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February 27, 2009

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
ON THE  
FINAL ENVIRONMENTAL IMPACT REPORT

PROJECT NAME : New Bedford Regional Airport Improvements  
PROJECT MUNICIPALITY : New Bedford  
PROJECT WATERSHED : Buzzards Bay  
EOEA NUMBER : 10316  
PROJECT PROPONENT : City of New Bedford  
DATE NOTICED IN MONITOR : January 21, 2009

As Secretary of Energy and Environmental Affairs, I hereby determine that the Final Environmental Impact Report (FEIR) submitted on the above project **adequately and properly complies** with the Massachusetts Environmental Policy Act (G.L., c.30, ss. 61-62I) and with its implementing regulations (301 CMR 11.00).

Project Description

Originally proposed in an April 1995 Environmental Notification Form (ENF), the project involved the development of a series of airport improvements designed to improve safety at the existing airport and to attract and accommodate air passenger, corporate jet, and air cargo business activity within the Southeastern Massachusetts service area.

Specifically, the Proponent's preferred alternative (Airport Improvement Alternative – AIA) included nine separate elements:

- 1) extending Runway 5-23 by 3,000 linear feet (lf) (6,700 lf total) with new Runway Safety Areas (RSA's);
- 2) realignment and extension (8,000 lf total) of Taxiway A parallel to Runway 5-23;

- 3) construction of a new 3,100 lf Taxiway F parallel to Runway 14-32;
- 4) realignment and reconstruction of Taxiway B (4,800 lf total);
- 5) improvements to Terminal Area including airline apron, terminal building, and vehicle parking area;
- 6) General Aviation facilities improvements;
- 7) land acquisition in runway protection zones (RPZs);
- 8) clearing of forested wetlands resource areas to create required clear zones over runway approach and departure areas; and,
- 9) relocating a portion of New Plainville Road.

The airport improvement project was designed to accommodate a portion of the estimated future (2021) increase in corporate jet, general aviation and air cargo enplanements (airside development program) anticipated for the Southeastern Massachusetts region, and related or induced commercial development.

#### MEPA History

The proposed taxiway improvements involved the construction of a 113,536 sf general aviation parking apron, and a 430 linear foot extension of Taxiway "B" from approximately 5,000 linear feet to approximately 5,430 linear feet total. In January 2003, the Proponent filed a separate ENF with the MEPA Office (EOEA #12954) proposing to extend Taxiway B, construct an aviation parking ramp and other airfield alterations in compliance with the April 2002 New Bedford Regional Airport Layout Plan. According to the information provided by the Proponent, the aviation ramp construction and Taxiway B extension project work was separate and distinct from the work proposed under the Proponent's April 1995 airport improvements project. The Secretary's Certificate on the ENF (February 2003) determined that no further MEPA review was required for the proposed Taxiway B, extension project.

#### First Notice of Project Change

A Notice of Project Change (1<sup>st</sup> NPC) was filed in March 2003 and requested a Phase I waiver to proceed with improvements to Taxiway B prior to completing the EIR for the airport expansion project as a whole. A Certificate granting the Proponent's NPC Waiver Request was issued on April 8, 2003. A Secretary's Certificate was issued on the 1<sup>st</sup> NPC granting the Proponent's request for a Phase I Waiver and allowing the Proponent to proceed with proposed Taxiway B improvements prior to completing the Draft EIR for the airport expansion project as a whole.

#### Draft Environmental Impact Report

In February 2005, the Proponent filed a Draft Environmental Impact Report (DEIR) with the MEPA Office that described the potential environmental impacts associated with the Proponent's preferred AIA project alternative including; the filling of approximately 35 acres of vegetated wetlands, culverting of 5,350 linear feet of stream channels, clearing of vegetation in 82 acres of wetlands and 80 acres of uplands, filling of five vernal pools that provide habitat for state-listed rare species, and placement of over three million cubic feet of fill in floodplains.

As described in the DEIR, the AIA project alternative would result in extensive impacts on the habitat of at least five state-listed rare species; on the Apponagansett Swamp ecosystem, on the watershed of Town of Dartmouth public water supply wells; on floodplain storage volume; and on public conservation land in the Acushnet Cedar Swamp and Town of Dartmouth. As expressed in the many comments received on the DEIR submittal, the potential environmental impacts anticipated from the proposed New Bedford Regional Airport Improvement Project were considered wide-ranging and unprecedented.

After reviewing the DEIR, MassDEP indicated that the AIA alternative lacked a clear overriding public interest. In addition, the DEIR did not contain an adequate description of the airport improvement project's direct, indirect and cumulative environmental impacts, and lacked clearly defined and adequate mitigation that would allow the project to be conditioned so as to contribute to the protection of the interests of the Wetlands Protection Act. As a result, the project did not appear to meet the variance eligibility requirements of the Wetlands Protection Act regulations. The Natural Heritage and Endangered Species Program (NHESP) submitted comments regarding the inadequacy of rare species impact documentation and indicated that the Proponent had not successfully demonstrated that the project could meet permitting standards under the Massachusetts Endangered Species Act. According to the comments received from the Department of Conservation and Recreation (DCR), the project's extensive impacts to the Acushnet Cedar Swamp State Reservation required the need for further evaluation of the project's consistency with Federal Section 4(f) functional land replacement requirements, Article 97 land disposition policies, and the terms and conditions of the Conservation Restriction (CR) for a portion of the Acushnet Cedar Swamp State Reservation established under a judicial Consent Decree between the Commonwealth of Massachusetts and the EPA.

Accordingly, the Secretary's Certificate on the DEIR (April 29, 2005) found that the DEIR did not adequately demonstrate that the project can meet the variance eligibility requirements under the Wetlands Protection Act. The Secretary's Certificate required the Proponent to prepare and submit a Supplemental DEIR (SDEIR) to provide additional information regarding the proposed AIA project's purpose and need, wetlands, rare species, water supply, drainage, and mitigation, and to demonstrate the regulatory viability of the proposed project before proceeding with the preparation of FEIR.

#### Second Notice of Project Change

The Proponent filed a second Notice of Project Change (2<sup>nd</sup> NPC) with the MEPA Office in March 2007 that described revisions to the project design made in response to the comments received on the DEIR submittal. As described in the 2<sup>nd</sup> NPC submittal, the Proponent's airport improvement project would focus on improving the safety of aircraft and passengers by constructing runway safety areas (RSAs) for Runways 5-23 and 14-32 to meet runway safety standards established by the Federal Aviation Administration (FAA) for the protection of aircraft, pilots and passengers. Improvements to the Airport's existing substandard RSAs would reduce the risk of aircraft damage and personal injury should aircraft undershoot, overshoot or veer off a runway. According to the Proponent, the proposed Airport Improvement project would fulfill an overriding public interest for safety.

The Proponent proposed three design alternative for RSA improvements (Alternative 1, Alternative 2, Alternative 3) to enhance the safety of the New Bedford Regional Airport while significantly reducing the potential impacts to environmental resources located within and adjacent to the project site. Each of the three RSA improvement project alternatives was designed to result in substantial reductions in direct and indirect environmental impacts compared to the potential environmental impacts associated with the Proponent's previously proposed AIA project proposal. The RSA Improvement project alternatives all involved the proposed tunnel construction of a 700 linear foot (lf) portion of New Plainville Road to be located under the north end of Runway 23 to provide the required clearance between the proposed RSA for Runway 23 and New Plainville Road without impacting the Acushnet Cedar Swamp State Reservation.

In addition to the proposed runway safety improvements, the Proponent's New Bedford Airport Improvements project also included planned improvements to Aircraft Rescue and Firefighting (ARFF) facilities and to General Aviation (GA) facilities to accommodate the Airport's existing and anticipated future demand for passenger, corporate jet and GA users. Implementation of the proposed Airport Safety Improvements Project was scheduled to occur over a 10-15 year period. A Variance under the Wetlands Protection Act was still required. In their comments on the 2<sup>nd</sup> NPC submittal, MassDEP, NHESP, and DCR, along with the New Bedford Conservation Commission, the Massachusetts Audubon Society, and the Sierra Club expressed support for the Proponent's proposed Airport Improvement Project and RSA alternatives. However, these commenters also identified the need for additional information pertaining to the Proponent's assessment and proposed mitigation of potential environmental impacts to wetlands, rare species, and stormwater management. The Secretary's Certificate on the 2<sup>nd</sup> NPC (April 6, 2007) required the Proponent to prepare a Final Environmental Impact Report (FEIR) to provide additional information pertaining to the potential project-related direct and indirect impacts to wetlands, rare species and stormwater management for the proponent's preferred Runway Safety Alternative (RSA) as required by this

#### Permits and MEPA Jurisdiction

As originally proposed, this airport improvement project is subject to review and preparation of a mandatory EIR pursuant to Sections 11.03 (1)(a)(1), 11.03 (1)(a)(2), 11.03 (2)(b)(2), 11.03 (3)(a)(1) and 3(a)(2), 11.03(6)(a)(4) and (6)(b)(3) (6)(b)(4) of the MEPA regulations because it involves the direct alteration of 50 or more acres of land (approximately 110.0 acres total), the creation of more than 10 acres of new impervious surface area (46.6 acres total), the alteration of rare species habitat, the construction of a new terminal and new taxiway, and the expansion of an existing runway at an airport, respectively. The project requires a 401 Water Quality Certification and the issuance of a variance by the Department of Environmental Protection (MassDEP) under the Wetlands Protection Act; a Conservation and Management Permit by the Division of Fisheries and Wildlife (DFW), an Order of Conditions from the New Bedford Conservation Commission (and hence a Superseding Order from MassDEP if the local Order were appealed), and a federal wetlands permit under Section 404 of the Federal Clean Water Act from the US Army Corps of Engineers (ACOE). The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site of over one acre from the U.S. Environmental Protection Agency (EPA).

Because the Proponent is seeking 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.

## REVIEW OF THE FINAL ENVIRONMENTAL IMPACT REPORT

### Third Notice of Project Change

The FEIR includes a third Notice of Project Change (3<sup>rd</sup> NPC) that describes additional project changes made by the Proponent subsequent to the issuance of the Certificate on the 2<sup>nd</sup> NPC. As described in the 3<sup>rd</sup> NPC document, the Proponent has limited the scope of the project to only involve the construction of proposed RSA improvements to the airport's primary Runway 5-23. The proposed RSA improvements include shifting Runway 5-23 approximately 200 lf to the south, constructing a 400-foot wide by 1,000-ft long runway safety area at each end of Runway 5-23, and constructing an extended Taxiway A at each end of Runway 5-23. As currently proposed, the project no longer requires the proposed tunnel construction of a 700 linear foot (lf) portion of New Plainville Road and eliminates the need to shift Runway 5-23 to the north. The Proponent's revised RSA project will enable the Proponent to enhance the safety of aircraft and passengers using New Bedford Regional Airport by improving the Runway Safety Areas for Runway 5-23 according to FAA safety standards.

According to the information provided in the FEIR, other components of the Proponent's originally proposed New Bedford Airport Improvements project including planned improvements to Aircraft Rescue and Firefighting (ARFF) facilities and to the General Aviation (GA) facilities are unlikely to be funded within the next five years and have been removed from this project's planning process. The Proponent anticipates preparing an update to the New Bedford Regional Airport Master Plan in 2011 that will include an evaluation of these other components of the originally proposed New Bedford Airport Improvements project. As a condition of this Certificate I am requiring the Proponent to submit a Notice of Project Change to the MEPA Office to review the Master Plan Update plan for the New Bedford Regional Airport.

### Wetlands

The 846-acre Airport site is surrounded by the Apponagansett Swamp and the Acushnet Cedar Swamp, two of the largest remaining freshwater wetland resource areas in Massachusetts. These unique and important wetland resource areas are located at the headwaters of the Paskamanset River, which flows through the Town of Dartmouth into the Slocum River and to Buzzards Bay, and serve important statutory public interests including rare species habitat, storm damage prevention, flood control, and protection of public and private water supplies. In 1972, the Secretary of the Interior identified the distinctive quality of the Acushnet Cedar Swamp's Atlantic White Cedar stands and designated the Acushnet Cedar Swamp State Reservation as a National Natural Landmark.

The Acushnet Cedar Swamp State Reservation is subject to a Consent Decree and Conservation Restriction, signed by the Department of Conservation and Recreation (DCR), the Department of Corrections, the EPA, Division of Capital Asset Management (DCAM) and the Attorney General's Office.

As described in the FEIR document, the RSA improvement project will result in permanent impacts to approximately 7.33 acres of bordering vegetated wetlands (BVW), 770 linear feet (lf) of Bank, approximately one acre of Riverfront Area (RA) and approximately 3.45 acres (7,652 cy) of bordering land subject to flooding (BLSF) associated with the construction of the proposed runway safety improvements and the Proponent's proposed on-site wetlands mitigation measures. The Proponent's RSA improvement project will result in the filling of approximately 6.97 acres of bordering vegetated wetlands (BVW) to extend Runway 5 approximately 1,000 linear feet to the south, and approximately 0.36 acres to extend Runway 23 approximately 1,000 linear feet to the north. The proposed RSA improvement project will avoid any impacts to Certified Vernal Pools that are classified as Outstanding Resource Waters (ORW), the Acushnet Cedar Swamp or the Apponagansett Swamp.

According to the Proponent, most of the project's wetlands impacts are located in wetland areas that were once forested wetlands and that continue to be cutover as part of the Proponent's ongoing vegetation management activities (VMA) within the airport's existing 180-acre vegetation management area. The project also involves expanding the airport's existing vegetation management area to include tree cutting activities in 22 additional acres of forested wetland resource area located at the approaches for Runway 5-23. The Proponent also proposes to construct 6,300 linear feet of 10-ft tall woven-wire fence around the perimeter of Runway 5 to reduce incursion of deer and other wildlife onto the airfield. As described in the FEIR, the fence design will incorporate small animal passage holes at the base of the fence to allow migration of box turtles to habitat areas located on both sides of the proposed fence. Construction of the perimeter fence will require clearing wetland trees and shrubs within a 40-ft wide fence installation and maintenance corridor and will result in the permanent alteration of approximately 2.9 acres of wetlands resource area.

#### WPA Variance

In order for the Proponent's proposed RSA improvement project to be implemented, the Commissioner of MassDEP will need to issue a variance from the Wetlands Protection Act regulations. As MassDEP has indicated in their comments on this 3<sup>rd</sup> NPC and on previous MEPA submittals for this project, wetland variances have been issued by MassDEP only in rare and unusual circumstances involving the protection of public health, the protection of public safety, and environmental improvements.

The variance eligibility standards (310 CMR 10.05) require the project Proponent to satisfactorily demonstrate:

- 1) there are no reasonable conditions or alternatives that would allow the project to proceed in compliance with the Wetlands Regulations;
- 2) mitigation measures are proposed that will allow the project to be conditioned so as to contribute to the protection of the interests identified in the Wetlands Protection Act; and ,

- 3) the variance is necessary to accommodate an overriding community, regional, state or national public interest.

As discussed in the FEIR, FAA requirements permit commercial airports to construct RSAs with less than the required standard 1,000 lf length of prepared surface runway where achieving this standard is not practicable due to site constraints including BVW resource areas and where an Engineered Materials Arresting System (EMAS) can be used. The FEIR includes a detailed discussion of an RSA project alternative involving the use of EMAS beds to provide an FAA-acceptable RSA design for Runway 5 and/or Runway 23. According to the information provided in the FEIR, while the use of the EMAS technology would result in reduced project impacts to BVW resource area, it would also increase construction costs by approximately \$7.5 - \$15 million dollars. The FAA has determined that the use of the EMAS technology would not be practicable for New Bedford's small commercial service airport.

In its comments, MassDEP has requested that the Proponent provide MassDEP with additional information during MassDEP's permit review process to further demonstrate the Proponent's efforts to avoid the project's impacts to environmental resource areas to the extent feasible. I anticipate that MassDEP's variance review process will include further review of the Proponent's alternatives analysis, including alternatives involving EMAS technology or an FAA waiver, to ensure that the standard for a variance can be met and that project avoids, minimizes and mitigates impacts to wetland resources to the maximum extent feasible.

#### Wetlands Mitigation Plan

The FEIR includes a description of the Proponent's proposed wetlands mitigation plan that identifies a total of six on-site locations (Areas 4-6, 8-10) proposed as suitable wetlands resource mitigation areas. The Proponent has committed to the following wetlands mitigation measures:

- provide approximately 17.2 acres of on-site wetland mitigation (a 2:1 ratio),
- construct 800 lf of on-site Bank mitigation;
- construct approximately 7,652 cy of on-site flood storage mitigation;
- construct approximately 2.0 acres of wetlands enhancement/habitat restoration measures in Buttonwood Park; and,
- preserve 55.0 acres of off-site wetlands resource area located south of the airport property.

The Proponent should finalize the project's wetlands mitigation plan and commence wetlands mitigation activities prior to incurring project construction impacts to BVW resources areas. The Proponent has committed to implement an annual five-year post-construction wetlands mitigation monitoring program that will provide an evaluative assessment of the Proponent's mitigation measures. Copies of the Proponent's annual wetlands monitoring and assessment report should be provided to NHESP, MassDEP and the New Bedford Conservation Commission.

The comments received from the New Bedford Conservation Commission, MassAudubon and the Sierra Club, express concern for the potential impacts to wetland resource areas and rare species habitat from the Proponent's proposed wetlands mitigation plan. These commenters have requested that the Proponent conduct additional wildlife habitat impact evaluations for the proposed wetland mitigation measures and mitigation areas discussed above.

I am confident that the permit review processes associated with NHESP's Conservation and Management Permit under MESA and MassDEP's review of a Variance request under the Wetlands Protection Act Regulations will include a careful review of the Proponent's proposed wetlands mitigation plan. I ask NHESP and MassDEP to consider the specific concerns expressed by the New Bedford Conservation Commission, MassAudubon and the Sierra Club in their respective permit review processes.

### Rare and Endangered Species

In its previous comments on the 2<sup>nd</sup> NPC submittal, NHESP identified habitat for five state listed rare species within the project site including: American Bittern (*Botaurus lentiginosus*); Coastal Swamp Amphipod (*Synurella chamberlaini*), Spotted Turtle (*Clemmys guttata*); Eastern Box Turtle (*Terrapene Carolina*); and Four-toed Salamander (*Hemidactylum scutatatum*). DCR has noted that rare insects (Lepidoptera and Odonates) may also occur within the affected portion of the Acushnet Cedar Swamp.

According to NHESP's comments on the FEIR, the Proponent's RSA improvement project will result in a "take" of state-listed species and will require a Conservation and Management Permit pursuant to the Massachusetts Endangered Species Act (MESA) and its implementing regulations (321 CMR 10.00). On February 13, 2009, the Proponent provided NHESP with additional information, listed below, to further clarify the Proponent's proposed rare species mitigation commitments discussed in the FEIR submittal.

- Protect turtles during project construction and during vegetation management activities;
- Construct new vernal pool habitat for coastal swamp amphipods within proposed wetland mitigation areas;
- Conduct post-construction monitoring of new and existing vernal pool habitats located in wetland mitigation areas and proposed vegetation management areas;
- Continue implementation of approved airport grassland mowing procedures;
- Construct, monitor and maintain enhancements to existing eastern box turtle upland nesting habitat;
- Work closely with MassDEP and ACOE to reduce the size of the proposed on-site wetland mitigation area #10;
- Work closely with the FAA to reduce the proposed expansion of the airport's vegetation management areas and minimize the conversion of forested habitats consistent with FAA safety standards; and,
- Design and implement a forest conversion mitigation commitment (1.5:1) for forest conversion resulting from the proposed RSA improvement project. This mitigation commitment may be met by payment of funds to NHESP's box turtle mitigation bank for land protection and also by the Proponent's permanent protection of adjacent project area forested wetlands.

In its comment letter, NHESP has indicated that based upon the additional information provided, NHESP anticipates that it will be possible to issue a Conservation and Management Permit for the project.



I ask that the proponent continue to coordinate closely with NHESP to ensure rare species impacts are avoided and mitigated to the maximum extent feasible.

#### Stormwater/Drainage

According to the information provided in the FEIR, the RSA improvement project will result in the creation of approximately 1.4 acres of new impervious surface area from the construction of Taxiway A extensions at both ends of Runway 5-23. The Proponent's proposed stormwater management plan for the RSA improvement project has been design to be consistent with MassDEP's Stormwater Management Guidelines and includes the use of structural and maintenance-based best management practices (BMPs) including drainage ditches and water quality swales, deep sump catch basins and stormwater detention basins to provide for the on-site attenuation and infiltration of surface stormwater. The FEIR provides sufficient information on the location and types of proposed stormwater management facilities and structural BMPs included in the Proponent's stormwater management plan to collect, treat and provide total recharge of project generated stormwater flows to the groundwater and wetland resources areas located in the project area. The FEIR also includes a copy of the Proponent's Stormwater Pollution Prevention Plan (SWPPP) and an Installation Spill Contingency Plan (ISCP) covering current airport operations.

#### Noise and Vibration

The Proponent's RSA improvement project will shift Runway 5-23 further south and will result in reducing noise levels in residential neighborhoods located within the project area. As described in the FEIR, the project as currently designed will create only moderate noise impacts (increase of 1.0 dB – 2.0 dB) primarily in the neighborhoods located northeast of the Airport along Old Plainville Road, the Plainville Commons condominium complex, and one single-family residence located on Pelletier Street. According to the Proponent, the moderate noise impacts resulting from the Proponent's RSA improvement project do not require mitigation. I continue to encourage the Proponent to form a Noise Working Group with local neighborhood representatives to study and monitor airport-related noise issues.

#### Construction Period Impacts/Coordination

I strongly encourage the Proponent to commit to reseed and replanting those portions of the construction corridor located adjacent to wetland resource areas, Article 97 lands, and endangered species habitat, with appropriate native species of grasses, woody shrubs and trees. The Proponent should consult with MassDEP, NHESP, DCR, and the New Bedford Conservation Commission, in the development and scheduling of re-seeding and re-planting activities. All construction-related refueling and equipment maintenance activities should be conducted under cover on impervious surface areas with containment, and outside of any wetlands resource areas, endangered species habitat areas, residential areas and wellhead protection areas. The Proponent should require its contractors to retrofit diesel-powered equipment with emissions controls, such as particulate filters or traps, and use low-sulfur diesel fuel pursuant to MassDEP's Clean Construction Equipment Initiative.

## SUMMARY OF FEIR MITIGATION COMMITMENTS

The FEIR included mitigation measures and draft Section 61 Findings. The draft Section 61 findings contain a clear commitment to implement mitigation measures. The Proponent has committed to the following mitigation measures in the FEIR:

### Wetlands Mitigation

- Provide approximately 17.2 acres of on-site wetland mitigation (a 2:1 ratio),
- Construct 800 lf of on-site Bank mitigation;
- Construct approximately 7,652 cy of on-site flood storage mitigation;
- construct approximately 2.0 acres of wetlands enhancement/habitat restoration measures in Buttonwood Park;
- permanently preserve 55.0 acres of off-site wetlands resource area located south of the airport property; and,
- implement an annual five-year post-construction wetlands mitigation monitoring program that will provide an evaluative assessment of the Proponent's mitigation measures.

### Rare Species Mitigation

- Protect turtles during project construction and during vegetation management activities;
- Construct new vernal pool habitat for coastal swamp amphipods within proposed wetland mitigation areas;
- Conduct post-construction monitoring of new and existing vernal pool habitats located in wetland mitigation areas and proposed vegetation management areas;
- Continue implementation of approved airport grassland mowing procedures;
- Construct, monitor and maintain enhancements to existing eastern box turtle upland nesting habitat;
- Work closely with MassDEP and ACOE to reduce the size of the proposed on-site wetland mitigation area #10;
- Work closely with the FAA to minimize the conversion of forested habitats consistent with FAA safety standards; and,
- Design and implement a forest conversion mitigation commitment (1.5:1) for forest conversion resulting from the project. This mitigation commitment may be met by payment of funds to NHESP's box turtle mitigation bank for land protection and also by the Proponent's permanent protection of adjacent project area forested wetlands.

Based on the review of the FEIR, additional information provided by the Proponent to the MEPA Office, and the comments received, I am satisfied that the FEIR meets the standard for adequacy contained in Section 11.06 of the MEPA regulations. The project may proceed to state permitting.

February 27, 2009  
DATE



Ian A. Bowles, Secretary

Comments received:

02/17/09	Vanasse Hangen Brustlin, Inc.
02/18/09	Peter J. Muise, President, First Citizens' Federal Credit Union
02/18/09	Leatham & Associates
02/19/09	City of New Bedford, Office of the Mayor
02/19/09	New Bedford Area Chamber of Commerce
02/19/09	Southeast Regional Planning and Economic Development District (SRPED)
02/20/09	David N. Slutz, President, Precix
02/20/09	Bristol Community College
02/20/09	Department of Environmental Protection (MassDEP) - SERO
02/20/09	Sierra Club
02/20/09	MassAudubon
02/23/09	Natural Heritage and Endangered Species Program (NHESP)
02/23/09	New Bedford Regional Pilots Association

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