



The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

100 Cambridge Street, Suite 900

Boston, MA 02114

Deval L. Patrick
GOVERNOR

March 15, 2007

Timothy P. Murray
LIEUTENANT GOVERNOR

Tel: (617) 626-1000

Fax: (617) 626-1181

Ian A. Bowles
SECRETARY

<http://www.mass.gov/envir>

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

PROJECT NAME : Hanscom Field Runway 5/23 Safety Area Improvements
PROJECT MUNICIPALITY : Bedford, Concord, and Lincoln
PROJECT WATERSHED : Shawsheen River
EOEA NUMBER : 13594
PROJECT PROPONENT : Massachusetts Port Authority (Massport)
DATE NOTICED IN MONITOR : February 6, 2007

As Secretary of 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. 61-62H) and with its implementing regulations (301 CMR 11.00).

As described in the FEIR, the proposed project consists of regrading and other improvements to runway safety areas at Runways 5/23 at Hanscom Field. These improvements will not have any effect on normal runway operations, and there will be no runway expansion, no additional pavement, and no increase in capacity. The runway safety area (RSA) is a defined surface surrounding the runway and is prepared or suitable for reducing the risk of damage to aircraft in the event of an excursion from the runway. The RSA also provides access to fire fighting and rescue equipment during such incidents. The Federal Aviation Administration's (FAA) design standard for runway end safety areas at Runways 5/23 is 500 feet wide by 1,000 feet long. The Runways 5/23 do not meet this FAA design standard, and the FAA has requested that the safety areas be improved.

The Runway 5 end RSA is located within the towns of Concord and Lincoln, while the Runway 23 end RSA is located within Bedford. The project would regrade turf areas which do not meet FAA design standards at the Runway 5 end RSA. At Runway 23 end RSA, the proponent would widen the existing RSA from 300 to 500 feet, grade the RSA to conform to FAA standards, relocate a portion of the perimeter access road to the edge of the RSA, and

relocate the perimeter security fence in conjunction with the road relocation. The proponent is proposing a wetland compensation plan involving the restoration/creation of wetlands to mitigate for project-related impacts to wetlands. About 32.5 acres of the 1,300-acre Hanscom Field site would be impacted by the project.

This project is subject to a mandatory EIR. The project will require a Superseding Order of Conditions, a Variance from the Wetlands Protection Act, a Final Order of Conditions, Massachusetts Contingency Plan requirements, and a Section 401 Water Quality Certificate from the Department of Environmental Protection (MassDEP). The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. It will need a Section 404 Programmatic General Permit (Category 2) from the U.S. Army Corps of Engineers. Because an agency of the Commonwealth is the proponent, MEPA jurisdiction extends to all aspects of the project that may have significant environmental impacts.

Review of the FEIR:

The FEIR provided a detailed project description with a summary/history of the project. It included existing and proposed site plans.

The FEIR discussed Tables 6-1 and 6-2 and identified wetland resource area impacts (approximately 92,288 sf) from the RSA improvements and the impacts associated with wetland replication (approximately 15,563 sf). The proponent has met with MassDEP regarding the changes to the grading associated with the mitigation impacts to wetland resource areas to minimize impacts. Prior to submitting the FEIR, the proponent met with the Natural Heritage and Endangered Species Program to discuss endangered species concerns.

The FEIR included a draft Pollution Prevention Plan in Appendix E. The proponent proposed additional improvements to its existing stormwater system, such as vegetated (grassed) filter strips, deep sump catch basins with hoods, and energy dissipating aprons at pipe outfalls to comply with MassDEP's Stormwater Management Policy and Redevelopment Standard 7.

The FEIR identified that approximately 56,500 cubic yards of both cut and fill material will need to be relocated. The proponent has estimated that this amount of fill will require approximately 4,075 truck trips during the spring or fall construction season when the weather favors the primary runway.

Summary of FEIR Mitigation:

The FEIR discussed mitigation measures in Chapter 7. In Section 7.3, the proponent outlined its wetland replication areas as part of its mitigation package.

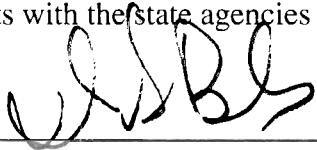
Chapter 9 included a proposed Section 61 Finding for DEP. The proposed Section 61 Finding contained a clear commitment to mitigation, an estimate of the individual costs of the

proposed mitigation and the identification of the parties responsible for implementing the mitigation. The mitigation would be implemented in 2008, which is the same year as the project construction schedule.

In the FEIR, the proponent committed to replicating 3.6 acres of Bordering Vegetated Wetlands at an estimated cost of \$234,000.

No further MEPA review is required for completion of the above project. The proponent must finalize its permitting requirements with the state agencies as indicated above.

March 15, 2007
Date



Ian A. Bowles

Cc: Nancy Baker, DEP/NERO

Comments received:

DEP/NERO, 3/8/07

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