

On Monday, July 15, 2002, I filed formal requests for assistance with the Offices of the Inspector General's (OIG) of both the U.S. Department of Housing and Urban Development (HUD) and the U.S. Department of Transportation (DOT) and with personnel of the regional Environmental Protection Agency (EPA) office.

The HUD OIG request cited the obvious failure of the T.F. Green's Study Resource Committee (SRC) planning process to include HUD as a stakeholder in the pre-planning process. RIAC's Executive Director recently refused my reasonable request to prolong the SRC process in order to adequately consider HUD's valuable input and expertise regarding community development and housing. HUD's involvement in the SRC would have assured an in-depth consideration and safe-guarding of HUD's significant community development investments. This issue was raised at the very first meeting of the SRC over a year ago in the presence of FAA officials. Now Regional FAA officials are clearly supporting RIAC's attempts to hastily move on to an Environmental Impact Study when fundamental, and less costly, pre-planning is still warranted.

The DOT OIG request cited the apparent confusion on the part of the Regional FAA personnel regarding proper pre-planning and the role of FAA Advisory 150-5070-6A: Airport Master Planning, and other FAA guiding principles and regulations. I asked for an identification of the guiding principles and regulations that do apply to any attempt to expand an airport in the center of a densely residential land use area. I also requested a complete external audit (including financials) of the planning for T.F. Green going back 10-12 years. This is to ensure that FAA policies, procedures, regulations and guiding principles have been strictly adhered to at every step and that federal funds have not been placed at undue risk.

The EPA request cited the emergency nature of the environmental problems that airport affected neighbors are currently experiencing including severe and suspect signs of poor air quality and property damage.

It is obvious to the citizenry that the RIAC intends to essentially ignore its current effect on our environment in the pre-planning stages of this most recent 20 year planning process. RIAC is even choosing to ignore our RI Attorney General's request on behalf of the citizens for proper due diligence concerning quality of life issues.

This is an extremely serious situation. Citizens should not have to carry all of this weight. The prices we pay, and the harms that we are exposed to, have simply not been adequately identified and factored in to the pre-planning processes despite their readily identifiable natures. The failure of RIAC and the Regional FAA office to apply reasonable, timely safe-guards for the population affected by the airport's operations in the center of a densely residential land use area is reprehensible and inexcusable. We need to thoroughly examine why both RIAC and FAA appear to be planning as though growth were inevitable.

Everyone who can should turn out today for the RIAC Board meeting. (Contact RIAC for time and location.) Each board member needs to know the personal significance of their individual vote at this time. It is not too late for the Board to vote responsibly and delay this process so that proper due diligence can be applied.

Raleigh M. Jenkins  
SRC Citizen Representative - At Large