; and limited area of commercial uses between railroad and Post Road	Avoids	Moderate impacts on Runway 23 end	Yes
E	Option 3B EMAS at both ends	Option 4A Full RSA at Runway 5 end; EMAS at Runway 23 end	Tunnels Main Ave.	Relocates east end of Airport Road	Substantial impacts to Greenwood neighborhood; and residences to Bellevue Ave to north	Avoids	Minor impacts	Yes
No-Action	No-Build	No-Build	No Impacts	No Impacts	No Impacts	No Impacts	No Impacts	Yes

The meeting was opened to questions and input from the public after the presentation. A panel with the FAA and members of the consultant team responded to questions and input. Topics included:

- Length of Runway 5-23 to be evaluated in environmental consequences analysis
- Impacts of acquisition on Warwick tax base
- Forecasts (aircraft and engines included in study)
- Probability of west coast flights with longer runway
- Long-haul destinations
- Influence of fuel costs on future fleet mix and operations
- On- and off-Airport roadway configurations
- Other airport alternatives (Quonset and Charlestown Navy Base)
- Geographic information systems new airport analysis
- No-Action Alternative
- Homes outside, but near acquisition areas
- Residential impacts/land acquisition (affordable housing, process, and appraisal)

This Federal Aviation Administration deliberative draft is subject to change.



- Environmental consequences (noise, air quality, surface transportation, and water quality)
- Weighing residential and environmental impacts
- Protocol for disposing of deicing fluid
- Health concerns
- Security (with regard to Main Avenue tunnel)
- Economic benefit of Proposed Action
- Scoping process
- Purpose and Need (need for Runway Safety Areas)
- EIS Schedule and study years
- Approach altitudes
- Cost of build alternatives
- Airport Improvement Program funding
- FAA/RIAC roles in Part 150, master planning, and the EIS process
- Part 150 Acquisition Program/soundproofing
- Evolution from Master Plan Alternative to EIS Alternatives
- Validity of EIS process
- Use of Engineered Material Arresting Systems
- Runway configuration (parallel runways)
- Warwick Intermodal Train Station
- Protocol for commenting on Draft Alternatives Analysis Chapter
- Handling of public questions/input at informational meetings

The FAA is taking the input received at the public meetings into account as the alternatives are further refined and evaluated. The Frequently Asked Questions available on the project website will be updated to address questions/input received at the meetings (<http://www.vhb.com/pvd/eis/faqs.asp>).

The meetings will be broadcast on local access cable television.

- The Warwick Meeting will air on Warwick Channel 18 on:
Time and Date to be Determined
- The Cranston Meeting will air on Cranston Channel 18 on:
Time and Date to be Determined

This meeting summary, presentation slides, and boards are available on the EIS website at: www.vhb.com/pvd/eis/outreach.asp.

Upcoming public meetings on the EIS will be held in the fall of 2006. Notification of times and locations will be posted on the website as soon as they are confirmed.

Note: There is no formal public comment period for the alternatives analysis. If you have input, please provide it to:

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