

State of Rhode Island and Providence Plantations

REPRESENTATIVE
JOSEPH M. McNAMARA
Deputy Majority Leader
23 Howie Avenue
Warwick, Rhode Island 02888
District 29



Committee on
Health, Education and Welfare
Joint Committee on Highway Safety

Room 21, State House
Providence, Rhode Island 02903

House of Representatives

July 22, 2002

RECEIVED
JUL 24 2002

BY: *mgp*

Deputy Executive Director Soderstrum
Study Resource Committee
Rhode Island Airport Corporation
2000 Post Road
Warwick, RI 02886

Dear Deputy Executive Director Soderstrum:

I would like to respectfully request that my comments be submitted into the Study Resource Committee record.

Just a few months ago I requested that the Rhode Island Attorney General file a writ of mandamus against the Rhode Island Airport Corporation on behalf of the citizens of Rhode Island for not complying with Rhode Island general laws Chapter 5, Permanent Noise Monitoring Act – Aircraft Monitoring System. I am pleased that the Director of the corporation now has agreed to comply with this statute and has stated that the Airport Noise Monitoring System will be up and running in ninety days. Section 1-5-2 of this law entitled “Copy of Reports to Government Entities, states ‘the report shall include the number of landings and departure by aircraft type and the time of day and an analysis of runway usage’. My question to you is how can an airport master planning process proceed without this data? Specifically, how can a plan to extend runways be made without an analysis of current runway utilization? Landrum and Brown should be using actual runway and flight path data, which will be available once the Automated Noise Monitoring System is up, and running. Wouldn’t this be a more scientifically based assessment of runway use than the pre 9-11 computer models that have been used in this study? I would suggest we wait for the data and do the job correctly.

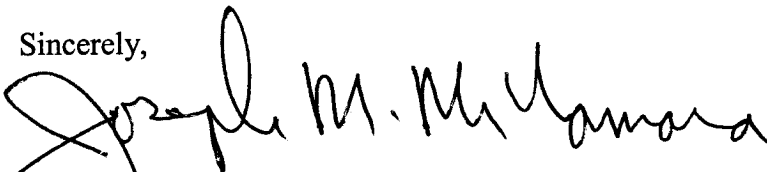
Warwick residents are justifiably skeptical and angry in the manner that the Master Planning Process has been conducted. The pleas from our appointed Citizen Representatives on the Study Resource Commission to address environmental and health concerns, these so-called “Quality of Life issues” have not been addressed by this process. The concerns raised by the Mayor and numerous elected officials have also not been addressed in this process and the citizens of Warwick feel as though their collective voices have not been heard. I urge you for these reasons not to go forward with the EIS at this time. I respectfully request that you return to the table and address the health concerns relating to noise and pollution and all of the quality of life issues that have been raised by our representatives on this committee.

Deputy Executive Director Soderstrum
July 22, 2002
Page 2

Furthermore, I would like to present for the record a copy of a house resolution that was unanimously passed by the Rhode Island House of Representatives requesting that the Rhode Island Department of Health conduct a study on the effect of the runway extension and increased airport pollution on the health of the citizens in neighboring communities. This item will be marked Exhibit A. I would also like to enter into the record a list of 32 research articles that further demonstrates the negative impact that airports have on the health of residents in the surrounding communities. This item is marked Exhibit B. I would also like to respectfully request that the following letters are entered into the record: A letter from United States Senator Lincoln D. Chafee to Dr. Henry Falk, Administrator of The Agency for Toxic Substances and Disease Registry; also a letter from Congressman James R. Langevin to Ira W. Leighton, EPA Administrator, United States Environmental Protection Agency; and finally I would like to enter a letter from Ira W. Leighton, EPA Administrator. These items are marked Exhibit C.

Please feel free to contact me if you have any further questions. Thank you in advance for your thoughtful consideration for this request.

Sincerely,



Joseph M. McNamara
Representative – District 29
Deputy Majority Leader

JMM/sv

(d)

Enclosures

Exhibit A

2002 -- H 8118 SUBSTITUTE A

LC03131/SUB A

STATE OF RHODE ISLAND

IN GENERAL ASSEMBLY

JANUARY SESSION, A.D. 2002

HOUSE RESOLUTION

RESPECTFULLY REQUESTING THE RHODE ISLAND DEPARTMENT OF HEALTH TO
CONDUCT AN ENVIRONMENTAL IMPACT STUDY ON THE EFFECT OF RUNWAY
EXPANSION AT T.F. GREEN AIRPORT ON THE CITY OF WARWICK AND THE
SURROUNDING COMMUNITIES

Introduced By: Representatives McNamara, Aiken, Trillo, Sherlock, and Ginaitt

Date Introduced: May 09, 2002

Referred To: House Health, Education & Welfare

1 WHEREAS, Airports' most serious impacts on the surrounding environment are in air,
2 water and noise pollution; and

3 WHEREAS, Airports rank as high as smokestack industries in the amount of pollution
4 they release into the environment, yet are excluded from many rules that equally polluting
5 industries must follow; and

6 WHEREAS, The City of Warwick has received one of the lowest air quality ratings by
7 the United States Environmental Protection Agency; and

8 WHEREAS, Residents living near the airport share similar environmental health
9 concerns with residents who live near other facilities or sources of pollution; and

10 WHEREAS, The Department of Health can assist in assessing the impact of airport noise
11 and air pollution on surrounding communities by:

12 -- offering technical support in the review and interpretation of data collected during
13 noise studies, ensuring that the airport comply with federal noise requirements;

14 -- providing technical support, depositions and testimony in court to strengthen public
15 nuisance suits brought by local officials and the Office of the Attorney General;

16 -- working with school officials on ways to evaluate impacts of airport noise/emissions
17 on learning and health;

18 -- reviewing DEM air testing results and working with DEM to expand testing;

1 -- providing technical assistance in developing a Request for Proposals and grants for a
2 comprehensive study of the environmental and health impacts of the airport; and

3 WHEREAS, According to information in the T.F. Green Airport Master Plan Update by
4 the Study Resource Committee, current airfield passenger capacity is 9,307,900, terminal
5 passenger capacity is 6,701,400 and landslide passenger capacity is 7,997,600. As of April 25,
6 2002, the current passenger demand for each is only 5,430,900; now, therefore be it

7 RESOLVED, That this House of Representatives of the State of Rhode Island and
8 Providence Plantations hereby respectfully requests the Rhode Island Department of Health to
9 assist the city of Warwick in interpreting health data and in developing an RFP and a grant for
10 funding an environmental impact study on the effect of runway expansion at T.F. Green Airport
11 on the City of Warwick and the surrounding communities; including Cranston and Providence.
12 Said study should include, but not be limited to, the increase in air pollution and ground level
13 aircraft emissions which are currently excluded in state plans; and be it further

14 RESOLVED, That the Secretary of State be and he hereby is authorized and directed to
15 transmit duly certified copies of this resolution to the Director of the Department of Health, the
16 Chairman of the Rhode Island Airport Corporation, the Members of the Rhode Island Airport
17 Corporation, the Director of the Rhode Island Airport Corporation, the Mayor of the City of
18 Warwick, the Mayor of the City of Cranston, the Mayor of the City of Providence, the Rhode
19 Island Congressional Delegation and the Director of the Rhode Island Department of
20 Environmental Management.

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LC03131/SUB A
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Exhibit B

REFERENCES

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United States Senate

WASHINGTON, DC 20510-3902

10 DORRANCE STREET
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PROVIDENCE, RI 02903
(401) 453-5294

TOLL FREE NUMBER
IN RHODE ISLAND
1-800-662-5188

INTERNET ADDRESS:
www.senate.gov/~chafee

March 2, 2001

Dr. Henry Falk
Assistant Administrator
Agency for Toxic Substances and Disease Registry
1600 Clifton Road, E-28
Atlanta, GA 30333

Dear Dr. Falk:

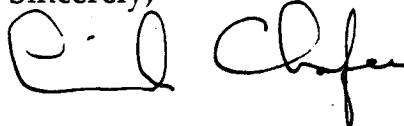
A number of residents living in the vicinity of T.F. Green Airport in Warwick, Rhode Island, have contacted my office expressing concern that air pollution emanating from the airport is adversely affecting the health of the community.

Residents contend that there is a higher than usual occurrence of common respiratory diseases, such as asthma, among people living near the airport. In addition, there is concern among families of area neighborhoods that they are at a greater risk of developing cancer.

I wish to do what I can to assist my constituents in addressing this situation. Therefore, I request that the Agency for Toxic Substances and Disease Registry perform a health consultation in an effort to determine whether pollution from the airport poses a threat to public health in the area. The Rhode Island Department of Environmental Management has conducted air monitoring tests at the airport, and the results of these tests are available for review.

Thank you in advance for your consideration of this important matter. If you have any further questions, please do not hesitate to contact me or Ian Lang of my staff at (401) 453-5294.

Sincerely,



Lincoln D. Chafee

LDC/il

Congress of the United States
House of Representatives
Washington, DC 20515-3902

March 7, 2001

Ira Leighton, Acting Regional Administrator
United States Environmental Protection Agency
New England Region
1 Congress Street, Suite 1100
Boston, MA 02114-2023

Dear Mr. Leighton,

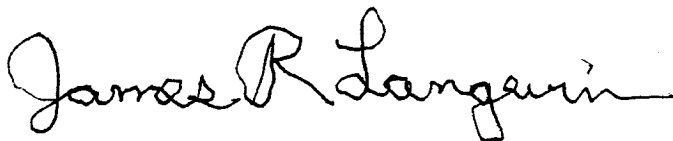
I am writing to ask your assistance regarding RI State Representative Joseph M. McNamara's request for an environmental impact study for the T.F. Green Airport.

Being a resident of the City of Warwick, I fully understand the concerns of my neighbors and constituents regarding the airport. Issues that range from noise levels, to air quality, to quality of life are common concerns to those of us that live in the city. These are all issues that need to be addressed, and your advice on this matter would be greatly appreciated.

In a letter dated February 14, 2001, Representative McNamara addresses some key issues, to which I respectfully request any assistance that you may be able to provide, in accordance with all applicable rules and regulations.

Thank you in advance for any assistance that you are able to offer.

Sincerely,



James R. Langevin
Member of Congress

Cc: The Honorable Joseph M. McNamara



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 1

1 CONGRESS STREET, SUITE 1100
BOSTON, MASSACHUSETTS 02114-2023

May 3, 2001

Representative Joseph M. McNamara
23 Howie Avenue
Warwick, RI 02888

OFFICE OF THE
REGIONAL ADMINISTRATOR

Dear Representative McNamara:

This is in response to your letter dated March 20, 2001, regarding air pollution associated with T.F. Green Airport in Warwick, Rhode Island. Currently, there are some national efforts underway to evaluate and address air pollution from airports.

EPA's Office of Transportation and Air Quality (OTAQ) and the Federal Aviation Administration (FAA)¹ jointly chair a stakeholder process seeking to develop a voluntary program to reduce aircraft-related emissions. The major stakeholders participating in this process are the air carriers, aircraft manufacturers, airports, state and local air pollution officials, and others. A wide range of aviation emission sources is being reviewed for potential air pollution control strategies, including all ground equipment and stationary facilities. The group is also evaluating numerous potential control measures, associated costs, and many other issues identified by the stakeholders. The goal of the stakeholder group is to develop a framework to decrease airport-related air pollution on the national level. If the stakeholder process is successful, the citizens of Warwick stand to benefit from reduced airport emissions.

EPA is quite concerned about toxic emissions from all types of sources including airports, and started an effort in 1996 to create an inventory of toxic emissions from all source categories. Under the national-scale air toxics assessment initiative (NATA), EPA and the states developed a 1996 inventory of all toxic emissions and used a dispersion computer model to predict ambient levels of toxic pollutants throughout the United States. The draft NATA report is currently undergoing scientific advisory board review, but the draft inventory and modeled concentrations are available on EPA's website at <http://www.epa.gov/ttn/uatw/nata/>. This air toxics assessment project is designed to provide a broad-brush analysis of air toxic risks at the county and state level; it will not provide detailed risk assessment at local levels. EPA expects that the NATA initiative will provide the Agency and the states the information needed to develop future community-based air toxics programs targeted toward the most significant air toxics issues.

EPA has begun development of an air toxics approach which will help address the concerns of urban communities disproportionately affected by air toxics. On July 19, 1999, the Agency published the Integrated Urban Air Toxics Strategy in the Federal Register. This strategy identifies three overall goals of the Urban program. These are: 1) reduce by 75 percent the risk of cancer associated with air toxics from both large and small industrial/commercial sources; 2) substantially reduce non-cancer health risks (e.g., birth defects and reproductive effects) associated with air toxics from small industrial/commercial sources; and 3) address disproportionate impacts of air toxics hazards across urban areas, such as those in areas known as "hot spots," and minority and low-income communities in urban areas. In the next few years, EPA expects to work with the states on development of state and local programs which address

¹ The Federal Aviation Administration (FAA) sets emission standards for aircraft with advice from EPA as part of the International Civil Aviation Organization standard-setting process.

disproportionate impacts of air toxics in communities. These programs may be helpful to communities such as Warwick.

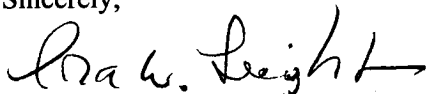
On a local level, there are steps that can be taken by airport operators to reduce emissions from airport activities. Currently, a number of airports across the country are embarking on efforts to reduce their air pollution emissions. At Logan Airport in Boston, for example, a number of steps have been taken to reduce emissions at the airport. The Massachusetts Port Authority (Massport) has implemented a successful program at the airport aimed at reducing emissions from ground activities previously fueled by diesel fuel. Alternative fueled vehicles have been utilized for both air-side and ground-side equipment, and currently over 60 vehicles operate on compressed natural gas (CNG) or electric. To support this initiative, Massport operates New England's largest quick-fill CNG station, which is partially funded through the Congestion Mitigation and Air Quality (CMAQ) program. In addition, private companies doing regular business at Logan receive twenty-five percent discount on the fees that they must pay to the airport if they utilize alternative fuel vehicles. This effort has been very successful, and the information collected is available to help other airports reduce emissions from ground support and ground transportation activities.

The Rhode Island Transportation Improvement Program, dated August 2000, contains projects that support the airport and improve air quality. For example, the construction of a new CNG refueling station is planned in Warwick that could be utilized by ground transportation providers at Green Airport. A second project entails connecting AMTRAK and MBTA trains from Boston, Providence and surrounding areas to T.F. Green Airport. Both projects are in the planning stages and will help to reduce air pollution in the years ahead.

Finally, it is our understanding that the Rhode Island Department of Environmental Management is having ongoing discussions with the airport about air pollution issues. EPA New England is willing to provide the DEM any technical assistance they need to ensure success of their monitoring and air pollution reduction initiatives at the airport.

If you or your staff should require additional assistance, please contact me or Jeff Butensky of my staff at (617) 918-1665.

Sincerely,



Ira W. Leighton
Acting Regional Administrator

cc: Jan H. Reitsma, Director, Rhode Island DEM
Steve Majkut, Chief, Office of Air Resources
Michael Cheston, Executive Director, Rhode Island Airport Corporation