CONCISE EXPLANATORY STATEMENT

In accordance with the Administrative Procedures Act, Section § 42-35-2.6 of the General Laws of Rhode Island, following is a concise explanatory statement:

AGENCY: Airport Corporation

DIVISION: N/A

RULE IDENTIFIER: 800-RICR-10-00-3

RULE TITLE: Air Quality Monitoring Work Plan

REASON FOR RULEMAKING: Incorporates changes to meet legislative changes in accordance with R.I. Gen. Laws § 1-7.

ANY FINDING REQUIRED BY LAW AS A PREREQUISITE TO THE EFFECTIVENESS OF THE RULE: N/A

TESTIMONY AND COMMENTS: No comments were received in relation to this proposed amendment.

CHANGE TO TEXT OF THE RULE: None.

REGULATORY ANALYSIS: The Permanent Air Quality Monitoring Act (Act) was amended to only require monitoring for "particulate matter, including only particles less than 0.1 microns, and black carbon," per R.I. Gen. Laws 1-7-1(b)(1). The annual report prepared by RIDOH (Air Monitoring at TF Green Airport Annual Report, September 2017), stated the benefit of modifying pollutants monitored "will allow RIAC to focus on collecting useful data for the pollutants most closely associated with airport emissions that impact the surrounding neighborhoods".

The Act also amended required locations for air monitoring and states, "The ambient air-quality monitors shall be set up in a network that shall include at least four (4) monitoring sites and shall be designed to measure air-quality impacts from airport operations, including those associated with planes operating on the extended runway

and on neighborhoods adjacent to the airport facility, as well as at the Winslow Park playing fields." RIDOH and RIDEM have indicated the Pembroke Air Monitoring station in its current location measures air quality impacts from airport operations on the adjacent neighborhoods and the Winslow Park playing fields. As such, relocating this station is not being proposed within the work plan amendment.

In the report prepared by RIDOH (Air Monitoring at TF Green Airport Annual Report September 2017) the "Fire Station monitors have not yielded conclusive data about airport impacts. RIDOH recommends that monitoring at that location be discontinued and that the monitoring shelter currently at that site be moved to a location near the end of, and generally downwind of, the extended runway." The proposed amendments to the Air Quality Monitoring Work Plan include relocating the Fire Station site closer to the approach end of extended Runway 5. The primary benefit of this relocation is to conform to the legislation and measure air quality downwind of extended Runway 5. Ultimately, RIAC, with RIDEM and RIDOH concurrence, propose a location on the south side of Smith St. approximately 1,900 feet south of the end of the runway (east of centerline).

In the development of the proposed amendment consideration was given to: (1) alternative approaches; (2) overlap or duplication with other statutory and regulatory provisions; and (3) significant economic impact on small business. No alternative approach, duplication, or overlap was identified based upon available information.