

T.F. Green Airport Improvement Projects – Draft EIS



Federal Aviation Administration
Supplemental Scoping Meeting
February 8th, 2005



T.F. Green Airport Improvement Projects – Draft EIS



- ▶ Welcome
- ▶ FAA is restarting the EIS process for the T.F. Green Airport Improvement Projects
- ▶ The purpose of this meeting is to get input to revise the Scope for the Draft EIS



T.F. Green Airport and Surroundings



T.F. Green Airport



- ▶ T.F. Green Airport is a commercial service airport
- ▶ Currently serves over five million passengers per year with 250 daily operations
- ▶ Projected growth at T.F. Green is anticipated to be eleven million passengers and 630 daily operations by 2020



Master Planning



- ▶ Early 2001 RIAC started the Master Plan update process
- ▶ Identified improvements needed to accommodate anticipated growth
- ▶ At that time considered range of projects including extension of Runway 5-23 to 7,500 feet
- ▶ The extension of RW 5-23 to 9,500 feet was identified as a long-term need



Public Scoping



- ▶ July 25, 2002 - Public meetings to determine EIS scope first held
- ▶ March 2004 - RIAC voted to support Runway 5-23 extension **up to 9,500 feet**
- ▶ February 2005 - FAA conducts additional public scoping
- ▶ Because Runway 5-23 extension up to 9,500 feet was not part of the 2002 Scope of Work for the EIS



Purpose of Supplemental Scoping



- ▶ To provide federal, state, regional and local agencies, and other interested parties, with supplemental information on the T.F. Green Airport Improvement Projects
- ▶ Invite comments and suggestions to be addressed in Draft EIS



Why Improve T.F. Green?



Airside

- ▶ *Runway 5-23 – Primary Runway*
 - At 7,166 feet – Too short to be able to accommodate the future demand for non-stop service to the far west
 - Extension does not add operational capacity, only operational flexibility

- ▶ *Runway 16-34 – Crosswind Runway*
 - 6,081 feet – Deteriorating pavement (short-term fix)
 - Non-standard Safety Areas (wetlands, roadways)

- ▶ *Cargo*
 - Needs an efficient location for future air cargo facilities



Why Improve T.F. Green?



Landside

- ▶ Four to eight gate expansion needed immediately
 - Results in relocation of the Cargo/ Ground Service Equipment Maintenance Facility
- ▶ Central Power Plant expansion
- ▶ Central roadway system reconfiguration
- ▶ Auto parking – current and future need for more long-term spaces



Projects in the EIS



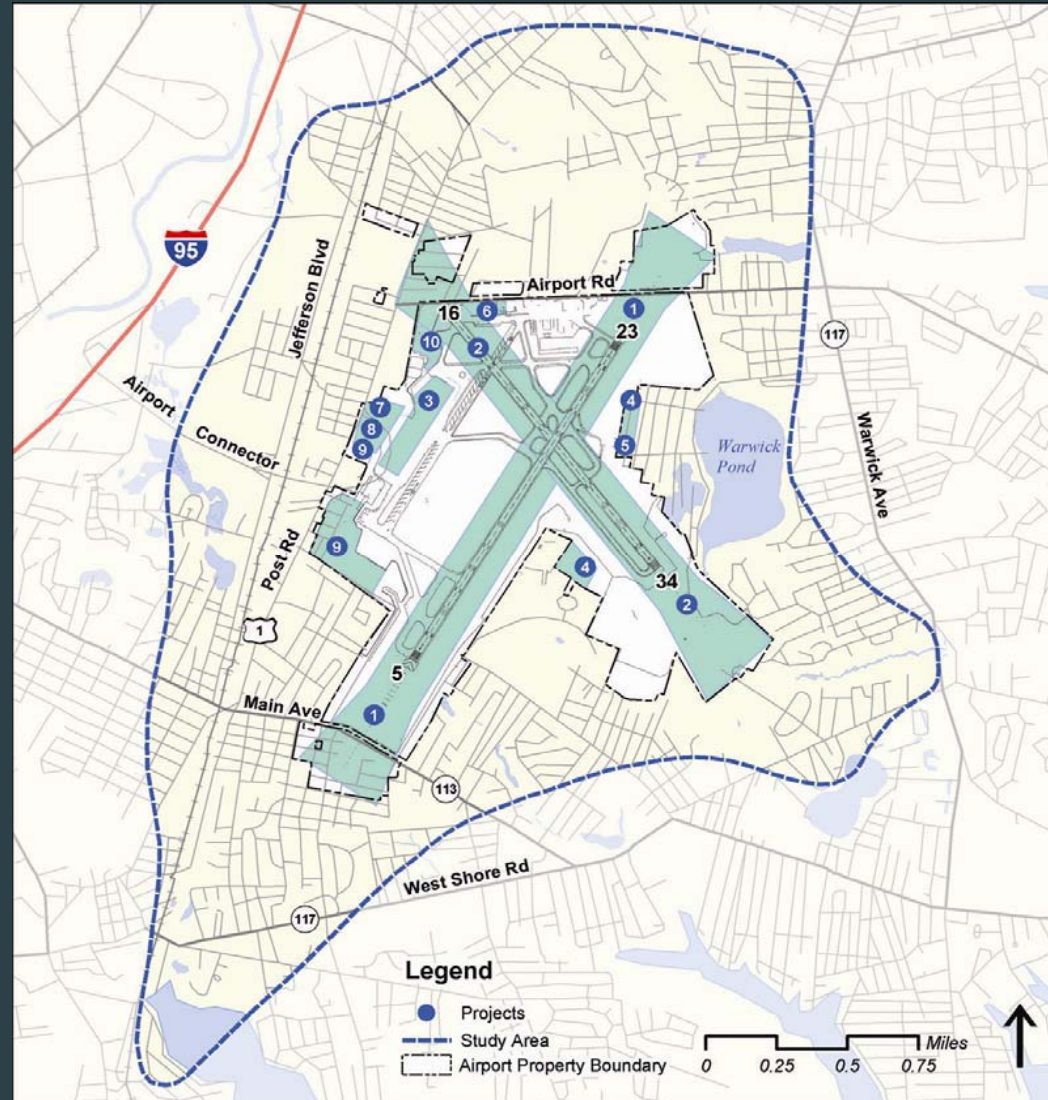
Short and Medium Term Needs
from Master Plan

+ Capital Availability

= Projects Evaluated in EIS



Proposed Airport Improvement Projects



Proposed Airport Improvement Projects



1. R/W 5-23 Extension
2. R/W 16-34 Reconstruction/
Runway Safety Areas
3. Terminal/Concourse Expansion
4. Integrated Cargo Facility
5. Possible VOR Relocation
6. Hangar One Demolition
7. Possible Consolidated Rental Car
8. Terminal Roadway Improvements
9. Parking Improvements
10. Fuel Farm Expansion



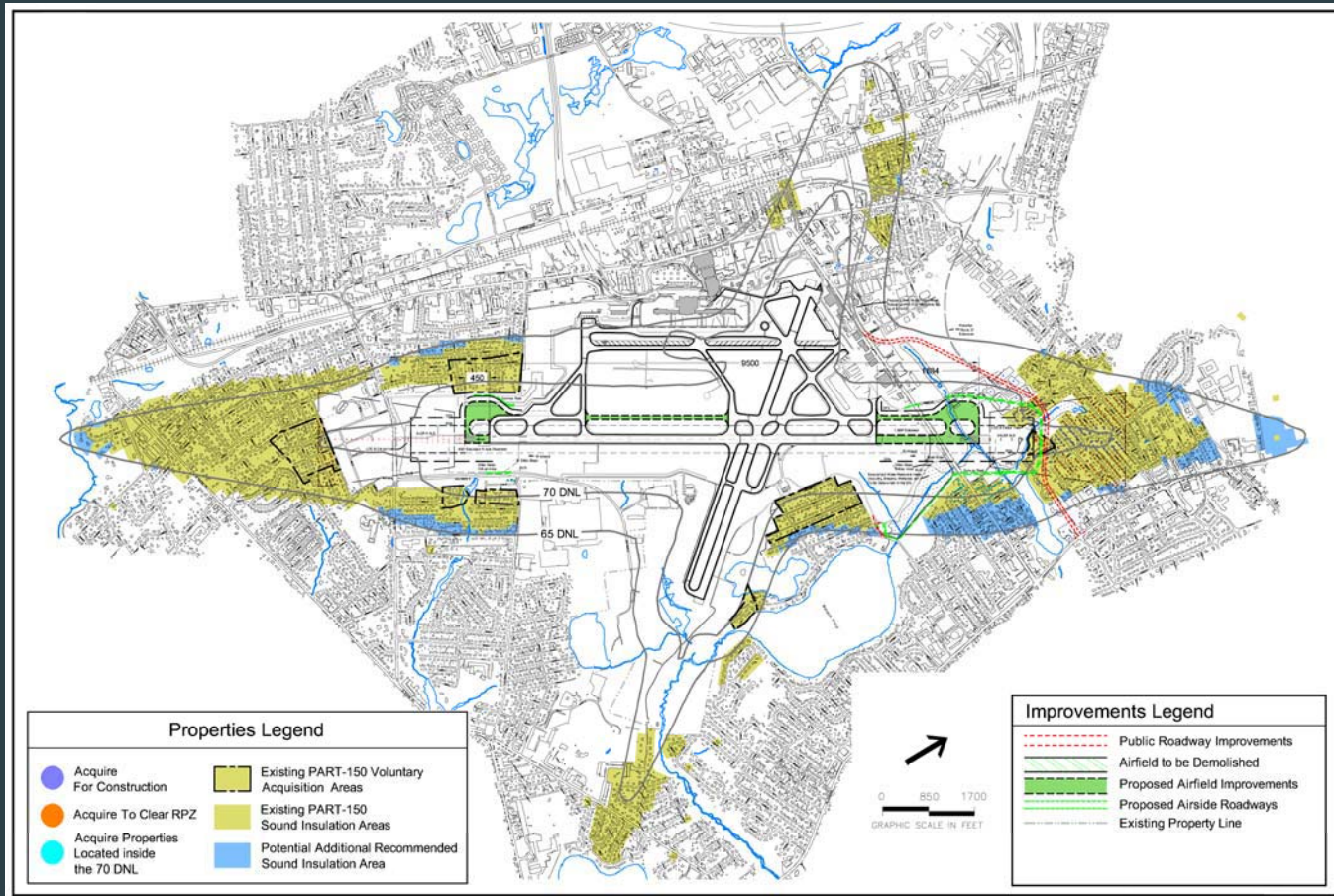
Runway 5-23 Extension Alternatives (1)



- ▶ **Extend Mostly North and Some South**
 - Extend RW end 23 by 1,833 feet to the north and RW end 5 by 450 feet to the south
 - Does not affect cemetery at 5 end
 - Crosses Airport Road requiring its relocation
 - Affects wetlands north of Airport Road



Runway 5-23 Extension Alternative (North/Some South)



Runway 5-23 Extension Alternatives (2)

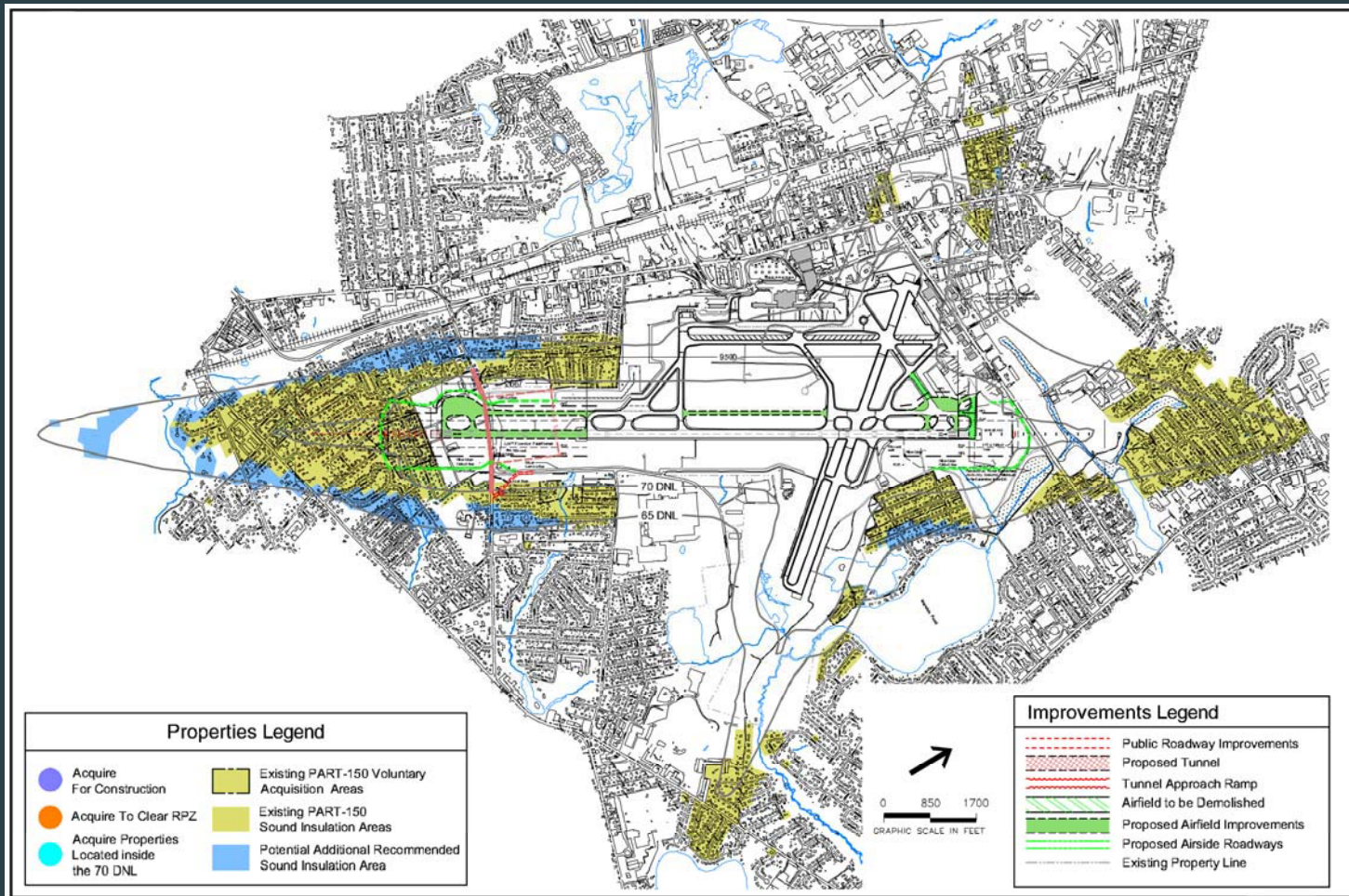


► Extend South

- Relocate RW 23 end (threshold) by 333 feet to the south by 333 feet and extend RW 5 by 2,667 feet to the south
- Requires Main Avenue to be tunneled or relocated
- Cemetery off RW 5 must be relocated
- No wetland impacts



Runway 5-23 Extension Alternative (South)



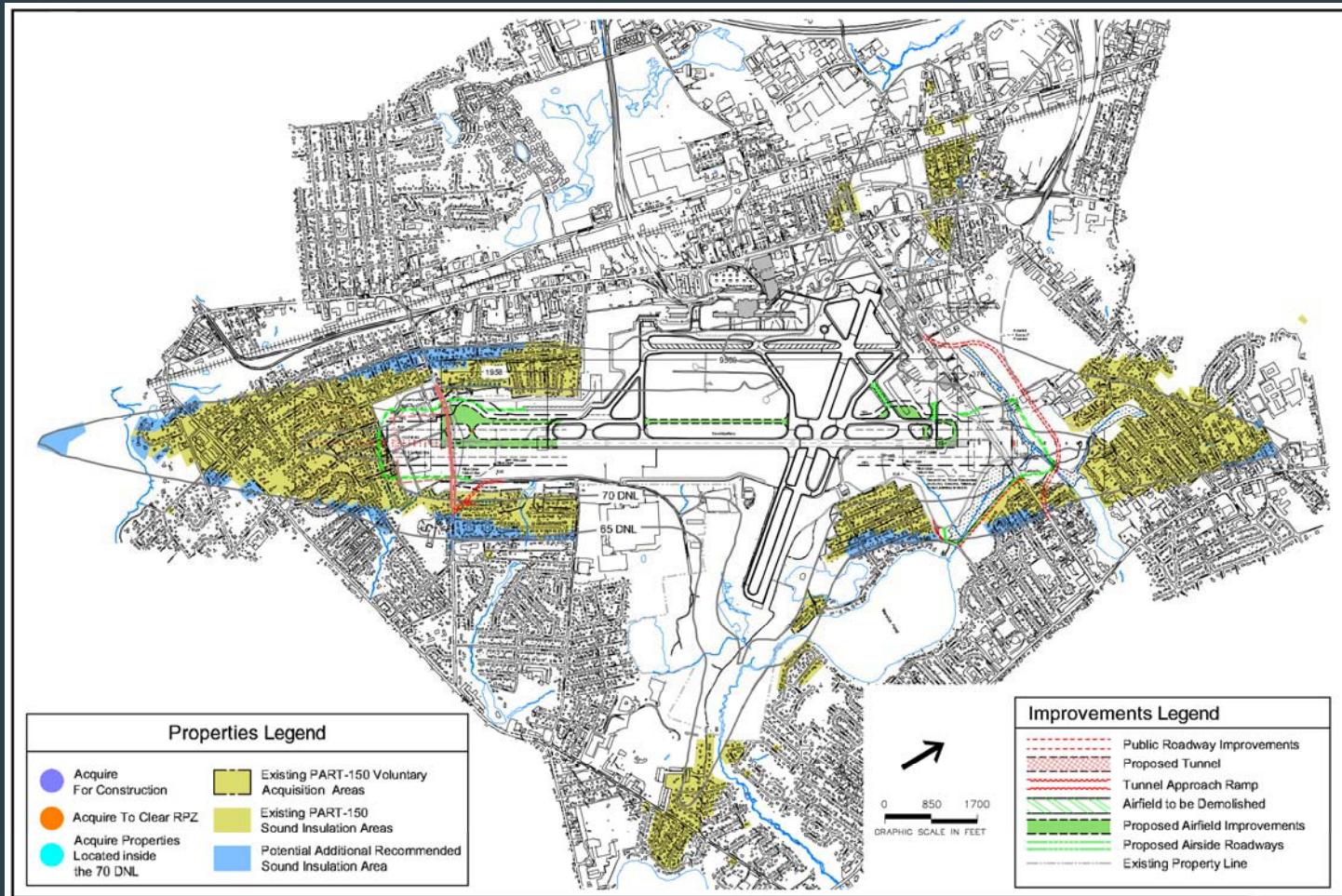
Runway 5-23 Extension Alternatives (3)



- ▶ **Extend Mostly South and Some North**
 - Extend RW 23 by 376 feet to the north and RW 5 by 1,985 feet to the south
 - Airport Road may have to be relocated and reconnected
 - Main Avenue may have to be tunneled or relocated



Runway 5-23 Extension Alternative (South/Some North)



Other Alternatives



- ▶ Use of Other Airports
- ▶ Other Modes of Transportation
- ▶ Use of Technology
- ▶ Non-Physical Operational Changes
- ▶ No Action / Do Nothing



EIS Process



- ▶ Scoping
- ▶ Purpose and Need
- ▶ Alternatives Development/Evaluation/
Refinement
- ▶ Environmental Impact Analysis
- ▶ Draft EIS
- ▶ Public Hearings
- ▶ Public Comment Period
- ▶ Final EIS
- ▶ FAA Record of Decision



Environmental Categories



- ▶ **Noise**
- ▶ **Land Use**
- ▶ **Social Impacts**
- ▶ **Induced Socioeconomic Impacts**
- ▶ **Air Quality**
- ▶ **Water Quality**
- ▶ **DOT 4(F) Resources – public lands**
- ▶ **Historic, Architectural, Archaeological and Cultural Resources**
- ▶ **Biotic Communities**
- ▶ **Endangered and Threatened Species**
- ▶ **Wetlands**
- ▶ **Floodplains**
- ▶ **Coastal Zone Management and Coastal Barriers**
- ▶ **Prime and Unique Farmlands**
- ▶ **Energy Supply and Natural Resources**
- ▶ **Light Emissions**
- ▶ **Solid and Hazardous Waste**
- ▶ **Construction**
- ▶ **Surface Transportation**
- ▶ **Cumulative Impacts**
- ▶ **Environmental Justice**
- ▶ **Children's Health and Safety**



Public Outreach



- ▶ Public Meetings (Warwick and Cranston)
- ▶ Community Cable
- ▶ Public Hearings
- ▶ Newsletters
- ▶ Website www.vhb.com/pvd/eis



Agency Coordination



Federal

- ▶ FAA – Lead Federal Agency
- ▶ Federal Highway Administration
- ▶ Environmental Protection Agency
- ▶ U.S. Army Corps of Engineers
- ▶ Federal Transit Administration
- ▶ U.S. Fish and Wildlife Service
- ▶ National Marine Fisheries Service
- ▶ Department of Housing and Urban Development



Agency Coordination



State

- ▶ Rhode Island Department of Environmental Management
- ▶ Rhode Island Department of Transportation
- ▶ Rhode Island Historical Preservation and Heritage Commission
- ▶ Rhode Island Office of the Governor
- ▶ Rhode Island Department of Health
- ▶ Rhode Island Statewide Planning
- ▶ RI Coastal Resources Management Council

Other

- ▶ Narragansett Indian Tribe



Agency Review



- ▶ Screening criteria for alternatives
- ▶ Rationale for eliminating alternatives
- ▶ Study area boundaries
- ▶ Data requirements and methodology
- ▶ Methodology for environmental resource and community impact analysis
- ▶ Level of detail for engineering design
- ▶ Conceptual measures to mitigate unavoidable environmental impacts



Original → Supplemental Scope



- ▶ Revised Project List – especially Runway 5-23 Extension
- ▶ Expand Study Area
- ▶ Update Analysis Years
 - 2000, 2010, 2015 to
 - 2004, 2012, 2020
- ▶ Comply with Recent Regulations



Scoping Meeting



- ▶ Proceed to **Information Boards** to learn more details
- ▶ Give your **Comments** on the Scope of Work for the Draft EIS
- ▶ Please focus on the EIS Projects

THANK YOU FOR YOUR INPUT



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