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January 30, 2009

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

PROJECT NAME : Barnstable Municipal Airport Improvement Project  
PROJECT MUNICIPALITY : Barnstable and Yarmouth  
PROJECT WATERSHED : Cape Cod and Islands  
EOEA NUMBER : 12267  
PROJECT PROPONENT : Barnstable Municipal Airport Commission  
DATE NOTICED IN MONITOR : n/a

Pursuant to the Massachusetts Environmental Policy Act (M. G. L. c. 30, ss. 61-62I) and Section 11.10 of the MEPA regulations (301 CMR 11.00), I hereby determine that the change described in the Notice of Project Change (NPC) is insignificant and **does not require** further MEPA review.

Project Description

The original project involves the construction of a 45,900 square foot (sf) terminal, a 200,000 sf apron, and 2,050 parking spaces at the Barnstable Municipal Airport. The purpose of the project is to build a facility that will meet modern codes, facilitate new security requirements, improve the Airport's compliance with the Federal Aviation Administration (FAA) safety standards and improve access to the site. The project is designed to meet the needs associated with growth projections of 310,300 emplanements by 2015 and is based on existing runway capacity.

### Project Change

The NPC describes changes to the project since the completion of the Final Environmental Impact Report (EIR) in 2004. The changes include a reduction in the size of the terminal building and changes to the access plan. The terminal building will be reduced to 35,820 sf through elimination of public space in the entrance hall and baggage claim areas. Changes to access include elimination of a direct entrance from the Airport Rotary and rerouting of the western portion of the access road which creates the connection to Attucks Lane and Independence Drive for vehicles headed west to Route 132. The NPC indicates that elimination of the Airport Rotary entrance was introduced during the Cape Cod Commission's (CCC) review of the project as a Development of Regional Impact (DRI) and was proposed to reduce the project's impact on the Airport Rotary. An existing connection to the Airport from Route 132 through Hinckley Road will be maintained. The NPC indicates that, to avoid the acquisition of private properties associated with the previously proposed access road extension, alternative access to Attuck's Lane is proposed via Airport Road. The intersection of Airport Road and Attucks Lane will be widened and a traffic signal will be installed. Changes to the access road alignment are not proposed within or adjacent to state roadways.

The NPC indicates that associated environmental impacts will be reduced compared to what was identified during previous MEPA review. It indicates that impervious surfaces will be reduced by .9 acres and vehicle trips during the AM peak and the PM peak will be reduced by 36 and 84 trips respectively.

### Permitting and Jurisdiction

The original project was subject to a mandatory EIR pursuant to Section 11.03(6)(a)(4) of the MEPA regulations because it requires state agency action and involve the construction of a terminal at an existing airport. The project requires a Sewer Extension and Connection Permit, review under the Massachusetts Contingency Plan, and a general conformity finding under the State Implementation Plan (SIP) from the Department of Environmental Protection (DEP). The project requires an Access Permit from the Massachusetts Highway Department (MHD). The project requires an Order of Conditions from the Barnstable Conservation Commission (and a Superseding Order of Conditions from DEP if the order is appealed). The project will receive financial assistance from the Massachusetts Aeronautics Commission (MAC). Therefore, MEPA jurisdiction is broad in scope and extends to all aspects of the project that may cause Damage to the Environment as defined in the MEPA regulations.


The project change does not alter MEPA thresholds met or exceeded by the project or require any additional state agency actions.

Conclusion

After a review of the NPC and consultation with MassHighway, I find that the proposed project change is insignificant in accordance with the MEPA regulations at 301 CMR 11.10(6). The project will not generate additional environmental impacts or require additional state agency actions. No further MEPA review of the project is required as a result of the proposed change.

January 30, 2009

Date

  
for Ian A. Bowles

IAB/CDB/cdb