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March 21, 2014

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
FOR THE
2012 L. G. HANSCOM FIELD ENVIRONMENTAL STATUS AND PLANNING REPORT

PROJECT NAME : 2012 Hanscom Field Environmental Status and
Planning Report
PROJECT MUNICIPALITY : Bedford, Concord, Lexington, and Lincoln
PROJECT WATERSHED : Shawsheen River
EOEA NUMBER : 5484/8696
PROJECT PROPONENT : Massachusetts Port Authority (Massport)
DATE NOTICED IN MONITOR : January 8, 2014

As Secretary of Environmental Affairs, I hereby determine that the 2012 Hanscom Field Environmental Status and Planning Report (ESPR) **adequately and properly complies** with the Massachusetts Environmental Policy Act (MGL c.30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00).

Project Description

Hanscom Field comprises approximately 1,300 acres of land, located approximately 20 miles northwest of Boston, within the municipalities of Bedford, Concord, Lexington, and Lincoln. Since 1974, when Massport assumed ownership of the field, it has primarily accommodated private general aviation (GA) activity, commercial, and cargo service. The Federal Aviation Administration (FAA) identifies Hanscom Field as a reliever airport to Logan Airport, whereby Hanscom Field provides substantial airside relief by annually serving approximately 165,000 GA operations. Hanscom Field also supports limited commercial air service.

The ESPR inventories Hanscom's facilities and infrastructure, summarizes Massport's tenant audit program, identifies airport activity levels, describes ground transportation, explains Massport's Environmental Management system, and provides information on Hanscom's planned role in the future regional transportation system and its projected five-year improvement program. It also examines noise and air quality levels under existing conditions and a future scenario, and assesses impacts to cultural, historic, conservation and recreational resources.

History and Purpose of ESPR

This is the third ESPR Massport has prepared, following ESPRs in 2000 and 2005. The ESPR provides an analysis of past trends in the environmental impacts of Hanscom Field and analyzes future conditions based on projected operations. As a result, these documents serve as a planning tool to guide Massport in the development of policy and programs. The ESPR presents an overview of the operational environment and planning status of Hanscom Field and provides long-range projections of environmental conditions against which the effects of future individual projects can be compared. The ESPR includes important data on airport facility planning and environmental impacts that are of interest to the surrounding communities and organizations, and provides a basis for ongoing discussions between Massport and stakeholders.

The ESPR does not replace MEPA review of specific projects at Hanscom that meet or exceed regulatory thresholds, with the exception of Routine Maintenance and Replacement Projects that are not subject to MEPA review pursuant to 310 CMR 11.01(2)(b)(3). For any project that does exceed thresholds, Massport would be required to submit an Environmental Notification Form (ENF) and, if necessary, an Environmental Impact Report (EIR), that analyzes impacts, reviews alternatives, and identifies measures to avoid, minimize, and mitigate impacts. The ESPR serves as a vehicle for ensuring that long-term, broad-scope planning informs the review and implementation of individual actions at Hanscom Field.

Based on my review of this ESPR, consultation with state agencies, and review of comments, it adequately responds to issues identified in the Certificate establishing the scope for the 2012 ESPR, dated May 18, 2012. That Scope also modified the ESPR review process that had been in use by removing the requirement for a Draft ESPR to be prepared and distributed for public review prior to a Final ESPR.

Review of the ESPR

The ESPR reviews existing conditions at the airport and discusses projects that are underway at the facility. The ESPR provides data on airport operations and a broad range of environmental impacts for the years 2005 and 2012, and compares these data to historic trends and projected airport operations and environmental conditions in the years 2020 and 2030. The ESPR describes the base information developed for the 2012 ESPR, presents policy considerations and an overview of the airport's current and potential role within the regional planning context, and includes a status report on proposed planning initiatives and projects. It provides an Executive Summary of the major sections of the ESPR, summarizes the evolution of the Hanscom Field environmental review process, and reviews the public outreach conducted in association with the current ESPR. The ESPR identifies issues of importance to key stakeholders, including the surrounding towns (Bedford, Concord, Lexington, and Lincoln) and

the Minute Man National Historical Park (MMNHP). The ESPR describes the analysis framework for the environmental reporting and technical studies to be conducted. The ESPR also provides data on existing conditions and future conditions with respect to the following environmental variables: traffic, noise, air quality, cultural/historic and wetlands/wildlife/water resources. The document also discusses greenhouse gas (GHG) emissions and Massport's sustainability efforts at Hanscom.

Public comments were focused on the effect of airport activities, including noise and traffic, on adjacent residential, cultural, and natural areas. While the ESPR documents reduced impacts, the comment letters noted that these impacts continue to affect adjacent uses, and expressed concern that projected operations and plans for Hanscom facilities identified in the ESPR will worsen these effects. While acknowledging the extent of data presented in the ESPR, the letters from the National Park Service (NPS), Hanscom Area Towns Committee (HATS), and Save Our Heritage (SOH) offered different interpretations of the data or suggested additional analyses or metrics that could be incorporated into the ESPR. The Scope for the next ESPR should review these suggestions and address these comments. I urge Massport to continue to coordinate its activities with the HATS communities and to maintain its ongoing public process.

Existing Conditions

Aircraft Operations

According to the ESPR, there were 166,214 total aircraft operations in 2012, of which only 1,380 (one percent) were attributable to military or scheduled commercial airline flights. The remaining 164,834 flights (99 percent) were in the GA category, which includes personal and training flights, as well as private business flights. According to the ESPR, total aircraft operations at Hanscom have declined by two percent since 2000, including a reduction of 0.3 percent from 2005 to 2012. The decline in total aircraft operations between 2005 and 2012 from 169,955 to 166,214 (0.3 percent) flights is due mainly to a decrease of 2,992 flights related to scheduled commercial airline service; GA flights decreased by 690 flights in this period.

Of the 164,834 GA aircraft operations in 2012, 42.2 percent were training flights in single engine piston (SEP) airplanes, 31 percent were personal flights in SEP aircraft, 15.4 percent were private business jets, six percent were private business flights in non-jet engine planes, and 4.4 percent were helicopter flights. The remaining one percent of flights in 2012 included 745 military flights and 635 commercial passenger airline flights.

Airport Infrastructure

The ESPR describes the ongoing airfield maintenance, including maintenance and removal of vegetation. The ESPR also updates the information that was presented in the 2005 ESPR regarding the airfield and its supporting infrastructure and utility systems, including water use, wastewater generation, and parking areas. The ESPR describes several infrastructure projects that were completed since 2005 to upgrade the aviation facilities at the airport. These include:

- Runway Safety Area (RSA) improvements at Runway Ends 5, 11 and 23 including perimeter road replacement associated with the Runway 11 RSA;
- Reconstruction of the western end of Taxiway E, Taxiway G, and Taxiway M;
- Removal of fuel storage tanks at Hangar 10;
- Implementation of an enhanced access control system and replacement of a portion of the perimeter fence;
- Relocation of portions of the perimeter road at the approach to Runway 29; and,
- A project currently underway to redevelop Hangar 24 for the Rectrix Fixed Base Operator (FBO) facility.

The ESPR indicates that there have been no significant changes to the utility infrastructure, number of parking spaces, or amount of impervious surface at Hanscom since 2005.

Projected Conditions

As directed in the 2012 Scope issued for this ESPR, the document compares 2005 and 2012 actual conditions to 2020 and 2030 growth scenarios.

Projected Aircraft Operations

The ESPR provides forecasts of aircraft operations for the planning years 2020 and 2030. The document focuses on GA operations because that will continue to be Hanscom's primary function. The forecasts are based on historical trends at Hanscom, national trends and industry projections for GA, the economy, and fuel prices.

Future GA aircraft operations are expected to increase from 164,834 flights in 2012 to 166,515 flights in 2020 (0.1 percent average annual growth from 2012), and 190,561 flights in 2030 (0.8 percent average annual growth from 2012 and 1.4 percent average annual growth from 2020). For the years 2020 and 2030, the ESPR forecasts a general decline in training flights, no change in helicopter operations, slow growth in the number of personal SEP and non-jet business flights, and more significant growth in business jet operations. As the fastest growing flight operation at Hanscom, business jet flights are projected to increase by approximately 10,000 annual flights between 2012 and 2020, and approximately 11,000 annual flights between 2020 and 2030. Private business non-jet flights are projected to increase by 683 annual flights between 2012 and 2020, and by 2,124 annual flights between 2020 and 2030. Personal SEP flights are expected to decline from 51,477 flights in 2012 to 50,661 flights in 2020, and are expected to increase again to 58,285 flights in 2030. The ESPR forecasts that training flights will decline from 70,196 operations in 2012 to 62,605 flights in 2020, and increase slightly to 65,164 flights in 2030. Projected declines in personal flights are consistent with national trends and are likely influenced by the economy.

Planned Airport Infrastructure

The ESPR evaluates current planning initiatives and projects and 2020 and 2030 conceptual plans for consistency with local and regional planning. The ESPR describes potential physical and operational conditions that may be required to support the forecasted aviation-related operational levels. The ESPR identifies and describes each project contained in Massport's five-year capital improvements program, and identifies which, if any, of these projects may require individual MEPA review. Since development at Hanscom is driven by the FBOs and other third parties, the ESPR generally describes the types of facilities that may be needed and where they could be located at the site. The planning areas on the site, with current planning initiatives and projects include:

- the Terminal area: salt storage enclosure, T-hangar apron rehabilitation, rehabilitation of landside roadways, and replacement of windows and HVAC units in the Civil Air Terminal;
- East Ramp: joint repair on the East ramp and rehabilitation of Taxiway J;
- North Airfield: relocate portions of perimeter road;
- Pine Hill: rehabilitate T-hangar pavements; and,
- Other: upgrade Taxiway G.

According to the ESPR, the perimeter road relocation and Taxiway G upgrade may require individual MEPA filings.

The ESPR also lists conceptual plans for the years 2020 and 2030 that are responsive to the projected operational levels. According to the ESPR, these include a range of development options that could be pursued in response to changing market forces. Among the options, the ESPR lists new GA facilities with parking, new or redeveloped FBO facilities, relocation of customs facility, and new GA hangars. The potential for these facilities to be undertaken is included to provide general context for future planning of GA facility development. The ESPR also considers potential changes to utilities, water use, wastewater generation, and stormwater associated with the development of such facilities.

Traffic and Transportation

The ESPR summarizes the regional air and rail transportation system, including passenger activity levels and the status of plans and improvements, and describes Hanscom's role in the system. The ESPR notes the efforts of Massport to strengthen the regional transportation system and its cooperative efforts with other transportation agencies to promote an efficient regional aviation system with improved public/private transportation access. According to the ESPR, Hanscom is the busiest GA airport in Massachusetts and New England. Because of its proximity to Boston and the high-tech corridors along Route 128/Interstate-95 and Interstate-495, Hanscom serves a vital role for businesses that rely on corporate aviation.

The ESPR provides traffic, roadway and access analysis results, mode share data, high occupancy vehicle (HOV) ridership alternatives, public transportation, parking inventory, and demand and management information. The ESPR includes a traffic analysis in accordance with

the *EEA/MassDOT Guidelines for EIR/EIS Traffic Impact Assessment (TIA)*. The study area was defined by an area bounded by Route 62 to the northwest, Routes 4/225 to the northeast, Route 128/I-95 to the east, and Route 2A to the south. Within the study area, traffic counts were collected at 15 area arterial, collector, and local roadways and 15 intersections.

Route 2A is the main access road to Hanscom. The ESCR concludes that in general, Hanscom is an off-peak traffic generator that contributed three to four percent of the daily traffic along Route 2A. In addition, the ESCR states that Hanscom-generated traffic contributes ten percent or more of the traffic volume to any approach of three of the sixteen intersections included in its traffic study area. According to the ESCR, the morning peak hour trip generation has increased from 157 trips in 2005 to 165 trips in 2012, and the number of afternoon peak hour trips has decreased from 154 in 2005 to 121 trips in 2012. The ESCR also analyzed intersection levels-of-service (LOS) at the three intersections where 10 percent or more of the traffic was Hanscom-related. This analysis indicates that left and right turns from the southbound lanes of Hanscom Drive onto Route 2A experience LOS F in the afternoon peak hour, and the left turn onto Route 2A experiences LOS F in the morning peak hour.

The ESCR analyzes 2020 and 2030 traffic conditions to evaluate the effect on area roadways of additional Hanscom-related traffic. A background traffic growth rate of 0.5 percent per year was developed based on historic traffic count data and population and employment projections produced by the Metropolitan Area Planning Commission (MAPC). Additional projected traffic volumes were added based on planned development projects in Bedford, Concord, Lexington, and Lincoln, as well as expansion of Lincoln Labs on the Hanscom Air Force Base. Finally, the analysis considered projected traffic growth related to forecasted operating levels at Hanscom in 2020 and 2030. According to the ESCR, morning peak hour trips are expected to rise from 165 trips in 2012 to 220 trips in 2020 and 390 trips in 2030. Afternoon peak hour trips are projected to increase from 121 trips in 2012 to 166 trips in 2020 and 345 trips in 2030. In 2020, Hanscom-related traffic is projected to account for four to five percent of the peak hour traffic and for 7.4 percent of the peak hour traffic in 2030.

The ESCR provides an evaluation of the LOS and other characteristics of operations at intersections where 10 percent or more of the traffic is projected to be Hanscom-related. At these intersections, the ESCR compares LOS in 2020 and 2030 under No Build and Build Conditions. According to the ESCR, the three intersections analyzed will operate at the same LOS under both 2020 No Build and Build conditions, with only slightly longer delays at some approaches under Build Conditions. The intersection capacity analysis for 2030 considered conditions at seven intersections where Hanscom-related traffic is expected to exceed 10 percent of the traffic. In 2030, only conditions at the Hanscom Drive/Old Bedford Road intersection are expected to degrade during the peak hours under Build conditions. The ESCR notes that a planned roundabout, if constructed at this intersection, could improve operations.

The ESCR discusses a Transportation Demand Management (TDM) program for Hanscom and describes Massport's current efforts to reduce single occupancy vehicle (SOV) trips. According to a 2013 survey of Hanscom employees and flight students, nearly 90 percent arrive at Hanscom in a SOV, a result similar to findings in a 2005 survey. The ESCR identifies several TDM measures that Massport will continue to implement and expand upon, including:

- Promote transit service at Hanscom, including shuttle busses and MBTA bus routes that serve Hanscom and nearby areas;
- Collaborate with Hanscom Air Force Base and Lincoln Labs on TDM measures;
- Promote the use of MassRIDES services by Hanscom employees, including ride matching for carpools and vanpools;
- Other strategies for increasing carpooling, such as parking incentives for carpools/vanpools;
- Collaborate with the towns, MBTA, Hanscom Air Force Base, Lincoln Labs, and the Route 128 Business Council to improve transit access and park-and-ride connections;
- Encourage use of the NuRide online commuting tool;
- Provide car-share vehicles for employees to use to run errands during the day; and
- Expansion of bicycle network and bicycle sharing facilities.

Because of the relatively small contribution of Hanscom-related traffic, Massport is not planning physical roadway improvements. Massport indicates that mitigation for traffic impacts is focused on strengthening the TDM program.

Noise

The ESPR includes measured noise conditions in 2012 and projections of 2020 and 2030 noise levels for the forecast activities. The ESPR concludes that noise levels have decreased since 2005 because of the decrease in aircraft operations during this time, as well as the use of quieter aircraft engines, fewer nighttime flights, and the implementation of Massport's Fly Friendly program and other pilot awareness programs. The Fly Friendly program encourages pilots to use the quietest possible flying techniques. In addition, in 2009 Massport initiated a program to reduce flights over MMNHP by limiting "touch and go" training flights to the airspace above Hanscom. Since this program started, flights over the MMNHP have been reduced by 21 percent. The ESPR described the Noise Workgroup noise abatement measures that have been implemented.

The ESPR used the following indicators to discuss noise conditions:

- Total Noise Exposure (EXP), which sums the sound exposure levels for each departure of an airplane assuming it flies over a single point;
- Day-Night Average Sound Level (DNL), which is an annual average of 24-hour sound levels;
- Time-Above (TA) threshold contours, which map areas on the ground that exceed a certain decibel level for different time periods; and,
- Distribution of Sound Exposure Levels (SEL), which characterizes the duration of a sound.

All noise contour levels were computed using the FAA's Integrated Noise Model (INM). The ESPR discusses methods used to collect noise measurements and model noise levels. The ESPR quantifies the land area and residential population within DNL and TA contours, based on

2010 census data. The ESPR discusses the relative impact of different planes, plane operations (such as training exercises) and other noise sources.

The ESPR provides maps showing noise contours extending on and around the Hanscom site. Noise contours extend beyond Hanscom and affected sensitive receptors, such as residential areas and the MMNHP. According to the ESPR, FAA guidelines assume that individuals exposed to greater than 65 decibels DNL are considered significantly impacted by noise. Sound measurements indicate that the population exposed to DNL greater than 65 db was reduced to zero in 2012 from 17 people in 2005 and 26 people in 2000. The total population exposed to DNL values of 55 db or greater decreased from 2,953 residents in 2005 to 1,041 in 2012.

According to the ESPR, 2012 noise levels are lower than 2000 and 2005 noise levels. While noise levels are expected to increase over 2012 levels in 2020 and 2030, they are expected to remain below or comparable to 2005 noise levels. The ESPR indicates that no residents will be subject to DNL levels of 65 db or greater in 2020 and 2030. The population within the 55 db DNL contour will increase from 1,041 people in 2012 to 1,176 people in 2020 and 1,859 people in 2030; however, this is lower than historic levels.

With respect to historic sites, the ESPR concludes that no historic site, including any portion of the MMNHP, is located within the 65 db DNL contour under 2012 or future conditions. The area of the MMNHP within the 55db DNL contour was reduced to zero in 2012 and that result is not expected to change in 2020. In 2030, 0.4 acres of the MMNHP are projected to be within the 55 db DNL contour. Three other historic sites outside of MMNHP are expected to exceed 55 db DNL in 2030.

The ESPR includes maps showing TA contours for sound level thresholds of 65 db and 55 db for periods of 30, 60, and 90 minutes per day. In 2012, the 55 db and 65 db TA contours decreased in size compared to 2005 for the 30 minute contour, and increased for the 60 and 90 minute contours. These results are also reflected in the 2012 populations within the TA contours; in 2012, the population within the collective 55 db and 65db TA contours was reduced compared to 2005 primarily because of significant decreases in the size and population within the 30 minute contours. In 2020 and 2030, all TA contours are projected to increase in area and affected population.

Air Quality/Greenhouse Gas emissions

The ESPR reports air quality conditions for the year 2012 and projections for the forecast activity levels and years. It used the following emissions inventory indicators of air quality: carbon monoxide (CO), oxides of nitrogen (NO_x), volatile organic compounds (VOCs), particulate matter (PM₁₀ and PM_{2.5}) and carbon dioxide (CO₂). The ESPR includes data on emissions from aircraft and Hanscom-generated traffic. It reports on measures to reduce on-site emissions from all sources, including fuel handling, ground service equipment, and building heating and cooling. The ESPR notes the installation in 2011 of solar photovoltaic (PV) panels on the roof of the Civil Air Terminal, which will generate 52,000 kilowatt hours (kWh) of electricity per year, or approximately 10 percent of that building's annual electricity consumption.

According to the ESPR, aircraft emissions for all pollutants decreased between 2005 and 2012 due to changes in the mix of aircraft as well as a reduction in the number of operations. The ESPR includes a table showing reductions in combined aircraft and motor vehicular emissions of each of the pollutants since 2005, including: 33.1 percent reduction in CO; 11 percent reduction in NO_x; 29 percent reduction in VOC; 26 percent reduction in PM₁₀; 27 percent reduction in PM_{2.5}; and 13 percent reduction in CO₂. The ESPR projects that emissions of all pollutants from aircraft and vehicular traffic will increase in the future.

The ESPR also discusses lead emissions. Lead fuel is used by GA aircraft with piston engines at Hanscom and many GA airports. According to the ESPR, Hanscom was not identified by the FAA as an airport of concern with respect to lead emissions, and lead measured at MassDEP's nearest air quality station in Boston was below the lead standard in the National Ambient Air Quality Standards(NAAQS). The ESPR reports that FAA and EPA are working to develop a replacement for the fuel currently in use by GA aircraft.

Since the preparation of the 2005 ESPR, MEPA has adopted a Greenhouse Gas (GHG) Policy that requires projects that file an EIR to quantify GHG emissions of the project and propose mitigation measures to reduce emissions. Any project at Hanscom for which an EIR is required will be subject to the Policy. While the 2012 ESPR provided some data related to GHG emissions, future ESPRs should report, to the extent feasible, on GHG emissions during the period covered by the ESPR. Massport should include a means of addressing GHG emissions in the scope for the next ESPR.

Sustainable Development and Environmental Management System

The ESPR reviews Massport's Sustainable Development Program and its Environmental Management System (EMS) Program. Massport requires that all new development at Hanscom meet the standards established for the Leadership in Energy and Environmental Design (LEED) Silver certification. The Rectrix FBO facility under construction is expected to be certified at LEED Silver. The ESPR reviews the resources available that provide information and guidance for improving airport sustainability practices and acknowledges state initiatives that address sustainability, such as the Global Warming Solutions Act, Leading by Example- Clean Energy and Efficient Buildings (Executive Order 484), and MassDOT's GreenDOT Program. The ESPR lists Massport's sustainable operations and maintenance practices at Hanscom, including the use of electric vehicles, efforts to reduce toxic materials used and generated by the airport, recycling, energy efficiency and renewable energy generation, water conservation, and planning for climate change. The EMS is the means used by Massport to monitor its environmental performance, and includes the preparation of an annual performance report.

Wetlands/Wildlife/Water Resources

This section of the ESPR describes a variety of conditions at the site, including wetlands, wildlife, vegetation management, rare and endangered species, surface and groundwater resources, releases of oil and hazardous material (OHM), and stormwater management.

The ESPR includes a delineation of wetlands at Hanscom, including vernal pools and the riverfront areas for the Shawsheen River and Elm Brook. It reports on wildlife habitat present at the site, including four species that are categorized as Endangered, Threatened, or of Special Concern by the Natural Heritage and Endangered Species Program (NHESP). The ESPR includes an update of Massport's Vegetation Management Program and addresses measures to balance aviation requirements and wildlife, vegetation, and community concerns about impacts associated with the removal of vegetation. The ESPR lists releases of OHM by tenants and notes that these releases have received regulatory closure with MassDEP. It identifies Best Management Practices (BMPs) used at Hanscom to reduce stormwater pollution, and provides an updated Stormwater Pollution Prevention Plan (SWPPP) prepared in compliance with the facility's Stormwater Multi-sector General Permit for Airports administered by the Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System (NPDES). The ESPR also reports on monitoring of deicing activities, stormwater quality, and in-stream water quality in the Shawsheen River and Elm Brook.

The ESPR considers impacts to the resources associated with the 2020 and 2030 scenarios. The report identifies wetlands areas potentially affected by future activities. No work is proposed to occur in habitat areas of rare or endangered wildlife. The ESPR notes that the area of impervious surfaces could increase in the future due to expansion plans and that stormwater management measures would continue to be employed to address pollution in runoff.

Cultural and Historical Resources

The ESPR reviews the existing data on historical and archeological resources in the vicinity of Hanscom Field and assesses potential environmental effects of traffic, air quality, and noise on cultural and historic resources. The ESPR documents the cultural and historical resources listed in the State Register and Massachusetts Cultural Resource Information System (MACRIS) maintained by the Massachusetts Historical Commission (MHC). The ESPR also provides an update of the inventory at the MMNHP, provides a list of resources in Bedford, Concord, Lexington, and Lincoln, and includes additional information obtained through MassGIS. The ESPR summarizes the results of an archaeological survey of the area. The ESPR concludes that traffic and air quality impacts do not present significant impacts to historic resources and will not impact resources under future scenarios.

The ESPR discusses current and future cultural and historical resources that are within the 55 db and 65 db DNL contours. With respect to historic sites, the ESPR concludes that no historic site, including any portion of the MMNHP, is located within the 65 db DNL contour in 2012 or future conditions. The area of the MMNHP within the 55db DNL contour was reduced to zero in 2012 and that result is not expected to change in 2020. In 2030, 0.4 acres of the MMNHP are projected to be within the 55 db DNL contour. Three other historic sites, outside of MMNHP, are expected to exceed 55 db DNL in 2030. Other resources, such as the Great Meadows National Wildlife Refuge (GMNWR) located due west of Hanscom, Minute Man Bikeway, and National and State Register Historic Districts in the area will experience lower sound levels in 2012 and in the future compared to 2005 sound levels. The ESPR projects that 94.4 acres of the GMNWR will be located within the 55 db DNL contour in 2030, which is less than the area impacted in 2005 (210 acres) but greater than the area that will be affected in 2020

(43.1 acres). Likewise, 72.1 acres of the Hartwell Town Forest in Bedford will fall within the 55 db DNL in 2030, which is more than is projected in 2020 (66.4 acres), but less than the area affected in 2005 (118 acres).

Summary of Environmentally Beneficial Measures

The ESPR includes a separate chapter on environmentally beneficial measures which summarizes actions described in the previous chapters (such as TDM, noise abatement, and sustainability measures). This chapter identifies the parties responsible, implementation, and estimated costs of the measures

Massport undertakes several measures to reduce nighttime noise. Touch-and-go operations are restricted at night (between 11:00 pm and 7:00 am). To provide a cost incentive to schedule daytime operations, Massport charges night-time landing fees for both GA and commercial flights. Massport also directs nighttime flights to landing areas away from residential areas.

Massport has committed to adopt the following measures as to avoid, minimize, and mitigate environmental impacts, as warranted:

- Provide transportation information on Massport website;
- Provide transit information in Civil Air Terminal;
- Participate in the MassRIDES Transportation Management Initiative program;
- Provide information about transit and non-auto travel options in prominent locations throughout Hanscom Field;
- Maintain a bus shelter with transit information;
- Explore creation of a bikeshare network with communities and stakeholders;
- Modify the Fly Friendly Program using flight tracking software to direct pilots conducting touch-and-go procedures to fly more over the airport rather than neighboring lands;
- Relocate the noise monitors based on input from the ongoing community coordination process and implement updates to the Noise and Operations Monitoring System;
- Create the “Airport Activity Monitor” which allows the public to research a noise event or flight, log a noise disturbance, and track correspondence related to noise disturbance;
- Encourage tenants to consider the purchase of alternatively fueled vehicles;
- Encourage FBOs to minimize use of Auxillary Power Unit/Ground Power Unit;
- Use ultra low sulfur fuel in Massport fleet vehicles;
- Evaluate the installation of a paved aircraft holding area at the head of Runway 23 to reduce minor aircraft delays;
- Consider alternative fuel vehicles for any new Massport vehicle purchase;
- Support the Shawsheen Watershed Initiative to improve water quality;

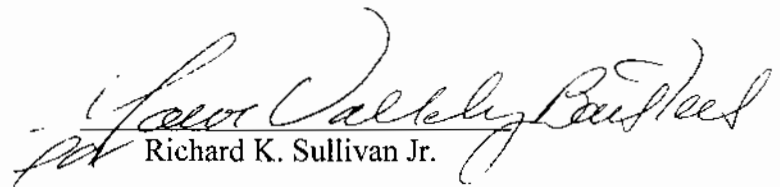
- Construct stormwater improvements in detention areas around Hanscom Field in conjunction with the U.S. Air Force;
- Manage airfield in a manner that does not disrupt breeding season for grassland birds listed under the Massachusetts Endangered Species Act; and,
- Implement and maintain Environmental Management System procedures to control environmental effects.

I urge Massport to consider additional TDM and TMA measures to reduce single passenger trips to Hanscom Field. Future ESPRs should identify mode share goals and report on the success of the TDM program. Massport should also consider instituting parking fees for single passenger vehicles with free or reduced parking fees for ridesharing at Hanscom Field.

Conclusion

The 2012 ESPR provides information regarding the facilities, infrastructure, operations, and airport activity levels at Hanscom Field and its potential effect on the surrounding communities, residents and resources. I acknowledge the considerable time and resources in Massport has invested in preparing this filing. The ESPR process could be improved to provide timely and convenient public access to environmental data and operations information. I am committed to working with Massport, Hanscom Area Towns Committee (HATS), local and state officials, and residents in advancing toward this goal.

March 21, 2014
Date


Richard K. Sullivan Jr.

Comments received:

03/07/2014	Department of Fish & Game (DFG)/Natural Heritage and Endangered Species Program (NHESP)
03/08/2014	Eric Sullivan
03/10/2014	Hanscom Area Towns Committee (HATS)
03/10/2014	Save Our Heritage
03/10/2014	Beth Davenport
03/11/2014	Representative Niki Tsongas , Senator Elizabeth Warren, Senator Edward J. Markey, Representative John F. Tierney, and Representative Katherine Clark
03/11/2014	David Clarke
03/11/2014	National Park Service
03/18/2014	Massport

RKS/AJS/ajs