

For Office Use Only Executive Office of Environmental Affairs
MEPA Analyst: <i>Nick Zambas</i>
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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: Runway 6-24 Safety Area Improvement		EOEA #: 13024
Street: 71 Airport Road		
Municipality: West Tisbury, Massachusetts	Watershed: Island	
Universal Tranverse Mercator Coordinates: N 15,038,170 E 1,197,680	Latitude: 41°23.58'N Longitude: 70°36.85'W	
Status of project construction: 10 %complete		
Proponent: Martha's Vineyard Airport Commission		
Street: 71 Airport Road		
Municipality: West Tisbury	State: MA	Zip Code: 02575
Name of Contact Person From Whom Copies of this NPC May Be Obtained: Jean E. Mongillo, PE		
Firm/Agency: Hoyle, Tanner & Associates, Inc.	Street: 150 Dow Street	
Municipality: Manchester	State: NH	Zip Code: 03101
Phone: (603)669-5555	Fax: (603) 669-4168	E-mail: jmongillo@hoyletanner.com

In 25 words or less, what is the project change? **This proposed project change involves the addition to the original EIR of a Runway Safety Area Improvement Project in order to comply with current FAA safety standards. See full project change description beginning on page 3.**

Date of ENF filing or publication in the Environmental Monitor: **April 22, 2003**

Was an EIR required? Yes No; if yes,
 was a Draft EIR filed? Yes (Date: **May 17, 2004**) No
 was a Final EIR filed? Yes (Date: **Nov 15, 2004**) No
 was a Single EIR filed? Yes (Date:) No
 Have other NPCs been filed? Yes (Date: **August 25, 2003**) No

Land use substitution- In place of a 20,000 SF supermarket a 79 bed county jail was proposed.

If this is a NPC solely for lapse of time (see 301 CMR 11.10(2)) proceed directly to "ATTACHMENTS & SIGNATURES" on page 4. **NO**

PERMITS / FINANCIAL ASSISTANCE / LAND TRANSFER

List or describe all new or modified state permits, financial assistance, or land transfers not previously reviewed: **None**

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Are you requesting that a Scope in a previously issued Certificate be rescinded?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: **In the ENF Certificate # 13024 issued June 5, 2003; we are seeking a revised scope that would include the additional Runway Safety Area Improvements project required to meet current FAA safety standards. See Appendix A for a copy of ENF Certificate #13024**

Summary of Project Size & Environmental Impacts	Previously reviewed	Net Change	Currently Proposed
LAND			
Total site acreage	793 Includes land within avigation easements around the airport	0	793 Includes land within avigation easements around the airport
Acres of land altered	53.5	+14.23 Includes only additional land altered due to currently proposed build conditions	67.73 Includes total land altered due to previous reviewed and currently proposed build conditions
Acres of impervious area	138	-2.04 Includes only additional impervious area due to currently proposed build conditions	135.96 Includes total impervious area due to previous reviewed and currently proposed build conditions
Square feet of bordering vegetated wetlands alteration	0	0	0
Square feet of other wetland alteration	0	0	0
Acres of non-water dependent use of tidelands or waterways	0	0	0
STRUCTURES			
Gross square footage	N/A	N/A	N/A
Number of housing units	N/A	N/A	N/A
Maximum height (in feet)	N/A	N/A	N/A

TRANSPORTATION			
Vehicle trips per day (should not increase traffic)	N/A	N/A	N/A
Parking spaces	N/A	N/A	N/A
WATER/WASTEWATER			
Gallons/day (GPD) of water use	N/A	N/A	N/A
GPD water withdrawal	N/A	N/A	N/A
GPD wastewater generation/ treatment	N/A	N/A	N/A
Length of water/sewer mains (in miles)	N/A	N/A	N/A

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; **SEE APPENDIX B FOR MHC LETTER**

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:

Question 3. The project involves new temporary and permanent impacts to rare grassland plant habitat at MVY. The grassland plants (three species) will be transplanted to avoid damage in accordance with previously approved and successful protocols, and there will be a net gain of grassland habitat as part of the project. The airport is working with NHESP to amend the existing Conservation and Management Permit to include these impacts and the associated mitigation that will provide a "Net Benefit" for impacted species.

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).

a) **BRIEF DESCRIPTION OF THE PROJECT MOST RECENTLY REVIEWED**

As presented in the ENF dated April 25, 2003, an NPC dated August 25, 2003 and a FEIR dated November 15, 2004 the Martha's Vineyard Airport Improvement Program consisted of 14 projects to be constructed at various times over the period 2004-2010. The ENF, NPC and DEIR were noticed in the *Environmental Monitor* on April 22, 2003, August 25, 2003 and May 26, 2004, respectively. These projects were intended to enhance safety margins at the airport and to construct new facilities to accommodate the existing and projected demand for air travel through the airport. The 14 project are as follows:

1. Taxiway A to FAA Standards
2. Southeast Ramp
3. Airline Road
4. Fire Flow Capacity to Support Hangar Development in Southeast Ramp
5. Connector Road and Improvements to Airport Access Road
6. Terminal 2/ARFF including Site Work/Parking/Circulation/Curb Improvements to the Main Terminal
7. Acquisition/Relocation of Hangars, Southwest Ramp
8. Southwest Ramp
9. Fire Fighting Training Facility
10. Multimodal Center/Rental Car Consolidation Facility
11. Remote Airport Parking
12. Future, Related or Induced Growth
13. Obstruction Removal at Approach to Runway 6
14. County Jail (resulting from NPC August 25, 2003)

The construction status of the proposed fourteen (14) projects is approximately 10% complete. This includes about one third of the Taxiway A construction (Project 1), Phase One of the Southeast Ramp construction (Project 2), and a portion of the Obstruction Removal at Approach to Runway 6 (Project 13). The construction schedule for the remaining projects is currently being updated as part of MVY latest CIP Program.

b) DESCRIPTION OF MATERIAL CHANGES TO THE PROJECT AS PREVIOUSLY REVIEWED

This proposed project change involves the addition of a Runway Safety Area Improvements Project to the previous ENF/EIR in order to comply with FAA safety standards. The Runway Safety Area (RSA) is intended to provide a measure of safety in the event of an aircraft's excursion from the runway by significantly reducing the extent of personnel injury and aircraft damage during overruns, undershoots, and veer-offs. At the present time Runway 6 at Martha's Vineyard Airport (MVY) provides 87.80% of the FAA's required standard RSA. The project proposes shifting Runway 6-24, 303 feet to the northeast. The standard FAA Runway Safety Area of 500 feet wide and a length beyond the runway end of 1000 feet would be provided at the R/W 24 End. At the R/W 6 End the total area will be increased from 439,000 square feet to 498,700 square feet, or 99.7% of standard.

This proposed project maintains the existing Runway 6-24 length of 5504 feet by the removal of 303 feet of pavement at the Runway 6 end and the addition of the same length at the Runway 24 end. A portion of Taxiway A will constructed at both runway ends and Taxiway D will be realigned. Runway 6-24 will maintain its 100 feet width with the existing paved shoulders on either side narrowed from 25 feet to 12.5 feet. The project will result in an overall reduction of impervious area of 2.04 acres. See Appendix C for Project Drawings

for most recently-reviewed and current proposed build conditions.

As stated in the FEIR, dated November 2004, the stormwater design intent is to ensure that the pre-development ground water recharge volumes are maintained in the post-development conditions. The impervious area added as part of the Safety Area Improvements project at the Runway 24 end is part of Zone 3 as outlined in the FEIR Chapter 5 Stormwater/Drainage, Water Supply, Wastewater. This Zone 3 also includes Project 2 "Southeast Apron" which at the present time is outside the current 5 year CIP. Therefore the current stormwater design previously presented in the FEIR will continue to meet all applicable regulatory programs for stormwater management.

c) SIGNIFICANCE OF THE PROPOSED CHANGES

The following addresses the significance of the proposed project with specific reference to the factors listed in 301 CMR 11.10(6):

1. Expansion of the Project: This is an additional project to the 14 included in the original ENF/EIR. The land altered due to the currently proposed build condition is 14.23 acres. The amount of overall impervious area on the airport property will decrease approximately 2.04 acres due to this project.
2. Generations of Future Impacts: This project will produce no increase in release or emission of pollutants or contaminants during or after completion.
3. Change in Expected Project Schedule: This project is scheduled for construction during 2009. Its completion is within the original ENF/EIR proposed build out to 2010.
4. Change of Project Site: There is no change to the project site. The proposed project will take place on airport property.
5. New Application for Permit: Upon reviewing the field survey the Massachusetts Historical Commission (MHC) has determined that no further archaeological testing is required for this project. See Appendix B for MHC letter dated November 26, 2007. A formal request for an amendment to the original Conservation & Management Permit will be filed with the Natural Heritage and Endangered Species Program (NHESP) Office following receipt of the certificate of approval of this NPC.
6. Net Environmental Benefits: The original projects in the ENF/EIR did not propose any net benefits to environmental quality and resources or public health that would be delayed due to the addition of this Runway Safety Area Improvements Project.
7. Lapse of Time: This NPC is not a result of a lapse of time. Several of the original proposed projects have been completed and this is an additional project due to the airport's need to comply with FAA's safety standards.

d) MITIGATION MEASURES

The reports from the rare species sub consultant have indicated three species of rare sandplain grassland plants are located in the proposed work area. The airport has successfully mitigated these plant species in the past and currently incorporates a mowing regime that fosters continued growth of these plants. With the additional impacts to rare species habitat additional mitigation is also proposed. The rare plants within the work areas will be transplanted to another grassland area, and there will be a net increase of 2.2 acres of grassland habitat for these species. The existing MVY long-term Habitat Management Plan including the monitoring schedule will be adapted to incorporate the additional grassland management and monitoring of the grassland habitat and transplanted plants to continue to benefit these species.


ATTACHMENTS & SIGNATURES

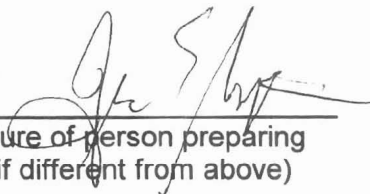
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MEPA Analyst:
Phone: 617-626-

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
- 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)

Signatures:

12/05/08 
Date Signature of Responsible Officer
or Proponent

12/08/08 
Date Signature of person preparing
NPC (if different from above)

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