

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NEW ENGLAND REGION**



**FINAL
WRITTEN RE-EVALUATION OF
JULY 2011 ENVIRONMENTAL IMPACT STATEMENT
AND
SEPTEMBER 23, 2011 RECORD OF DECISION**

**NOISE IMPACTS AND UPDATED MITIGATION
THEODORE FRANCIS GREEN AIRPORT
WARWICK, RHODE ISLAND
JUNE 6, 2013**

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1. INTRODUCTION AND SUMMARY

The Federal Aviation Administration (FAA) issued a Record of Decision (ROD) on September 23, 2011, which approved various safety and efficiency projects at T.F.Green Airport (PVD) in Warwick, Rhode Island, including the extension of Runway 5/23. This Record of Decision (the“2011 ROD”), which is available at www.faa.gov/airports/environmental/records_decision, followed an Environmental Impact Statement, completed on June 10, 2011 and notice of which was published in the Federal Register on July 8, 2011. Copies of both documents are available at the FAA Regional Office in Burlington, Massachusetts (781-238-7613 or Richard.Doucette@FAA.gov) and at the Rhode Island Airport Corporation (RIAC) offices in Warwick, Rhode Island (888-268-7222).

As a result of the EIS analysis of noise impacts related to the extension of RW 5/23 and an effort to restart RIAC’s sound insulation program under 14 C.F.R Part 150 (Part 150) residences potentially eligible for sound insulation were identified. This re-evaluation updates information on sound insulation contained in the EIS and ROD.

The FAA completed a Written Re-Evaluation on January 23, 2013 for changes to the Runway 16-34 Runway Safety Area and construction sequence. That document is available at http://www.faa.gov/airports/new_england/media/final_written_reevaluation_of_the_environmental_impact_statement_tf_green_airport.pdf

The FAA received letters (see Appendix) from RIAC on March 4, 2013 and additional data on March 15, 2013, showing updates to information disclosed in the EIS.

1.1 Sound Insulation Program

RIAC has a sound insulation program. This program builds upon a previous sound insulation program approved as part of a Noise Compatibility Program (NCP) in 1986 under 14 CFR Part 150 (Part 150). That program was updated in 1998. As a condition of approval in the ROD, RIAC will comply with requirements under Part 150 and submit any necessary update to its Noise Exposure Map (NEM) for acceptance to the FAA.

Between 1989 and 2003 RIAC completed the sound insulation of 1,510 parcels under the Part 150 Program. The total federal cost of the residential program was \$32,198,197 in Airport Improvement Program (AIP) grant funding. In 2002, RIAC also sound insulated five schools with \$5,621,354 in AIP funding. See Figure 1 in the Appendix for a detailed graphic of the sound insulation program.

At that time RIAC made a decision to transition from sound insulation to land acquisition of more severely impacted homes. In 2002, RIAC accepted another grant from the FAA which began the Voluntary Land Acquisition Program (VLAP), another approved element of the Part 150 Program. As of this date, 397 homes have been purchased under this program. With the completion of the EIS/ROD, and the airside improvement program about to be underway, the sound insulation program is slated to resume in 2013.

1.2 Updated Information

The 2011 EIS and ROD identified 157 homes in Warwick potentially eligible for sound insulation through 2020 as a result of the runway project (see ROD at Table 7-1). Based on the updated information, the actual total number of homes potentially eligible for sound insulation is now 662. This increase is due, in part, to an increase in the number of homes significantly impacted by noise. This Re-Evaluation considers the ramifications of this updated information, to determine if supplemental analysis is required under the National Environmental Policy Act (NEPA). The updated information submitted by RIAC shows the following three areas where the noise mitigation statistics need evaluating, as summarized below.

Additional Homes Identified through Assessors Records

The EIS estimated the number of homes to be insulated based on 2000 Census data. This is standard industry practice, since these data can be easily obtained and provide reliable information sufficient for an environmental analysis. However, when a sound insulation program is implemented, more finely detailed data are required. Such data are usually obtained through review of tax records and site visits to the residences under consideration for sound insulation. When RIAC staff obtained these more detailed data from the Warwick Assessor's office, RIAC found that 39 homes needed to be added to the total number of homes to be sound insulated. These homes are incorporated in the updated Table 10-2 in the Appendix.

Additional Residential Units Discovered

During the EIS process, a parcel located at 3520 and 3524 West Shore Drive was identified as "institutional", based on the information used for the EIS. The structures in the parcel are part of a former school. As part of the field work, we now know this property was converted to residential condominiums, and may be potentially eligible for sound insulation, as they are inside the DNL 65 dB contour and experience a 1.5 dB DNL increase as a result of the project. Figure 2 in the Appendix shows the condominium complex in relation to the noise contours. In addition, there are three additional single family homes (not significantly impacted) identified bringing the total of additional units to 123.

Additional Homes not Previously Insulated

Finally, updated information shows that 343¹ more residences are potentially eligible for sound insulation. This is not based on increased noise, but a better understanding of the prior sound insulation program. Many homes previously thought to have been sound insulated have not received insulation.

¹ 343 is determined by the difference between the ROD reported mitigated units of 963 minus the updated mitigated units of 620. (963-620=343)

The previous Part 150 sound insulation program was suspended by RIAC over 10 years ago. RIAC has recently decided to reinstitute the Part 150 sound insulation program and one consultant has been hired to implement both the Part 150 and EIS noise mitigation program. This consultant has provided updated data on each home potentially eligible for sound insulation. This updated data results in a difference to the data discussed in the EIS and ROD.

The Appendix shows an updated version of the ROD Table 7-1 “Alternative B2 and the Project; Summary of Key Impacts, Revenues, and Costs”. Also included is an updated version of ROD Table 10-2 “Project Noise Impacts Eligible for Mitigation.” Attached to that updated Table 10-2 is a supplemental memo that describes how the statistics were derived.

2. LEGAL STANDARDS

To ensure full compliance with the National Environmental Policy Act (NEPA), the FAA is evaluating the change in noise impacts and mitigation, in order to determine if a supplemental EIS is required. This Written Re-Evaluation follows guidance provided by FAA Environmental Orders 1050.1E and 5050.4B. Both Orders reference re-evaluating NEPA documents when there are new circumstances or information relevant to environmental concerns that come to light after the FAA has issued a ROD.

Pursuant to 40 C.F.R. 1502.9(c)(1) “agencies shall prepare supplements to either draft or final environmental impact statements if...there are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts.” FAA Orders 1050.1E and 5050.4B provide guidance as to the circumstances under which it is necessary to supplement an EIS. FAA Order 1050.1E, paragraph 515 provides that where there are changes in the proposed action, or new information relevant to environmental concerns, the FAA may prepare a written evaluation that will either conclude the contents of previously prepared environmental documents remain valid or that significant changes require the preparation of a supplement or new EIS.

FAA Order 1050.1E, paragraph 515a, states “The preparation of a new EIS is not necessary when it can be documented that the:

- (1) Proposed action conforms to plans or projects for which a prior EIS has been filed and there are no substantial changes in the proposed action that are relevant to environmental concerns;
- (2) Data and analyses contained in the previous EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts; and
- (3) Pertinent conditions and requirements (all) of the prior approval have, or will be, met in the current action.”

The Order defines significant information as “information that paints a dramatically different picture of impacts compared to the description of impacts in the EIS.” paragraph 516a.

If the proposed changes do not meet the criteria in paragraph 515a(1)-(3), then further analysis is necessary. (See FAA Order 1050.1E, paragraph 516a.)

Per FAA Order 5050.4B, paragraph 1402 (b):

A supplement to the FEIS for this project is required if:

- (1) The airport sponsor or FAA makes substantial changes in the proposed action that could affect the action's environmental effects; or
- (2) Significant new changes, circumstances or information relevant to the proposed action, its affected environment, or its environmental impacts becomes available.

Order 5050.4B also discusses the format and circulation of a Written Re-Evaluation:

d. Format and circulation. The responsible FAA official should develop a format to prepare a written re-evaluation. The re-evaluation should be reviewed internally. The responsible FAA official should place a copy of the re-evaluation in the project's administrative file. The responsible FAA official need not make the written re-evaluation available to the public. However, that document may be made available to the public at the discretion of the responsible FAA official.

3. SUMMARY OF PROJECT CHANGES

Based on the updated information, more noise mitigation will be necessary than that described in the EIS and ROD. The updated information has no bearing on the design of the runway extension or the noise contours produced by the runway extension and the forecasted growth of aircraft operations. The 2011 ROD disclosed that 157 housing units within the DNL 65 to 69.9 dB contour would be potentially eligible for sound insulation. Based on the updated information disclosed in this Written Re-Evaluation 662 housing units will be potentially eligible for sound insulation. The estimated cost to provide sound insulation for the additional 505² housing units is in the range of \$10 to 15 million. For details, see updated ROD Tables 7-1 and 10-2 in the Appendix.

4. SUMMARY OF CHANGES TO ENVIRONMENTAL IMPACTS & MITIGATION

The updated information results in no change in impacts to the following resources:

- Environmental Justice, Children's Health and Safety Risks
- Wetlands and Waterways
- Rare Species, Fish, Wildlife and Plants

²The number 505 is derived from subtracting the 157 housing units it was previously believed would be potentially eligible for sound insulation from the 662 housing units now anticipated potentially eligible for sound insulation (662-157=505)

- Floodplains
- Coastal Resources
- Farmlands
- Hazardous Materials
- Light Emissions and Visual Environment
- Energy Supply, Natural Resources and Sustainable Design
- Surface Transportation
- Air Quality
- Water Quality
- Section 4(f) and Section 6(f) Resources
- Historic, Architectural, Archaeological, and Cultural Resources

4.1 Noise & Compatible Land Use

Change in the Number of Significantly Impacted Housing Units

As stated above, based on the updated information there will be more housing units, people, and parcels significantly impacted by noise than had originally been anticipated in the 2011 ROD. Specifically, the number of housing units that will be significantly impacted by noise has risen from 185 housing units (434 people) to 305 housing units³ (717 people) and the number of parcels that will be significantly impacted has increased from 180 parcels to 181 parcels. See Table 7-1 and 10-2 in the Appendix.

As noted in Section 1.2, this increase is due to the discovery that the property at 3520 and 3524 West Shore Drive contains the Lockwood Condominiums which hold 120 housing units. Figure 2 in the Appendix shows the condominium complex in relation to the noise contours.

Change in the Number of Housing Units between DNL 65 dB and 69.9 dB

In addition to the increased number of housing units that will be significantly impacted by noise, there is also an increase in the anticipated number of housing units that will fall within the DNL 65 dB to 69.9 dB contour. This increase is due to the addition of the 120 housing units within the Lockwood Condominiums, the three additional single family homes and the 39 additional

³ The number 305 is derived from the addition of 120 units (Condominium Units) and the 185 units resulting in 305 units. Due to the anticipated increase in aircraft activity levels it is expected that 58 of the 305 significantly impacted housing units are going to be eligible for acquisition under the VLAP because they will either be exposed to noise at or above the 70 DNL contour or because they are close enough to housing units in the 70 DNL contour to make them eligible for acquisition for neighborhood rounding purposes. RIAC has decided to acquire these properties prior to the anticipated increase in aircraft activity levels exposing these housing units to noise levels of DNL 70 dB or above. The FAA will decide on a case-by-case basis whether to fund early mitigation.

housing units within the DNL 65 dB to 69.9 dB contours added after RIAC obtained the detailed data from the Warwick Assessor's office (discussed in Section 1.2). . Due to these 162 additional housing units, the total number of housing units within the DNL 65 dB to 69.9 dB contour through 2020 increases from the total stated in the 2011 ROD of 1,120 to 1,282⁴.

Change in the Number of Housing Units Between DNL 65 dB and 69.9 dB that Have Been Previously Sound Insulated.

The 2011 ROD disclosed that (through 2020) 963 of the 1,120 housing units that would be within the DNL 65 dB to 69.9 dB contour if the runway were extended had been previously sound insulated. This would leave 157 housing units within this noise contour that had not been sound insulated.

Based on the updated information received (as discussed in Section 1.2), the number of housing units within the noise contour that have not been previously sound insulated has increased from the number disclosed in the 2011 ROD for the following reasons:

- The 2011 ROD did not include the 120 housing units in the Lockwood Condominiums; the 2011 ROD did not include 3 additional single family homes;
- The 2011 ROD did not include the additional 39 housing units; and
- The 2011 ROD reported that 963 housing units had previously been sound insulated when we now know that only 620 of these units were previously sound insulated.

Therefore, of the 1,282 total housing units we now know will fall in the DNL 65 dB to 69.9 dB contour, a total of 662 housing units had not been previously sound insulated. Therefore, based on the updated information, 662⁵ uninsulated housing units will therefore be potentially eligible to participate in the sound insulation program. Of these 662 housing units 187⁶ will experience significant noise impacts. See updated ROD Table 10-2 in the Appendix.

The Cost of Additional Mitigation

The cost of sound insulation can vary greatly from project to project. Some homes require only replacement windows and doors, while others may require additional interior sheet rock, wall or attic insulation, and whole house ventilation or air conditioning (since the sound insulation is most effective with the windows closed). Also, as discussed on Volume 1, page 6-10 of the EIS, not all homes potentially eligible for sound insulation will meet the FAA criteria for using funds for this purpose.

⁴ The number 1,282 is derived from the addition of 120 units (Condominium Units), the additional three single family homes, the 39 additional units and the 1,120 units resulting in 1,282 units. $(1,120 + 120 + 3 + 39 = 1,282)$

⁵ The total of 662 is calculated by adding the 157 housing units within the applicable noise contour that were not previously sound insulated, as stated in the 2011 ROD, with the 123 additional residential units discovered, the 39 additional homes identified through Assessors Records , and the 343 housing units that were previously erroneously considered to be sound insulated. $(157+123+39+343= 662)$

⁶ The number 187 is reached by adding to the 24 homes reported in the ROD, the 120 Lockwood Condominium s and 43 homes previously thought to have been insulated.

For purposes of cost comparisons, we will use an estimate for all homes equal to the low range of recent costs in the New England Region. Using this method, the estimated cost for this additional sound insulation is \$10 to 15 million.

4.2 Socioeconomic Impacts

Based on the updated information an additional one housing unit will be eligible for acquisition under the VLAP.

5. COMPARISON OF THE PROPOSED PROJECT, THE NO-ACTION ALTERNATIVE AND OTHER ALTERNATIVES EVALUATED IN THE FEIS

The FAA has considered whether this updated information would have influenced the selection of the preferred alternative in the EIS. The FEIS Executive Summary, page 92-93, describes why Alternative B4 was selected, and how it was preferable to Alternative B2:

- Alternative B4 would result 80 percent greater economic gains between 2015 and the end of 2020 than Alternative B2 because of the expedited construction schedule. Potential economic gains for Alternative B4 between 2015 and the end of 2020 would total \$680 million more for the State of Rhode Island than under Alternative B2.
- Alternative B4 would require the acquisition of 96 fewer residential units, all of which are considered “affordable.”
- Alternative B4 would impact 26 fewer businesses.
- Alternative B4 would impact 250 fewer jobs, including 50 fewer “most threatened” jobs.⁷
- Alternative B4 would introduce 782 total jobs in the City of Warwick in 2015. (Alternative B2 would not result in job growth until 2020.)
- Alternative B4 would remove 98 fewer housing units and 26 fewer businesses from the tax role preserving \$606,476 more in annual City of Warwick property taxes in 2020.
- Alternative B4 would preserve the Spring Green Neighborhood because it would not include Fully Relocated Airport Road.
- Alternative B4 would expose 102 fewer residential units to roadway traffic noise impacts (when compared to No-Action noise levels).
- Alternative B4 would not have an adverse effect on Hangar No. 2.
- Alternative B4 would impact 0.8 fewer acres of wetlands and would not impact Buckeye Brook.
- Alternative B4 would cost \$77 million less to construct and mitigate for impacts.

⁷ Businesses and jobs unlikely to relocate within the City of Warwick due to limited vacant/developable industrial lands.

The updated information presented here has no impact on any of the factors cited for selecting B4 over B2, except for construction cost. Alternative B4 was estimated to cost \$77 million less than Alternative B2. Even with the increased sound insulation costs described above, B4 will still cost more than \$60 million less. Therefore, the FAA's selection of a Preferred Alternative remains unchanged.

6. PUBLIC NOTIFICATION

This updated information described above was presented by RIAC at two of its regularly scheduled public meetings held on April 15 in Warwick and April 19 in Cranston, Rhode Island. In addition, this EIS Written Re-Evaluation will be posted on the RIAC website and the FAA New England Region website. A Notice of Availability will be published in the Federal Register. Finally, notifications will be sent to the EIS Coordination Group (made up of all local, state and federal agencies with jurisdiction over the project) as well as over 900 individuals who provided contact information and were notified of the EIS. RIAC will inform all affected residents by letter.

7. CONCLUSION

The proposed action conforms to the plans included in the EIS and there are no substantial changes that are relevant to environmental concerns. Except as described above, the data and analyses contained in the EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. Pertinent conditions and requirements of the prior approval have, or will be met in the current action. The preparation of a new or Supplemental EIS is not necessary.

Responsible Federal Official:



Richard P. Doucette, Environmental Program Manager
FAA New England Region, Airports Division



Date

8. DECISION AND ORDER

This document is prepared pursuant to FAA Orders 1050.1E, Environmental Impacts: Policies and Procedures, Paragraphs 515 and 516, and 5050.4B, National Environmental Policy Act Implementing Instructions for Airport Actions, Paragraph 1401.

After careful and thorough consideration of the facts contained in this Written Re-Evaluation, the 2011 Final Environmental Impact Statement and Final Section 4(f) Evaluation, and the 2011 Record of Decision for the Airport Improvement Program at the T.F. Green Airport, the undersigned makes the following findings:

(1) The proposed action conforms to plans or projects for which a prior EIS has been filed and there are no substantial changes in the proposed action that are relevant to environmental concerns.

With the updated information the only change to the proposed action concerns the amount of housing units that will be mitigated with sound insulation.

(2) Data and analyses contained in the previous EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impact.

The noise contours presented in the EIS did not change. Due to the updated information, however, the number of housing units anticipated to experience a significant noise impact due to implementation of the project has increased from 185 housing units to 305 housing units and an additional 1 housing unit will be eligible for acquisition. The increase in the number of housing units significantly impacted by noise does not paint a dramatically different picture of the project's environmental impacts because the FEIS and 2011 ROD indicated that there would be significant impacts to a large number of housing units and based on the updated information there is just a somewhat larger number of housing units significantly impacted by noise. Furthermore, concurrent with the fact that the noise contours have not changed, the FEIS and 2011 ROD did indicate that the area where the Lockwood Condominiums are situated would experience a significant noise impact. Thus, the updated information as to the total number of housing units that will be significantly impacted by the project is incidental to the fact that the actual geographic extent of the significant noise impacts caused by the project has been previously disclosed.

With respect to mitigation, the number of housing units potentially eligible for sound insulation has increased from 157 housing units through 2020, and 324 housing units through 2025, to 662 housing units through 2020 and 912 housing units through 2025. Many of these housing units were potentially eligible for sound insulation under RIAC's Voluntary Sound Insulation Program. As regards mitigation, based on FAA guidance the change in the number of housing units potentially eligible for sound insulation cannot constitute a significant environment impact in and of itself. For these reasons, the updated information presented in this Written Re-evaluation does not paint a dramatically different picture of the proposed action or its impacts compared to the description of

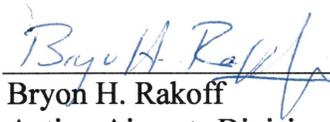
(3) All pertinent conditions and requirements of the prior approval have, or will be, met in the current action.

The projects that were the subject of the FAA's 2011 Record of Decision were approved with certain requisite findings, and conditions, including implementation of mitigation measures outlined in the Record of Decision to address unavoidable environmental consequences of the FAA's decision. The FAA has reviewed the status of the findings it made in the 2011 Record of Decision and has determined that these findings remain valid. Additionally, the FAA has reviewed the status of the RIAC's compliance with the conditions of approval associated with the project and finds that the RIAC is in compliance with them and/or will comply with them.

RIAC has made commitments to the City of Warwick to carry out the mitigation for all noise impacts discussed in this Written Re-Evaluation. RIAC and the FAA jointly understand that sound insulation relating to the runway extension is a requirement of the 2011 ROD. RIAC is also required to provide Part 150 Updates as necessary under Part 150 and this is also a requirement of the 2011 ROD. To ensure the implementation of this important mitigation commitment, the FAA will not provide funding for the runway extension without also issuing grants to fund related sound insulation, or requiring RIAC to fund the necessary sound insulation. The first of several grant applications necessary to implement this program is anticipated in May, 2013.

Accordingly, under the authority delegated to me by the Administrator of the FAA, I conclude that there is no requirement to complete a new or supplemental EIS to support this ROD.

Approving Official:



Bryon H. Rakoff
Acting Airports Division Manager,
FAA New England Region

6/2/13

Date

This decision presents the Federal Aviation Administration's final decision and approvals for the actions identified, including those taken under the provisions of Title 49 of the United States Code, Subtitle VII, Parts A and B. This decision constitutes a final order of the Administrator subject to review by the Courts of Appeal of the United States in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay the implementation of this ROD must file an application with FAA prior to seeking judicial relief, as provided in Rule 18(a), Federal Rules of Appellate Procedure.

Appendix 1

Updated FEIS Tables 5-31, 5-41, 6-3, 6-6

Table 5-31 Alternatives B2 and B4: Summary of Significant Impacts on Housing Units and Population^{1,2} updated May 2013

Type	2015 Population and Housing Units by DNL value (Increase of at least DNL 1.5 dB at or above DNL 65 dB)				2020 Population and Housing Units by DNL value (Increase of at least DNL 1.5 dB at or above DNL 65 dB)				2025 Population and Housing Units by DNL value (Increase of at least DNL 1.5 dB at or above DNL 65 dB)			
	Alt. B2		Alt. B4		Alt. B2		Alt. B4		Alt. B2		Alt. B4	
	EIS	Updated ⁴	EIS	Updated ⁴	EIS	Updated ⁴	EIS	Updated ⁴	EIS	Updated ⁴	EIS	Updated ⁴
Housing Units	-- ³	-- ³	184	304	74	74	174	294	49	49	108	228
Population	-- ³	-- ³	432	714	174	174	409	691	115	115	254	536
Already Sound Insulated Under a Previous Sound Insulation Effort (Part 150 NCP)												
Housing Units	0	0	161	118	74	57	151	110	49	36	87	59
Population	0	0	378	277	174	134	355	259	115	85	204	139
Project-related Mitigation for Significant Noise Impacts												
Non-Insulated Significantly Impacted Housing Units	NA	NA	23	186	0	17	23	184	0	13	21	169
Non-Insulated Non-Residential Noise-Sensitive Sites	NA	NA	1	1	0	0	1	1	0	0	1	1

Source: HMMH, 2011. U.S. Census Data, 2000. Updated with parcel-level data.

Note: Represents the number of housing units and non-residential noise-sensitive sites affected by significant noise levels during a specific year and are not cumulative. Impact numbers include homes already sound insulated. The actual number of homes required to be eligible for sound insulation would be the difference between the Build Alternative impact and the number of previously sound insulated homes. Refer to Chapter 6, *Mitigation* for Alternative B4 for the actual number of homes eligible for sound insulation.

- 1 Significant impacts are noise impacts that occur if analysis shows that the project would cause noise-sensitive areas to experience an increase of at least DNL 1.5 dB at or above DNL 65 dB noise exposure when compared to the No-Action Alternative for the same timeframe. These residences would be eligible for sound insulation mitigation.
- 2 Excludes people that would be relocated and housing units that would be acquired for construction, noise mitigation under a Future Build VLAP, and RPZ area clearing.
- 3 Alternative B2 in 2015 is based only on runway safety enhancements with no changes in aircraft operations and, therefore, did not result in project-related significant noise impacts.
- 4 All Updated values were determined from the City of Warwick Parcel database, updated RIAC Sound Insulation numbers

Table 5-41 Alternatives B2 and B4: Significant Noise Impacts to Residential Land Uses

Alternative Year	Category	Alternative B2		Alternative B4	
		EIS	Updated ¹	EIS	Updated ¹
2015	Parcels	0	0	180	181
	Acres	0	0	32.0	53.7
	Housing Units	0	0	184	304
2020	Parcels	71	71	169	170
	Acres	11.5	15.5	30.0	49.9
	Housing Units	74	74	174	294
2025	Parcels	48	47	108	105
	Acres	7.0	10.0	18.5	33.1
	Housing Units	49	49	108	228

Sources: RIGIS; Field verification by VHB, Inc., 2005; City of Warwick Assessor's Parcel Data.

Notes: All land uses fall within the City of Warwick. The total number of residential parcels and acres exposed to a significant increase in noise levels were determined after first excluding the non-project-related residential land acquisitions that would be acquired under the Completed and Current Part 150 VLAPs, and project-related residential land acquisitions (for construction, noise mitigation, and RPZ clearing).

¹ All Updated values were determined from the City of Warwick Parcel database, updated RIAC Sound Insulation numbers .

Table 6-3 Alternative B4: Summary of Mitigation for Significant Noise Impacts^{1,2}

	2015		2020		2025	
Project-related Significant Noise Impacts	EIS	Updated⁷	EIS	Updated⁷	EIS	Updated⁷
Significantly Impacted Housing Units Eligible for Sound Insulation Mitigation	184	304	174	294	108	228
Impacted Non-Residential Noise-Sensitive Sites Eligible for Sound Insulation Mitigation ³	Jehovah's Witnesses of Warwick	Jehovah's Witnesses of Warwick	Jehovah's Witnesses of Warwick	Jehovah's Witnesses of Warwick	Jehovah's Witnesses of Warwick	Jehovah's Witnesses of Warwick
Impacted and Previously Sound Insulated⁴						
Previously Sound Insulated Housing Units	161	118	151	110	87	59
Previously Sound Insulated Non-Residential Noise-Sensitive Sites ⁵	Baha'i Faith	Baha'i Faith	Baha'i Faith	Baha'i Faith	Baha'i Faith John Wickes School	Baha'i Faith John Wickes School
Project-Related Noise Mitigation for Significant Noise Impacts						
Non-Insulated Significantly Impacted Housing Units	23 ⁶	186⁶	23 ⁶	184⁶	21 ⁶	169⁶
Non-Insulated Non-Residential Noise-Sensitive Sites	Jehovah's Witnesses of Warwick	Jehovah's Witnesses of Warwick	Jehovah's Witnesses of Warwick	Jehovah's Witnesses of Warwick	Jehovah's Witnesses of Warwick	Jehovah's Witnesses of Warwick

Source: HMMH, 2011. U.S. Census Data, 2000. Database of previously sound insulated housing units provided by RIAC.

Note: Represents the number of housing units and non-residential noise-sensitive sites affected by significant noise levels during a specific year and are not cumulative.

NA Not Applicable

1 Significant impacts are noise impacts that occur if analysis shows that the proposed action would cause noise-sensitive areas to experience an increase in noise of at least DNL 1.5 dB or more at or above DNL 65 dB noise exposure when compared to the No-Action Alternative for the same timeframe. These residences would be eligible for sound insulation mitigation. May include homes already sound insulated as part of a previous sound insulation effort under the Part 150 NCP. This is because past NCPs accounted for Stage 1 and Stage 2 aircraft in the fleet mix both of which have since been phased out due to noise and fuel use (refer to Section 4.2, *Noise*, of Chapter 4, *Affected Environment*, for further information).

2 Excludes people that would be relocated and housing units that would be acquired for construction (mandatory), noise mitigation under a Future Build V LAP and RPZ area clearing.

3 Jehovah's Witnesses of Warwick (Site PW017) would experience significant noise impacts in 2015, 2020, and 2025 and would be eligible for sound insulation mitigation. Baha'i Faith (Site PW039) would experience significant noise impacts in 2015, 2020, and 2025, but it has already been sound insulated and it would not be eligible for additional sound insulation mitigation. The John Wickes School (SCH524) would experience significant noise impacts in 2025. It has already been sound insulated, but concurrent with the construction of the runway extension, RIAC will conduct additional acoustical testing of non-residential noise-sensitive properties that would be exposed to a noise level increase of at least DNL 1.5 dB at or above DNL 65 dB. Results of the testing may allow for installation of air conditioning, or other noise related mitigation.

4 Of the Project-related significant noise impacted housing units, these units have already been sound insulated under a previous sound insulation program. Database of properties provided by RIAC. Previously insulated properties will be confirmed prior to initiating a future sound insulation program.

5 Baha'i Faith and John Wickes School have been sound insulated as part of a previous sound insulation effort under the Part 150 NCP.

6 As noted, the numbers presented are not cumulative. Through 2025, a total of 24 housing units would be newly eligible for Project-related noise mitigation (sound insulation) due to significant noise impacts (23 units in 2015, one additional unit in 2020, and no additional units in 2025).

7 **All Updated values were determined from the City of Warwick Parcel database, updated RIAC Sound Insulation numbers.**

8 **As noted, the numbers presented are not cumulative. Through 2025, a total of 179 housing units would be newly eligible for Project-related noise mitigation (sound insulation) due to significant noise impacts (186 units in 2015, one additional unit in 2020 and no additional units in 2025).**

Table 6-6 Alternative B4: Residential Units Newly Eligible for Participation in a Future Sound Insulation Program for Noise Mitigation under Part 150^{1,4}

Analysis Year	Residential Units Exposed to Sound Levels between DNL 65 dB and 69 dB ¹		Residential Units Sound Insulated as part of a Previous Sound Insulation Effort Under Part 150 NCP ¹		Remaining Residential Units Newly Eligible for Voluntary Participation in a Future Sound Insulation Program ¹	
	EIS	Updated	EIS	Updated	EIS	Updated
2015	959	1,139	877	563	82 ²	576³
2020	1,120	1,280	963	618	157 ²	662³
2025	1,400	1,546	1,076	634	324 ²	912³

Source: RIGIS: Field verification by VHB, Inc., 2005; City of Warwick Assessor's Parcel Data.

Note: Represents the number of housing units affected by noise during a specific year and are not cumulative.

1 Includes homes exposed to noise levels up to DNL 69.9 dB. Totals include all eligible properties within the DNL 65 dB contour only, excluding Project-related acquisitions.

2 As noted, the numbers presented are not cumulative. Through 2025, a total of 324 housing units would be newly eligible for Project-related noise mitigation (sound insulation) due to significant noise impacts (82 units in 2015, 75 additional units in 2020, and 167 additional units in 2025).

3 As noted, the numbers presented are not cumulative. Through 2025, a total of 912 housing units would be newly eligible for Project-related noise mitigation (sound insulation) due to exposure greater than or equal to DNL 65 dB. (576 units in 2015, 86 additional units in 2020, and 250 additional units in 2025)

4 All Updated values were determined from the City of Warwick Parcel database, updated RIAC Sound Insulation numbers.

Appendix 2

Updated ROD Tables 7-1, 10-2

Table 7-1 Alternative B2 and the Project: Summary of Key Impacts, Revenues, and Costs

Impact Category	Alternative B2		The Project	
	EIS	Updated	EIS	Updated
Residential Acquisition Impacts (2015 and 2020)				
Mandatory Residential Land Acquisition (Due to Construction)	67 housing units	67 housing units	11 housing units	11 housing units
Voluntary Residential Land Acquisition (Noise Mitigation ² and RPZ)	170 housing units	170 housing units	129 housing units	130 housing units
Total Residential Land Acquisition	237 housing units	237 housing units	140 housing units	141 housing units
Noise Impacts After Accounting for Land Acquisition (2015 and 2020 total)				
Exposed to Significant Noise levels (increase of >DNL 1.5 dB at or above DNL 65 dB)	174 people, 74 housing units	174 people, 74 housing units	434 people, 185 housing units, 1 site	717 people, 305 housing units, 1 site
Exposed to Significant Noise Levels and Not Previously Sound Insulated	0 people, 0 housing units, 0 sites	40 people, 17 housing units, 0 sites	56 people, 24 housing units, 1 site	439 people, 187 housing units, 1 site
Exposed to Noise Greater than DNL 70 dB	35 people, 15 housing units	35 people, 15 housing units	52 people, 22 housing units	52 people, 22 housing units
Exposed to Noise Between DNL 65 dB and 69.9 dB	2,432 people, 1,035 housing units	2,406 people, 1,024 housing units	2,632 people, 1,120 housing units	3,013 people, 1,282 housing units
Exposed to Noise Between DNL 65 dB and 69.9 dB and Not Previously Sound Insulated	308 people, 131 housing units	1,008 people, 429 housing units	369 people, 157 housing units	1,556 people, 662 housing units
Exposed to Roadway Traffic Noise	108 housing units	108 housing units	58 housing units	58 housing units
Construction and Preliminary Mitigation Costs	\$516 million	\$522 million³	\$439 million	\$449 million³

- 1 There is considerable opportunity for relocating the displaced businesses (with the exception of manufacturing, or "most threatened," businesses) to vacant or underdeveloped areas within the City of Warwick. Direct impacts to "most threatened" businesses include four businesses (39 jobs) under Alternative B2, and two businesses (14 jobs) under the Project which are unlikely to relocate within Warwick due to limited vacant/developable industrial lands.
- 2 Includes residences outside the DNL 70 dB noise contour that have been identified as eligible for acquisition under the concept of "neighborhood equity" or "neighborhood rounding." See FEIS Section 5.1.4, *Land Acquisition Assumptions* (second bullet on FEIS page 5-8) for more discussion of neighborhood rounding.
- 3 **Mitigation Costs increased by 6.0 million for Alternative B2 and 10.3 Million for Alternative B4**

Table 10-2 Project Noise Impacts Eligible for Mitigation

Impact Type	2015 ¹		2020 ^{1,2}		Total	
	EIS	Updated ⁷	EIS	Updated ⁷	EIS	Updated ⁷
Project-Related Noise Insulation Mitigation for Significant Noise Impacts (increase of >DNL 1.5 dB at or above DNL 65 dB) ³						
Total Housing Units Significantly Impacted by Noise	184	304	1	1	185	305
Housing Units Significantly Impacted and Previously Sound Insulated	161	118	0	0	161	118
Non-Insulated Significantly Impacted Housing Units	23	186	1	1	24	187
Non-Insulated Non-Residential Noise-Sensitive Sites ⁴	1 (Jehovah's Witnesses of Warwick)	1 (Jehovah's Witnesses of Warwick)	0	0	1 (Jehovah's Witnesses of Warwick)	1 (Jehovah's Witnesses of Warwick)
Other Project-Related Noise Mitigation						
Project-Related Noise Insulation Mitigation for Housing Units Exposed to Noise between DNL 65 dB and 69.9 dB						
Total Housing Units Impacted by Noise Between DNL 65 dB and 69.9 dB	959	1,139	161	143	1,120	1,282
Housing Units Impacted and Previously Sound Insulated	877	563	86	57	963	620
Non-Insulated Housing Units Exposed to Noise Levels DNL 65 dB to DNL 69.9 dB eligible for noise insulation	82	576	75	86	157	662
Project-Related Land Acquisition for Noise Mitigation for Housing Units Exposed to Noise Greater than DNL 70 dB						
Housing Units Exposed to Noise Levels ≥DNL 70 dB eligible to participate in a voluntary land acquisition program under Part 150 ^{5, 6}	2	2	67	67	69	69
Project-related Mitigation for Traffic Noise						
Install Quiet Pavement on Main Avenue and Airport Road and noise barriers or berms along Main Avenue, as appropriate based upon RIDOT's protocol	Yes	Yes	—	—	—	—

1 Timeframes are estimated. Noise mitigation will be implemented when aircraft activity levels result in noise impacts requiring sound insulation or land acquisition to be determined by NEM updates as required under Part 150.

2 Represents incremental difference from 2015.

3 Excludes housing units that will be acquired for construction (mandatory), for noise mitigation under a Future Build VLAP and for RPZ area clearing (voluntary participation by property owner), as well as housing units and non-residential noise sensitive sites that have been sound insulated as part of a previous sound insulation effort under the Part 150 NCP.

4 Baha'i Faith and the John Wickes School will experience significant noise impacts in 2020. Both have already been sound insulated as part of a previous sound insulation effort under the Part 150 NCP; however, concurrent with the construction of the runway extension, RIAC will conduct additional acoustical testing of non-residential noise-sensitive properties that will be exposed to a noise level increase of at least DNL 1.5 dB at or above DNL 65 dB. Results of the testing may allow for installation of air conditioning, or other noise-related mitigation.

5 May include homes already sound insulated as part of a previous sound insulation effort under the Part 150 NCP.

6 Includes residences outside the DNL 70 dB noise contour that have been identified as eligible for acquisition under the concept of "neighborhood equity," also referred to as "neighborhood rounding."

7 All Updated values were determined from the City of Warwick Parcel database, updated RIAC Sound Insulation numbers.

Appendix 3

Figure 1 Prior Sound Insulation Parcels

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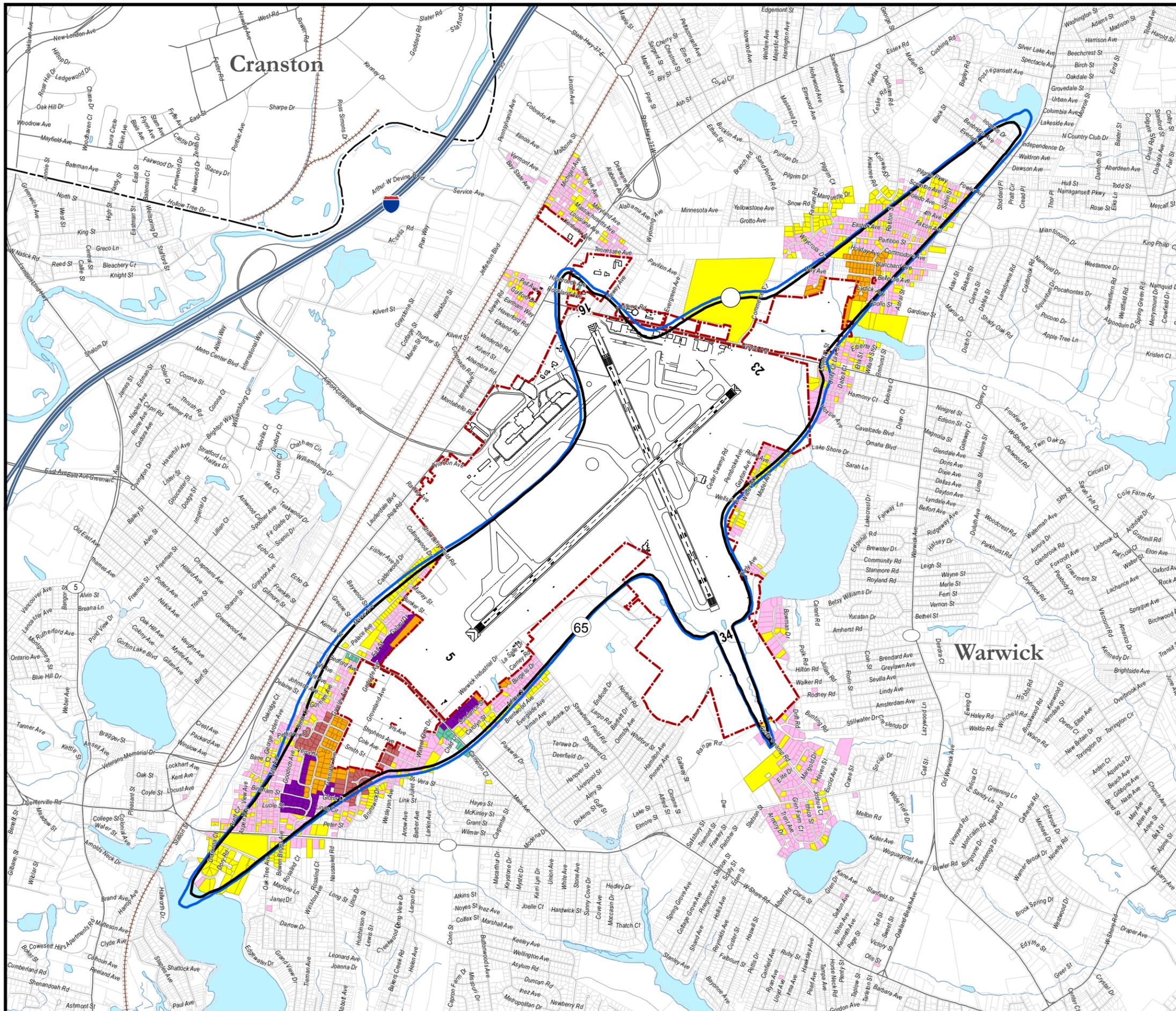
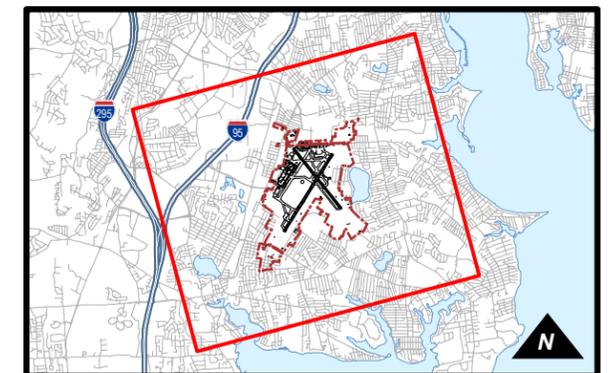
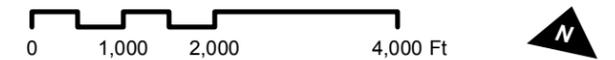


Figure 1
Prior Sound Insulation Parcels
(4/26/2013)

-  2015 Alternative B4 DNL 65 dB Contour
-  2020 Alternative B4 DNL 65 dB Contour
-  Airport Property Boundary
-  Mandatory Land Acquisition for Construction
-  Voluntary Land Acquisition for Project-Related Noise Mitigation
-  Voluntary Land Acquisition for FAA-Recommended RPZ Clearing
-  Mitigated
-  Prior Eligible
-  Current Part 150 VLAP



Data Source: Rhode Island Geographic Information System (RIGIS), Rhode Island Department of Transportation (RIDOT)

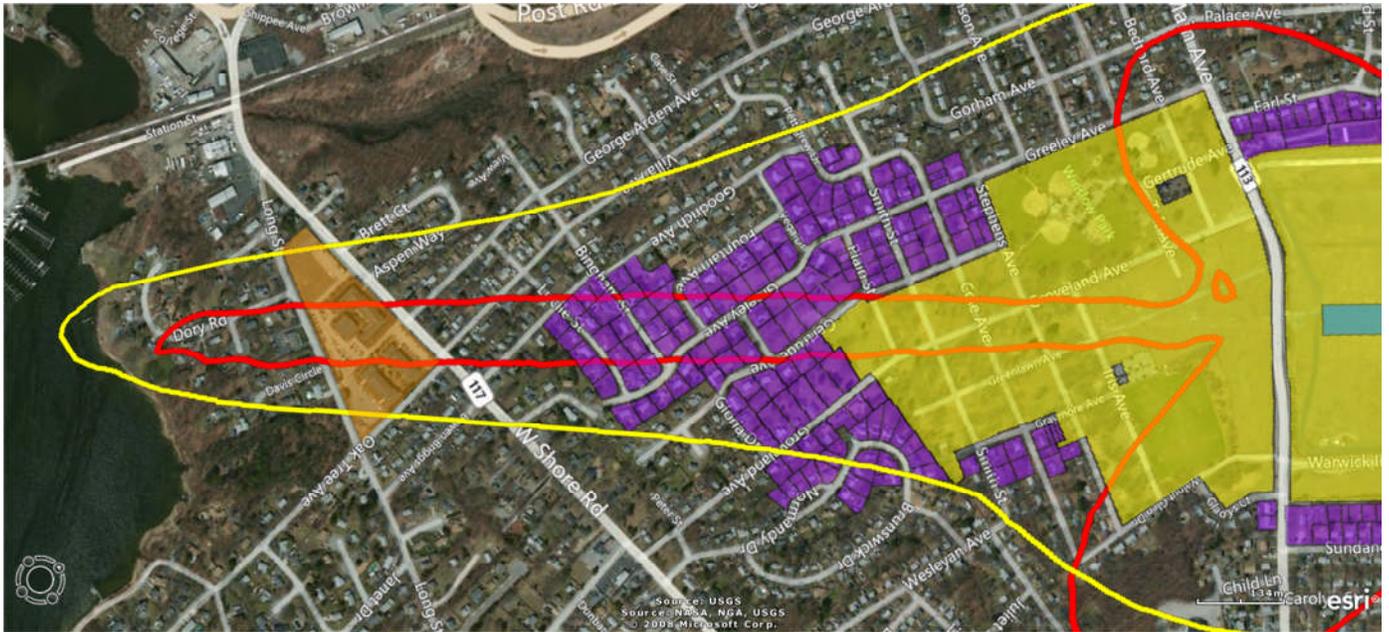


Appendix 4

Figure 2 Condominium Complex and Noise Contours

Figure 2

This graphic shows the 120 unit condominium complex in relation to the noise contours. The 2015 DNL 65 dB noise contour is the yellow line. The area of 1.5 dB increase is the red line. The parcel containing the condominium complex is shaded orange. The purple area is land to be acquired either through the Part 150 voluntary land acquisition program or because it is within the airport's Runway Protection Zone (RPZ).



Appendix 5

March 4 Letter from RIAC with March 15 additional information



Rhode Island Airport Corporation

March 4, 2013

Via EMAIL

Mr. Richard Doucette
Federal Aviation Administration
New England Region
Airports Division (ANE-600)
12 New England Executive Park
Burlington, MA 01803

Re: Rhode Island Airport Corporation
Revised Unit Count for the T. F. Green Residential Sound Insulation Program

Dear Richard:

Attached please find the memorandum from Harris Miller Miller & Hanson, Inc. (HMMH), dated February 27, 2013, which outlines the updated unit counts for the upcoming Sound Insulation Program at T. F. Green.

Please let me know if you need any additional information in furtherance of this request.

Very truly yours,

Peter A. Frazier, C.M.
Interim President and CEO
and General Counsel

Enc.

Cc: Daniel Porter

HARRIS MILLER MILLER & HANSON INC.

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Burlington, Massachusetts 01803
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www.hmmh.com

MEMORANDUM

To: Dan Porter, RIAC

From: Robert Mentzer Jr., HMMH

Cc: Susan Nichols, VHB
Richard Doucette, FAA

Date: February 27, 2013

Subject: Revised Unit Count for the T.F. Green Airport Residential Sound Insulation Program

Reference: 300650.220



The purpose of this memorandum is to present the updated number of residential units eligible¹ for sound insulation as the Rhode Island Airport Commission (RIAC) restarts their Residential Sound Insulation Program (RSIP) given that the Record of Decision (ROD) for the Airport Improvement Program Environmental Impact Statement (EIS) has been filed by the Federal Aviation Administration (FAA).

1. RESIDENTIAL UNITS ELIGIBLE FOR SOUND INSULATION

RIAC is recommending implementing the RSIP using the 2015 and 2020 noise exposure contours for Alternative B4 to determine those residential units eligible for sound insulation.

Using the latest information available to RIAC, HMMH determined that there are a total of 564 eligible units based on the EIS Alternative B4 2015 noise contours and an additional 85 eligible units based on the Alternative B4 2020 noise contours for a total of **649 residential units**. 179 of those 649 units are significantly impacted by the Airport Improvement Program.

This unit count of eligible units differs from those numbers contained in the ROD. The remainder of this memorandum presents the relevant information to understand the differences. It is the intent of RIAC that the FAA will use the information below to concur with the analysis results that a total of 649 units (through 2020) are eligible for sound insulation and the FAA will approve the number of eligible units as presented herein.

2. THE ENVIRONMENTAL IMPACT STATEMENT

HMMH, as part of the VHB team for FAA, was responsible for all noise related elements for the T.F. Green Airport Improvement Program EIS. The EIS evaluated several alternatives resulting in two proposed alternatives in the Draft and Final EIS. Each of the two alternatives was evaluated for three future years 2015, 2020 and 2025 due to the proposed construction schedules with both alternatives having all of the elements constructed by 2020. The year 2025 was provided to represent the full implementation of the alternatives plus five year timeframe. HMMH received a GIS layer and database of parcels for the City of Warwick from VHB in November of 2006. This data was used for all unit counts provided in the EIS within the DNL 70 dB and acquisition areas.

2.1 Draft Environmental Impact Statement

The Draft EIS² (DEIS) published noise results for the number of units exposed to a significant impact (i.e., experiencing a 1.5 dB increase within the DNL 65 dB contour) and the number of units within the DNL 65 dB contour for both alternatives (Alternative B2 and Alternative B4). The results noted

¹ See Program Guidance Letter 12-09 – AIP Eligibility and Justification Requirements for Noise Insulation Projects.

² Published in July 2010

HARRIS MILLER MILLER & HANSON INC.

Revised RIAC RSIP Housing Unit Counts
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Page 2

that many of the units have been mitigated under the prior RIAC RSIP program, which was suspended in 2004. The housing unit counts in areas outside the DNL 70 dB contour were based on the U.S. Census 2000 data. The use of census data for the developing the number of exposed or impacted residential units and population is an industry wide accepted practice for noise analysis. Units within the DNL 70 dB contour and in acquisition areas were counted from the City of Warwick parcel database.

Table 1 presents the number of significantly impacted units greater than DNL 65 dB and the number of units exposed to a noise level between DNL 65 dB and 69.9 dB for each year and alternative from the DEIS. These numbers represent each year and are not cumulative.

Table 1 DEIS Project Noise Impacts Eligible for Mitigation for Alternative B2 and B4^{1, 2}



Project-Related Noise Insulation Mitigation for Significant Noise Impacts (increase of >DNL 1.5dB at or above DNL 65 dB) ^{1, 2}				
Impact Type	Alternative B2		Alternative B4	
	2015	2020	2015	2020
Total Housing Units Significantly Impacted by Noise	--	31	124	120
Other Project-Related Noise Mitigation				
Project-Related Noise Insulation Mitigation for Housing units Exposed to Noise between DNL 65 dB and 69.9 dB (Includes Significant Impacted Units)				
Total Housing Units Impacted by noise between DNL 65 dB and 69.9 dB	1,137	1,209	1,184	1,308

¹ Data represents each year and is not cumulative

² Results taken from Table ES-2 and Table ES-3 from the DEIS Executive Summary.

2.2 Final Environmental Impact Statement

The Final EIS³ (FEIS) published the same housing unit results by year as the DEIS. The FEIS modeled each alternative with an updated version of the Integrated Noise Model (INM) and an updated operations forecast. While some U.S. Census 2010 data was published, it was not complete for the FEIS. Therefore, the analysis continued to use the Census 2000 data. The same counting methods were used in the FEIS as in the DEIS.

The FEIS mitigation section further separated the significantly impacted units and the eligible sound insulation properties into units that have and have not received mitigation under the prior RIAC sound insulation program. This refined analysis was done using a database of parcels provided by RIAC in January 2011. The database contained all of the parcels that were identified under the prior sound insulation program. This list was used to determine which were mitigated and which were not. Each parcel was assigned the number of housing units and these units were subtracted from the total number of units eligible based on the US Census data. Table 2 presents the results in a cumulative format through 2020 for each alternative.

The Record of Decision (ROD) was issued on September 23, 2011, which included a summary of the noise mitigation numbers for the preferred alternative (Alternative B4). Through 2020, the ROD included a total of 24 units exposed to a significant noise impact and have not been previously mitigated and 157 newly eligible units for sound insulation as they are within the DNL 65 dB contour.

³ Published in July 2011

HARRIS MILLER MILLER & HANSON INC.

Revised RIAC RSIP Housing Unit Counts
February 27, 2013
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Table 2 Project Noise Impacts Eligible for Mitigation for Alternative B2 and B4^{1,2}

Project-Related Noise Insulation Mitigation for Significant Noise Impacts (increase of >DNL 1.5dB at or above DNL 65 dB) ^{1,2}						
Impact Type	Alternative B2			Alternative B4		
	2015	2020	Total	2015	2020	Total
Total Housing Units Significantly Impacted by Noise	n/a	74	74	184	1	185
Housing Units Significantly Impacted and Previously Sound Insulated	n/a	74	74	161	0	161
Non-Insulated Significantly Impacted Housing Units	n/a	0	0	23	1	24

Other Project-Related Noise Mitigation						
Project-Related Noise Insulation Mitigation for Housing units Exposed to Noise between DNL 65 dB and 69.9 dB (Includes Significant Impacted Units)						
Total Housing Units Impacted by noise between DNL 65 dB and 69.9 dB	n/a	1,035	1,035	959	161	1,120
Housing units Impacted and Previously Sound Insulated	n/a	904	904	877	86	963
Non-Insulated Housing Units Exposed to Noise levels DNL 65 dB to DNL 69.9 dB eligible for noise insulation	n/a	131	131	82	75	157

- 1 Excludes housing units that will be acquired for construction (mandatory), for noise mitigation under a Future Build VLAP and for RPZ area clearing (voluntary participation by property owner).
- 2 Data from FEIS Tables ES-5 and ES-6

3. PREPARATION OF RIAC PROGRAM FUNDING REQUEST

In April 2012, RIAC requested HMMH develop a detailed listing of all of the parcels within the DNL 65 dB contours for the subsequent funding requests for the FAA. The parcel list included mitigation eligibility based on the MOU and EIS. The list also included the prior sound insulation project phases, which were listed by codes. VHB also developed detailed maps displaying these parcels. The detailed parcel list and accompanying map was also used by RIAC to respond to questions by the community as to which mitigation program (i.e., sound insulation or voluntary acquisition) their property would qualify.

The detailed parcel list and associated summary tables developed in April 2012 were consistent with the ROD, but the numbers were slightly different because all of the unit counts came from parcel data instead of Census 2000 data. HMMH identified the number of housing units for each multi-unit residential parcel identified on the list from the City of Warwick Assessor's office (Single-Family parcels were assigned 1 unit). Through 2020 for Alternative B4, there were 189 eligible dwelling units for Sound insulation. This is 32 additional units compared to the ROD reported number of 157. It should be noted that this spreadsheet included, but did not track the units exposed to a significant noise increase.

The detailed parcel list and maps were updated throughout the spring and early summer as various data was added (e.g., the Voluntary Land Acquisition Program parcels were added). RIAC used the list and corresponding maps to respond to questions from the community and some questions were raised as to what the code "PE" meant under the Sound Insulation column.

VHB, HMMH and RIAC met in early August 2012 to review the detailed parcel list and maps, and to pass information on to new staff at RIAC and the land acquisition firm. HMMH had begun investigating the "PE" properties and determined that they were most-likely eligible under the prior



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Revised RIAC RSIP Housing Unit Counts
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program, but their status was unknown. RIAC needed to finalize the number of eligible units in order to submit funding requests to FAA.

RIAC requested another list of the properties from The Jones Payne Group who provided a new list with more detail on the prior eligibility list on August 15, 2012. The Jones Payne Group also provided a description of the codes included in all previous lists, which resulted in those parcels with the "PE" code to be considered as not having sound mitigation. After this clarification, HMMH updated the detailed parcel list to include the entire list of PE parcels as unmitigated (eligible for sound insulation).

RIAC requested detailed counts by year for Alternative B4 and the No-action. These requested counts were provided and formed the basis of the funding requests provided to FAA for the Residential Sound Insulation Program, which included a total of 444 eligible units for Alternative B4 in 2015 and an additional 85 units in 2020 for a total of 529 units.

4. NEW PARCEL



RIAC was contacted in early January 2013 concerning whether the property at 3520 and 3524 West Shore Drive would be included in the RSIP. Since the parcel did not appear on the detailed list of units RIAC contacted HMMH about the parcel. HMMH checked and the parcel in question 346-0077-0000 is listed as Institutional in the FEIS databases and is also colored that way on the FEIS land use maps.

As a result of this new information, Jones Payne Group contacted the City and determined that the parcel was a school built in 1925, but was converted to condominiums in 1987. There are 120 units in the complex and it is called "Lockwood Condominiums". There are four structures on the parcel as shown in Figure 1 (highlighted in yellow).

This parcel is within the 2015 DNL 65 dB contour for Alternative B4 and three of the buildings on the parcel intersect the Significant Impact area for Alternative B4. The fourth building is close to the contour and on the same parcel, and therefore, in our opinion all 120 units are considered significantly impacted.

Subsequently, there are a total of 564 eligible units for Alternative B4 in 2015 and an additional 85 units in 2020 for a total of 649 units.



Figure 1 - New Parcel Eligible for Sound Insulation

HARRIS MILLER MILLER & HANSON INC.

Revised RIAC RSIP Housing Unit Counts
February 27, 2013
Page 5

5. REVISED ALTERNATIVE B2 AND B4 NUMBERS

HMMH applied this revised unit count data to the EIS results and has updated the table from the ROD for each Alternative. Table 3 below matches the totals for Alternative B4 that was developed in August 2012 and is displayed in the RIAC MOU figures, and the newly determined eligible units at Lockwood Condominiums. The results exclude all properties identified to be acquired due to the mandatory and voluntary programs whereas in the EIS and ROD these properties were excluded by project year (e.g. 2020 noise acquisitions were not excluded from 2015 counts).

Table 3 also includes the revised data for Alternative B2. Alternative B2 was not included in Table 10-2 in the ROD since it was not the preferred alternative. The results here can be compared to Table 2 which included results from both Alternatives in the FEIS.

It is important to note that neither the DNL contours nor the area impacted under either alternative has changed since the ROD. The unit counts in Table 3 differ from the ROD due to updated housing unit information and corrections to the previously sound insulated list due to a better understanding of the codes provided.



Table 3 Revised Project Noise Impacts Eligible for Mitigation for Alternative B2 and B4^{1,2}

Project-Related Noise Insulation Mitigation for Significant Noise Impacts (increase of >DNL 1.5dB at or above DNL 65 dB)^{1, 2}						
Impact Type	Alternative B2			Alternative B4		
	2015	2020	Total	2015	2020	Total
Total Housing Units Significantly Impacted by Noise	n/a	62	62	247 ³	0	247 ³
Housing Units Significantly Impacted and Previously Sound Insulated	n/a	45	45	68	0	68
Non-Insulated Significantly Impacted Housing Units	n/a	17	17	179 ³	0	179 ³
Other Project-Related Noise Mitigation						
Project-Related Noise Insulation Mitigation for Housing units Exposed to Noise between DNL 65 dB and 69.9 dB (Includes Significant Impacted Units)						
Total Housing Units Impacted by noise between DNL 65 dB and 69.9 dB	n/a	1,146 ³	1,146 ³	1060 ³	142	1,202 ³
Housing units Impacted and Previously Sound Insulated	n/a	592	592	496	57	553
Non-Insulated Housing Units Exposed to Noise levels DNL 65 dB to DNL 69.9 dB eligible for noise insulation	n/a	554 ³	554 ³	564 ³	85	649 ³

- 1 Excludes housing units that will be acquired for construction (mandatory), for noise mitigation under a Future Build VLAP and for RPZ area clearing (voluntary participation by property owner), as well as housing units and non-residential noise sensitive sites that have been sound insulated as part of a previous sound insulation effort under the Part 150 NCP.
- 2 Data updated since the ROD, Revised Sound Insulation data, all counts based on Parcel data and housing units.
- 3 Includes a new parcel with 120 units.

SUPPLEMENTAL MEMORANDUM

To: Richard Douchette, FAA
From: Daniel Porter, RIAC
Cc: Susan Nichols, VHB, Robert C. Mentzer, HMMH
Date: 3/15/13
Subject: T.F. Green Airport Improvement Program Environmental Impact Statement Residential Sound Insulation Program Units
Reference: HMMH Memorandum dated 2/27/13

As requested by FAA on 3/14/13, the purpose of this supplemental memorandum is to present Table 10-2 from the Record of Decision (attached) alongside the updated number of residential units eligible for sound insulation at the T.F. Green Airport.

The reasons for the change in numbers, as updated, are explained in detail within Sections 3 and 4 of HMMH's memorandum dated 2/27/13 (attached hereto). I have provided a quick summary below, correlating the difference in the Record of Decision (ROD) numbers to the numbers provided in red text.

Increase of > DNL 1.5dB at or above DNL 65 dB – 2015

1	184 vs. 247	The updated number includes the 120 condo units discovered in early January 2013. However, there are 57 future acquisition units counted within the 184 (ROD), yielding 127.
2	161 vs. 68	There are 68 units previously insulated, not 161.
3	23 vs. 179	The difference between rows 1 and 2

Units exposed to Noise between 65 dB and 69.9dB – 2015 (>DNL 1.5dB inclusive)

1	959 vs. 1,060	The updated number includes 120 condo units discovered in early January 2013. Additionally the 959 includes the 57 future acquisition units and was also determined using census data. The 1,060 was later updated using actual parcel data.
2	877 vs. 496	There are 496 units previously insulated, not 877.
3	82 vs. 564	The difference between rows 1 and 2

Increase of > DNL 1.5dB at or above DNL 65 dB – 2020

1	1 vs. 0	There is 1 acquisition unit counted in the ROD. The updated numbers do not count acquisition units.
2	0 vs. 0	No change.
3	1 vs. 0	The difference between rows 1 and 2

Units exposed to Noise between 65 dB and 69.9dB – 2020 (>DNL 1.5dB inclusive)

1	161 vs. 142	The 161 includes future acquisition units and was also determined using census data. The 142 was later updated using actual parcel data.
2	86 vs. 57	There are 57 units previously insulated, not 86.
3	75 vs. 85	The difference between rows 1 and 2

Please advise if you require additional information at this time. Thank you.