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January 23, 2009

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
 ON THE
 SECOND NOTICE OF PROJECT CHANGE

PROJECT NAME : Martha's Vineyard Airport Improvements
 PROJECT MUNICIPALITY : West Tisbury
 PROJECT WATERSHED : Cape Cod and Islands
 EOE A NUMBER : 13024
 PROJECT PROPONENT : Martha's Vineyard Airport Commission
 DATE NOTICED IN MONITOR : December 24, 2008

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

Second Notice of Project Change (NPC-2) Description

The Martha's Vineyard Airport Commission, the Proponent, proposes to construct Runway safety improvements at the east and west ends of Runway 6-24 to comply with Federal Aviation Administration (FAA) safety standards to provide safety areas for plane overruns, undershoots and veer-offs. The Proponent proposes to reduce approximately 300 linear feet (lf) of previously proposed new pavement from Runway 6 and construct approximately 300 lf of additional pavement to Runway 24. The design and construction of Taxiway A, proposed as part of the original ENF filing will be modified to accommodate the project changes to Runway 6-24 described in the NPC-2 submittal. The proposed project change will result in a reduction of approximately 2.0 acres previously proposed impervious surface area.

Project History

As described in the April 2003 Environmental Notification Form (ENF) submitted to the MEPA Office, the project involved the development of 13 separate elements: a Southeast Ramp; Airline Road; a 150,000 gallons per day (gpd) fire-flow water tank; Connector Road; a 16,600 sf General Aviation Terminal (GA)/Aircraft Rescue and Fire Fighting Facility (ARFF); acquisition and demolition of four airplane hanger buildings on the Southwest Ramp; rehabilitation and expansion of the Southwest Ramp; an All Island Fire Training Facility; a Satellite Parking Lot (275 spaces) for the Woods Hole, Martha's Vineyard & Nantucket Steamship Authority Rental Car Center (400 cars); a Remote Airport Passenger & Employees Parking Lot (250 spaces); Runway 6 tree clearing; a 20,000 sf supermarket; a 55,000 sf office building on Connector Road; and the reconstruction of Taxiway Alpha. The airport improvement project was designed to accommodate the estimated future increase of enplanements from 122,715 in 2000 to 238,914 by 2010 (airside development program) and the estimated future increase in related or induced commercial development and infrastructure improvements within the airport and airport business park property (landside development program). The proposed construction of the runway safety improvements will serve as an additional element of the Proponent's development program (project element #14).

First Notice of Project Change

The first Notice of Project Change (NPC-1) was filed with the MEPA Office in August 2003 and proposed to substitute one of the 13 originally proposed project elements (Project #12 - 20,000 sf supermarket) with the construction of a 44,000 sf 79-bed County Jail facility on a 7-acre parcel of property located off Airport Access Road in the Edgartown portion of the 793-acre Martha's Vineyard Airport. The proposed County Jail facility will result in the need for approximately 16,000 gpd of additional water supply, and the generation of approximately 16,000 gpd of additional wastewater flow to be treated at the Martha's Vineyard Airport wastewater treatment facility (MVA WWTF). The number of additional vehicle trips anticipated from the proposed project change did not significantly alter the traffic impacts of the original project. The project change required a revised vehicle access permit from MassHighway for access to West Tisbury Road.

Permits and Jurisdiction

The Martha's Vineyard Airport Improvements project was subject to review and preparation of a mandatory EIR pursuant to Section 11.03 (1) (a)(1), 11.03 (1) (a)(2), 11.03 (6)(a)(4), 11.03 (6)(a)(6) and 11.03 (6)(a)(7) of the MEPA regulations because it involved the direct alteration of 50 or more acres of land (approximately 58.0 acres total), the creation of more than 10 acres of new impervious surface area (46.6 acres total), construction of a new runway or terminal at an existing airport, construction of 1,000 or more new parking spaces at a single location (1,460 new spaces total), and the generation of 3,000 or more new vehicle trips (approximately 4,400 new vehicle trips total) respectively. The project also required a 401 Water Quality Certificate from the Department of Environmental Protection (MassDEP); an Access Permit from the Massachusetts Highway Department (MHD), Federal Consistency review from the Massachusetts Coastal Zone Management Office (MCZM), and a National Pollutant Discharge Elimination System Permit (NPDES) General Permit for stormwater discharges from a construction site of over one acre from the U.S. Environmental Protection Agency.

Because the Proponent has received financial assistance from the Massachusetts Aeronautics Commission (MAC), MEPA jurisdiction is broad and extends to all aspects of the project that may cause Damage to the Environment as defined in the MEPA Regulations.

Rare Species

The project site contains habitat for a number of rare species within the project site including: Purple Tiger Beetle (*Cincindela purpurea*), Barrens Buckmoth (*Hemileuca maia*), Slender Clearwing Moth (*Hemaris gracilis*), Sandplain Gerardia (*Agalinis acuta*), Nantucket Shadbush (*Amelanchier nantucketensis*), Purple Needlegrass (*Aristida purpurascens*), Bushy Rockrose (*Helianthemum dumosum*), Sandplain Flax (*Linum intercursum*), Papillose Nut-sedge, (*Scleria Pauciflora var caroliniana*), Sandplain Blue-Eyed Grass (*Sisyrinchium arenicola*), Grass-Leaved Ladies'-Tresses (*Spiranthes vernalis*), and Grasshopper Sparrow (*Ammodramus savannarum*).

Subsequent to the issuance of the MEPA Certificate on the FEIR in December 2004, the Proponent received a Conservation and Management Permit (#004-039.DFW, 2005) from the Natural Heritage and Endangered Species Program (NHESP) pursuant to the Massachusetts Endangered Species Act (MESA) and MESA Regulations (321 CMR 10.04(3)(b)) to address project impacts to several rare species protected under MESA including Purple Needlegrass (*Aristida purpurascens*), Sandplain Blue-Eyed Grass (*Sisyrinchium arenicola*), and Barrens Buckmoth (*Hemileuca maia*). In its comments on the NPC-2 submittal, NHESP has indicated that the proposed project changes will result in an additional "take" of state-listed species. The Proponent is required to submit an amended Conservation and Management Permit application to NHESP to address the project change impacts and corresponding mitigation to state-listed species. NHESP anticipates that any outstanding issues related to the project change's impacts to rare species can be addressed during the MESA review and permitting process.

Stormwater/Drainage

The airport property is located over the Martha's Vineyard Sole Source Aquifer (MVSSA). The Proponent has prepared and implemented a Stormwater Pollution Prevention Plan (SWPPP) and an Installation Spill Contingency Plan (ISCP) covering current airport operations. The stormwater management plan was designed in accordance with MassDEP's Stormwater Management Guidelines and incorporated a series of best management practices (BMPs) to collect, treat and provide total recharge of stormwater generated by the proposed project elements to the groundwater and sole source aquifer resources located within the project site. The proponent committed to install one or more monitoring wells downgradient of the airport's WWTF to monitor and evaluate the impacts of the proponent's stormwater management plan on local groundwater resources.

According to the information provided in the NPC-2, the stormwater management plan previously reviewed as part of the FEIR for the airport improvement project will accommodate the proposed project changes to Runway 6-24.

After reviewing the NPC-2 submittal and comments received from MassDEP, I have concluded that no further MEPA review is required. The review of the NPC-2 has served to adequately disclose potential impacts from the project, and to demonstrate that preparation of an EIR is not warranted. I consider the project to be a form of air quality mitigation in fulfillment of a commitment made during a previous MEPA review. The Proponent can resolve any remaining rare species issues during NHESP's MESA review and permitting process.

January 23, 2009
DATE



Ian A. Bowles, Secretary

Comments received:

01/12/09 MA Division of Marine Fisheries
01/13/09 MA Department of Environmental Protection – SERO
01/14/09 Natural Heritage and Endangered Species Program (NHESP)

NPC-2 #13024
IAB/NCZ/ncz