

<p>For Office Use Only Executive Office of Environmental Affairs MEPA Analyst: <i>Deirdre Buckley</i> Phone: 617-626-1044</p>

NPC

Notice of Project Change

The information requested on this form must be completed to begin MEPA Review of a NPC in accordance with the provisions of the Massachusetts Environmental Policy Act and its implementing regulations (see 301 CMR 11.10(1)).

Project Name: Central Artery / Tunnel Project		EOEA #: 4325	
Street: Downtown Boston			
Municipality: Boston		Watershed:	
Universal Transverse Mercator Coordinates:		Latitude: y 42.361413 Longitude: x 71.054565	
Status of project construction:		99 %complete	
Proponent: Massachusetts Turnpike Authority			
Street: 10 Park Plaza, Suite 4160			
Municipality: Boston		State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this NPC May Be Obtained: Online: www.masspike.com OR Laurie Carlson			
Firm/Agency: Massachusetts Turnpike		Street: 668 South Ave	
Municipality: Weston		State: MA	Zip Code: 02493
Phone: 781-431-5023	Fax: 781-237-3348	Email: laurie.carlson@masspike.com	

In 25 words or less, what is the project change? The project change involves potential alternatives to the CA/T Project's existing tunnel drainage system in order to comply with MWRA modified permits that require the removal of groundwater and storm water from the MWRA sewer system.

See full project change description beginning on page 3.

Date of ENF filing or publication in the Environmental Monitor:

Was an EIR required? Yes No; if yes,
 was a Draft EIR filed? Yes (Date: 5/90) No
 was a Final EIR filed? Yes (Date: 11/90) No
 was a Single EIR filed? Yes (Date:) No

Have other NPCs been filed? Yes (Date(s): See Attachment. A) No

If this is a NPC solely for lapse of time (see 301 CMR 11.10(2)) proceed directly to May 2001

“ATTACHMENTS & SIGNATURES” on page 4.

PERMITS / FINANCIAL ASSISTANCE / LAND TRANSFER

List or describe all new or modified state permits, financial assistance, or land transfers not previously reviewed:

Are you requesting a finding that this project change is insignificant? (see 301 CMR 11.10(6))

Yes No; if yes, attach justification.

Are you requesting that a Scope in a previously issued Certificate be rescinded?

Yes No; if yes, attach the Certificate

Are you requesting a change to a Scope in a previously issued Certificate? Yes No; if yes, attach Certificate and describe the change you are requesting:

Summary of Project Size & Environmental Impacts	Previously reviewed	Net Change	Currently Proposed
LAND			
Total site acreage			N/A
Acres of land altered			N/A
Acres of impervious area			N/A
Square feet of bordering vegetated wetlands alteration			N/A
Square feet of other wetland alteration			N/A
Acres of non-water dependent use of tidelands or waterways			N/A
STRUCTURES			
Gross square footage			N/A
Number of housing units			N/A
Maximum height (in feet)			N/A
TRANSPORTATION			
Vehicle trips per day			N/A
Parking spaces			N/A
WATER/WASTEWATER			
Gallons/day (GPD) of water use			N/A
GPD water withdrawal			N/A
GPD wastewater generation/ treatment	* see 1.1& 1.2 in the project change document		- 70,000 gpd

Length of water/sewer mains (in miles)			N/A
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Does the project change involve any new or modified:

1. conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97? Yes No

2. release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction? Yes No

3. impacts on Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities? Yes No

4. impact on any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes No; if yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources? Yes No

5. impact upon an Area of Critical Environmental Concern? Yes No
If you answered 'Yes' to any of these 5 questions, explain below:

PROJECT CHANGE DESCRIPTION (attach additional pages as necessary). The project change description should include:

- (a) a brief description of the project as most recently reviewed
- (b) a description of material changes to the project as previously reviewed,
- (c) the significance of the proposed changes, with specific reference to the factors listed 301 CMR 11.10(6), and
- (d) measures that the project is taking to avoid damage to the environment or to minimize and mitigate unavoidable environmental impacts. If the change will involve modification of any previously issued Section 61 Finding, include a proposed modification of the Section 61 Finding (or it will be required in a Supplemental EIR).

See Attachment B

ATTACHMENTS & SIGNATURES

Attachments:

1. Secretary's most recent Certificate on this project
2. Plan showing most recent previously-reviewed proposed build condition
3. Plan showing currently proposed build condition See Attachment
4. Original U.S.G.S. map or good quality color copy (8-1/2 x 11 inches or larger) indicating the project location and boundaries
5. List of all agencies and persons to whom the proponent circulated the NPC, in accordance with 301 CMR 11.10(7) See Attachment E

Signatures:

 6/26/08

Date	Signature of Responsible Officer or Proponent	Date	Signature of person preparing NPC (if different from above)

<u>Helmut Ernst</u>	Name (print or type)
<u>Massachusetts Turnpike Authority</u>	Firm/Agency
<u>10 Park Plaza, Suite 4160</u>	Street
<u>Boston, MA 02116</u>	Municipality/State/Zip
<u>617-248-2800</u>	Phone

Project Change Description

The Massachusetts Turnpike Authority (“MTA”) submits this MEPA Notice of Project Change (“NPC”) for review of potential alternatives to the Central Artery/Tunnel (“CA/T”) Project’s existing tunnel drainage system. Based on the description of the CA/T Project tunnel drainage system set forth in the Final Supplemental Environmental Impact Statement/ Report (“FSEIS/R”), and the plans and studies submitted to support the FSEIS/R and subsequent permit applications, the regulatory agencies, U.S. Environmental Protection Agency (“EPA”), Massachusetts Department of Environmental Protection (“DEP”), Massachusetts Water Resources Authority (“MWRA”) and Boston Water and Sewer Commission (“BWSC”) concurred with the CA/T Project’s proposed action that provided that tunnel wastewater should be discharged via the Project’s tunnel drainage system to the MWRA sanitary sewerage system through the BWSC sewerage system. That is the existing tunnel drainage system. It should be noted, however, that these descriptions and studies indicated that negligible amounts of storm water, groundwater and seepage would enter the MWRA sewer system.

Starting in 2002, the CA/T Project had become aware of higher than expected infiltration in the tunnels and had embarked on a program to repair tunnel leaks. On September 15, 2004, however, there was a breach in the I-93 (Tip O’Neill) Tunnel, near the Federal Reserve Bank, that released an estimated 300 gallons per minute for several hours (“2004 Leak Incident”). Efforts to close the breach commenced immediately. The cause of the breach was thoroughly investigated and remedied by the CA/T Project. It became evident at that time that, contrary to what was stated in the FSEIS/R, storm water inflow at entrance and exit ramps, carry-in by vehicles and groundwater infiltration were not “minor contributors” to CA/T Project tunnel inflows.

The MTA seeks review of the alternatives described herein in connection with the revisions to MTA’s Sewer Use Discharge Permits issued by the MWRA on February 7, 2007 (“Modified Permits”) which require MTA to take all necessary steps, including obtaining all necessary regulatory approvals, to remove groundwater and storm water from the MWRA sewer system.

On June 29, 2007, as required by the Modified Permits, the MTA submitted compliance reports (“Compliance Reports”) to MWRA for each of the three Modified Permits. As is more fully discussed below, the Compliance Reports proposed a plan to eliminate non-tunnel wash water discharges to the MWRA sewer system at five of the nine outfall locations: Low Point Pump Station (“LPPS”) # 1 and # 2 (discharges to BWSC/MWRA at Ventilation Building (“VB”) # 6), LPPS # 4 and # 5 (discharges at VB # 1), LPPS # 6 and # 7 (discharges at VB # 3), LPPS # 8 (discharges at VB # 4), and LPPS # 12 (discharges directly to BWSC/MWRA) (hereinafter sometimes collectively referred to as the “Five Discharge Locations”), and to bypass those discharges to storm water discharge locations. By letter dated September 26, 2007, the MWRA required that the MTA implement the Compliance Reports, including the plan now known as the Five Discharge Locations Diversion Valve Plan (“Compliance Letter”)

During an Interagency Coordination Process, several regulatory agencies, including MEPA, requested that the NPC include an Alternatives Analysis. This NPC document, starting with an examination of environmental review and permitting efforts, and continuing with the description of the Technical Studies undertaken to support this NPC, seeks to evaluate the Five Discharge Locations Diversion Valve Plan (“Five of Nine Plan” and several alternatives. In addition to the, Five of Nine Plan those alternatives are: No Action; All Nine Diversion Valve Plan (“All Nine Plan”); No Diversion Valve Plan; Modified Diversion Valve Plan; and Seasonal Diversion Valve Plan. Based on the Alternatives Analysis, the MTA’s Preferred Alternative is a hybrid plan that combines aspects of the Five of Nine Plan with aspects of the All Nine Plan.

The primary purpose of the Interagency Coordination Process was an attempt to forge a regulatory consensus regarding MTA’s tunnel drainage system. MWRA and DEP technical staff have recently met to discuss MTA’s tunnel drainage system and have reached what both agencies have described as common ground. In general, both agencies believe that storm water belongs in the storm water system, not in the sanitary sewer system, and that tunnel wash water and firefighting water should go to the sanitary sewer system, not the storm water system. Furthermore, both agencies have come to the conclusion that valves should be installed at all nine outflow locations, per the All Nine Plan, to accomplish the objectives of the Five of Nine Plan to remove non-tunnel wash water from the Five Discharge Locations, as well as the other four outfall locations in the event of an emergency or other high flow scenario. After consultation with MTA Management, given the requirement that MTA initiate appropriate actions to comply with the Modified Permits, this hybrid All Nine Plan/Five of Nine Plan scheme has been adopted as MTA’s Preferred Alternative.

The implementation of the Preferred Alternative will require a further review of permitting requirements under the federal NPDES Phase II Storm Water Permit. Assuming that approval pursuant to the NPDES Phase II Storm Water permit is obtained, a review of the factors at 301 CMR 11.10(6) indicates that the implementation of the Preferred Alternative does not significantly increase environmental consequences:

- (a) The NPC Preferred Alternative does not represent an expansion of the Project.
- (b) The NPC Preferred Alternative is not expected to generate further substantial impacts.
- (c) Efforts to reduce tunnel water infiltration are ongoing. A new Construction Remediation Contract to continue these efforts will be advertised and bid in either late 2008 or early 2009. Therefore, the implementation of the Preferred Alternative will not change the anticipated completion date.
- (d) The NPC Preferred Alternative does not change the overall project site.
- (e) The NPC Preferred Alternative is not expected to require new Permits, requests for Financial Assistance or Land Transfers, as those terms are defined in the MEPA Regulations. (Note that the definition of Permits does not include those permits issued by federal agencies.)

- (f) The CA/T Project has already generated significant environmental quality benefits, such as water quality benefits, (see Section 1.4 for a discussion of CA/T Project efforts to overhaul existing sanitary, storm drainage and CSOs), air quality benefits generated by improved traffic flow, and land use improvements in the form of a reconnected City and the addition of numerous parklands. The schedule for the NPC Preferred Alternative will not have any effect on the realization of these Project benefits to environmental quality and resources or public health.
- (g) The NPC Preferred Alternative is not based on a lapse of time.

Based on a review of the factors set forth above, and the results of the analyses provided in this NPC document, in particular the analyses set forth in the Technical Studies, the MTA believes that no further review of the Tunnel Drainage System NPC pursuant to 310 CMR 11.10 is required.

The implementation of the Preferred Alternative will be closely coordinated with the regulatory agencies during the permitting process to avoid damage to the environment and to minimize and mitigate unavoidable environmental impacts.



The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
 100 Cambridge Street, Boston, 02202

WILLIAM F. WELD
 GOVERNOR
 ARGO PAUL CELLUCCI
 LIEUTENANT GOVERNOR
 TRUDY COXE
 SECRETARY

March 31, 1995

Tel: (617) 727-9800
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CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
 ON THE
 NOTICE OF PROJECT CHANGE

PROJECT NAME : Central Artery/Tunnel
 Area North of Causeway Street,
 Highway Stormwater Discharge
 PROJECT LOCATION : Boston, Cambridge
 EOE NUMBER : 4325
 PROJECT PROPONENT : Massachusetts Highway Department
 DATE NOTICED IN MONITOR : February 7, 1995

Pursuant to the Massachusetts Environmental Policy Act (M.G.L. c.30, ss. 61-62H) and Section 11.17 of the MEPA regulations (301 CMR 11.00), I have reviewed the Notice of Project Change submitted on the above project and hereby determine that it **does not require** the preparation of a Supplemental Environmental Impact Report.

Under the proposed change, stormwater from certain viaducts and ramps in the Area North of Causeway Street subarea of the Central Artery/Tunnel Project will be discharged into the New Charles River Basin, rather than downstream of the Metropolitan District Commission's (MDC) Gridley Dam and Locks. The change is being made in order to avoid the disruption of Paul Revere Landing Park North, and to eliminate the need for one of two stormwater pump stations. Stormwater from the existing highway structures in the area is currently discharged to the Basin.

In the Charles River Crossing Final Supplemental Environmental Impact Report (FSEIR), it was stated that stormwater discharges associated with certain highway structures would be discharged to Boston Harbor, in order to avoid direct discharge of salt-laden water into the freshwater reach of the Charles River. It was later discovered that the New Charles River Basin was considered by the Department of Environmental Protection (DEP) to be a Class "SB" (saltwater) body, rather than a freshwater body. Consequently, the original reason for pumping the stormwater to Boston Harbor no longer was valid.

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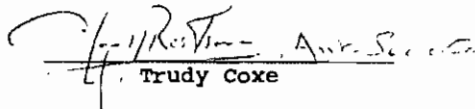
100% RECYCLED PAPER

According to the proponent's calculations, the salt to be discharged to the Basin from roadway runoff will be about 1 part per million (ppm). Existing salt levels in the Basin have been measured by the Massachusetts Water Resources Authority (MWRA) to be about 17,700 ppm. Based on this information, the additional amount of salt appears to be insignificant relative to current levels. In addition, however, there are other pollutants carried by highway runoff that will potentially be discharged into the Basin (as there are under existing conditions).

The DEP, the U.S. Environmental Protection Agency (EPA) and Massachusetts Highway Department/Central Artery/Tunnel (MHD/CA/T) staff have been meeting on an ongoing basis to discuss management of post-construction period stormwater for the Central Artery/Tunnel project as a whole, including the Area North of Causeway Street. A goal of those meetings is to develop appropriate Best Management Practices (BMPs) and stormwater systems for the project that will minimize pollutants discharged to receiving waters. DEP states that it will request review and comment from the Cities of Boston and Cambridge, the Coastal Zone Management office, and other interested parties once the stormwater control systems and BMPs are developed further.

I find that the potential impacts of this project change do not warrant further review by MEPA, and can be addressed through the ongoing interagency meetings and review described above and the permitting process. I recommend that the MDC be fully involved in any discussions that lead to decisions that affect areas under their control.

March 31, 1995
DATE


Trudy Cox

Comments received : Boston Redevelopment Authority, 2/16/95
DEP, 2/23/95
Boston Environment Department, 2/24/95
City of Cambridge Environmental Program,
2/27/95
Charles River Watershed Association, 2/27/95
Keith K. Davison, 2/27/95
MDC, 2/28/95
Mass. Audubon Society, 2/28/95

TC/JGH/jh

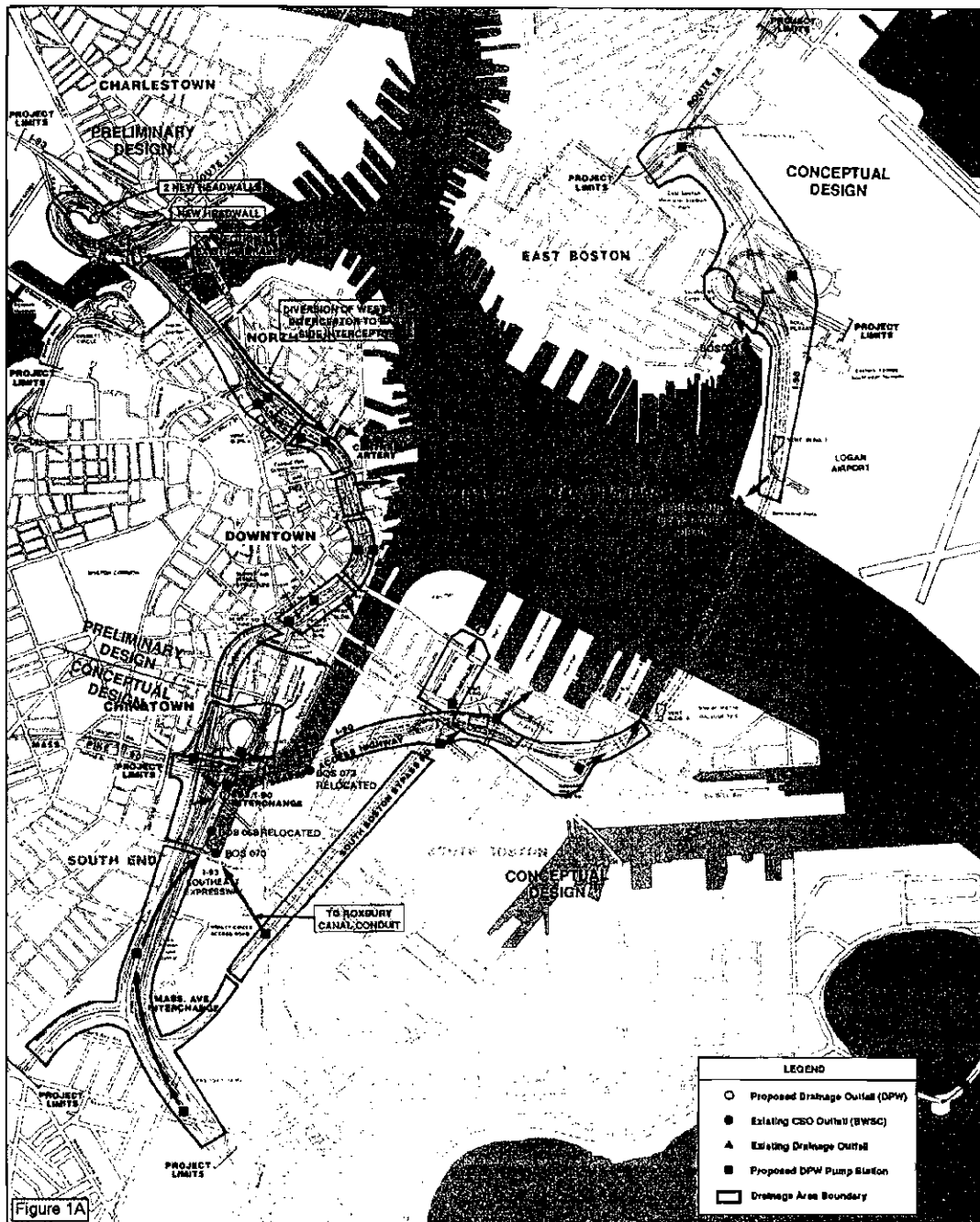


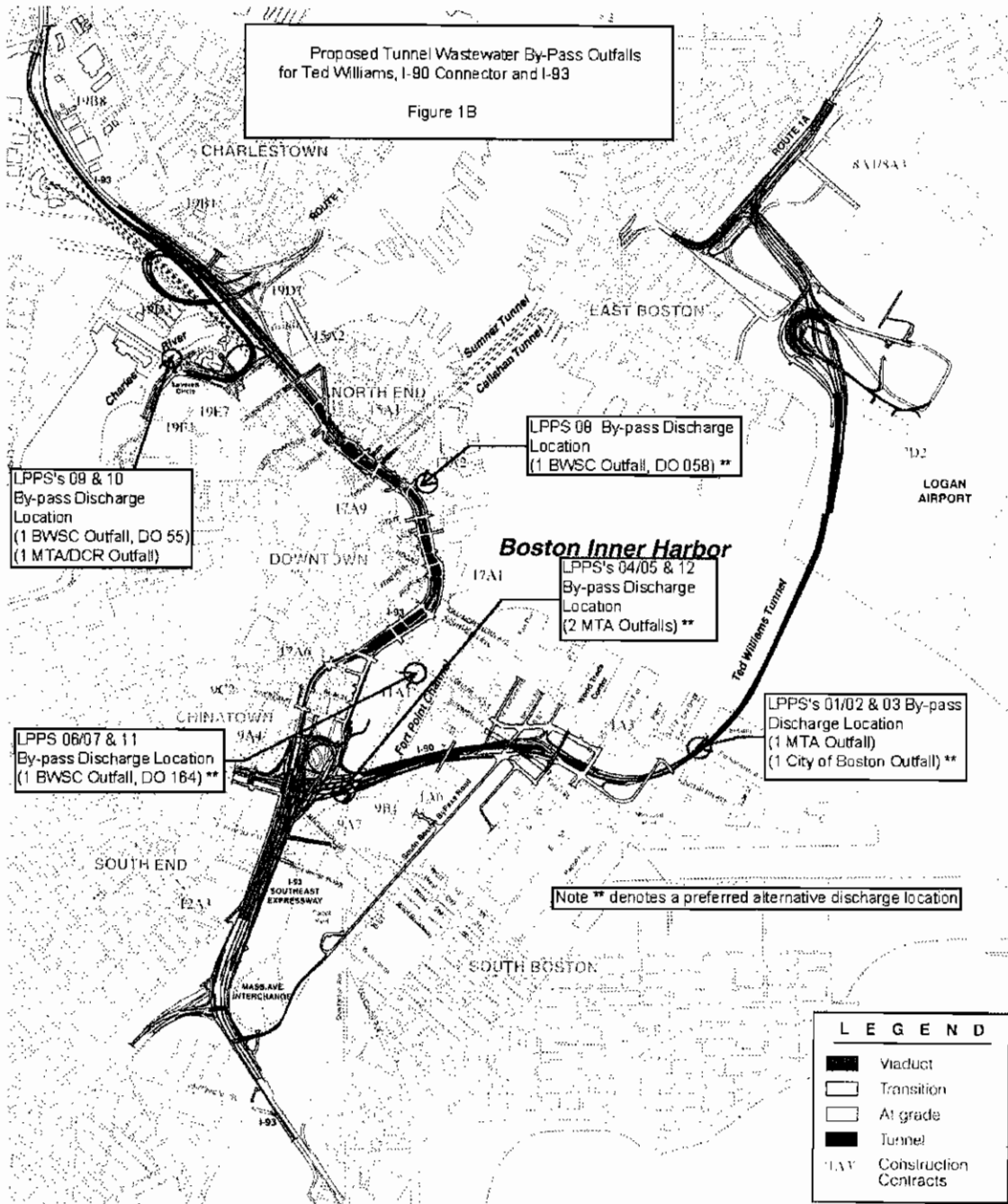
Figure 1A

FIGURE 13.11 Proposed Surface Drainage System Drainage Areas And Discharge Points

THE COMMONWEALTH OF MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS
 CENTRAL ARTERY (I-93)/TUNNEL (I-90) PROJECT
 SUPPLEMENTAL EIS/R

0 100 200 400 Feet

Attachment 3



MassGIS Topographic Map

