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October 2, 2017

Secretary Matthew A. Beaton
Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs (EEA)
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston MA 02114A

Re: **Proposed Scope 2017 L. G. Hanscom Field Environmental Status & Planning Report**
Bedford, MA, EEA Number: 5484/8696

Dear Secretary Beaton and Director Buckley:

The Massachusetts Port Authority (Massport) is pleased to submit for your review this Proposed Scope for the 2017 L. G. Hanscom Field Environmental Status & Planning Report (ESPR), the next filing in an ongoing review and evaluation of current and potential future operating and environmental conditions at Hanscom Field. The Proposed Scope is being submitted in accordance with the provisions of the Massachusetts Environmental Policy Act (MEPA), G.L. Chapter 30, Sections 62-62H and its regulations, 301 Code of Massachusetts Regulations (CMR) 11.00. The Proposed Scope responds to the Secretary's March 21, 2014 Certificate on the 2012 ESPR. A copy of the reviewers list is also attached.

Massport is requesting a 30-day comment period to accommodate community review with the close of comments on November 9, 2017. The public MEPA Scoping Session, is scheduled for 6:30 PM on Tuesday October 24, 2017 at the Hanscom Field Civil Air Terminal. Massport will also be available to participate in additional community meetings within the public comment period to discuss the scope, as needed.

Michael Gove will serve as the ESPR Project Manager. Michael, I and members of Massport's staff are available to discuss the ESPR and attached proposed scope with you or your staff if needed. Please contact Michael at 617-568-3546 or me at 617-568-3524 with any questions or comments.

Sincerely,

Massachusetts Port Authority

Stewart Dalzell, Deputy Director
Environmental Planning and Permitting
Massachusetts Port Authority

Attachments

Cc: S. Williams, A. Goodspeed, G. Carr, M. Gove, L. Becker, A. Gallagher/Massport

**Proposed Scope
2017 L. G. Hanscom Field
Environmental Status & Planning Report
October 2, 2017**

PROJECT NAME: 2017 Hanscom Field Environmental Status & Planning Report
PROJECT LOCATION: Bedford, Massachusetts
EEA NUMBER: 5484/8696
PROJECT PROPONENT: Massachusetts Port Authority

The Massachusetts Port Authority (Massport or Authority) is committed to a multi-modal, multi-airport, multi-state regional transportation program that will satisfy future regional aviation demand. A key component of that transportation program is the use of regional airports to complement Boston-Logan International Airport (Logan). L.G. Hanscom Field, which is located in the four towns of Bedford, Concord, Lincoln, and Lexington, is New England's premier general aviation (GA) airport. Minute Man National Historical Park is located just south and west of the airport in Lincoln and Concord. As a reliever to Logan, Hanscom Field provides airside relief by annually serving approximately 122,000 GA operations. Hanscom Field handles over six times more GA operations than occur at Logan and has supported niche commercial service. This role for Hanscom Field was first established in the Master Plan for the airport in 1978, clarified in the 1980 Noise Rules, restated in the 1995 Generic Environmental Impact Report (GEIR), the 2000 L. G. Hanscom Field Environmental Status & Planning Report (ESPR), the 2005 ESPR, and the 2012 ESPR and continues to serve as a guide.

Hanscom Field's Master Plan and Noise Rules

Massport has owned Hanscom Field since 1974. The airport is located approximately 20 miles northwest of Boston just outside Route 128/I-95 and is convenient to most of metropolitan Boston. The Federal Aviation Administration (FAA) identifies Hanscom Field as a reliever airport. As such, its primary role in the regional aviation system is to accommodate regional GA needs, which has included some commercial and cargo service. This allows larger nearby airports to concentrate on large-scale commercial and cargo activity.

In 1978, Massport prepared a Master Plan for the airport. The preparation of the Master Plan included a lengthy and comprehensive public process. In 1980, after additional public process, the Authority adopted the Hanscom Field Noise Rules, which were an outgrowth of the Master Plan. The Master Plan and the 1980 Noise Rules remain the framework for airport planning and operations today.

The variety of aviation activities at Hanscom Field include private corporate aviation, recreational flying, pilot training, air charter, cargo, commuter service and limited military flights. The Master Plan and the 1980 Noise Rules contemplate and provide for commercial airline service. In fact, the 1980 Noise Rules specifically allow for passenger aircraft with up to 60 seats. Commercial airlines have operated periodically at Hanscom Field since the mid-1970s. Streamline was the most recent airline to provide scheduled passenger services. Currently, there is no scheduled passenger service at Hanscom.

History and Purpose of Environmental Status and Planning Report

The Massachusetts Secretary of the Executive Office of Energy & Environmental Affairs (Secretary) has, since 1985, required that the Authority prepare an *Environmental Status and Planning Report* (ESPR) every five years to evaluate the cumulative effect of growth and change at Hanscom Field and provide data and analyses on noise, ground transportation, air quality, and water quality. The original GEIR, the 1995 GEIR Update, the 2000 ESPR, the 2005 ESPR, the 2012 ESPR, as well as the forthcoming 2017 ESPR, were designed to provide a retrospective analysis of the environmental effects of Hanscom Field while including analyses for future conditions.

As a result, the ESPR is an effective planning tool from which the Authority's policy and program developments are derived. The 2017 ESPR will present an overview of the operational environment and planning status of Hanscom Field and will provide long-range projections of environmental conditions against which the effects of future individual projects can be compared. The ESPR will provide historical environmental information, current information, and a forecast of future environmental effects at Hanscom Field. The ESPR does not replace the requirement for filing an Environmental Notification Form (ENF) or other state and federal permit application for a specific project if that project meets or exceeds a MEPA or other environmental regulatory threshold.

Massport filed its 2012 ESPR with the Executive Office of Energy and Environmental Affairs (EEA) in December 2013. The 2012 ESPR contains an extensive discussion on air and ground transportation, cultural and historical resources, and detailed information on such technical issues as noise abatement, air quality, ground access, and water quality management. The MEPA Certificate issued by the Secretary on March 21, 2014 determined that the 2012 ESPR "adequately and properly complies with the Massachusetts Environmental Policy Act." The Secretary's Certificate requires that the major areas of analyses for the next ESPR include, but are not limited to, aviation planning, landside planning, ground access, noise, air quality, water quality, cultural and historical resources, sustainability and airport mitigation.

Public Review and Participation

In developing this proposed Scope, the Authority reviewed the MEPA Certificate for the 2012 ESPR. Per the proposed schedule, the Authority will convene the following:

- MEPA scoping session (October 24, 2017)
- Convene up to four technical workshops during the public review process for the ESPR which will be in addition to the MEPA meeting for the ESPR.

Format of the 2017 ESPR

The 2017 ESPR will be a single document that follows the general format of the 2012 ESPR. In addition, Massport provides the Yearly Noise Report and the State of Hanscom every year to the public. Detailed ESPR technical studies will be summarized in a readable format to illustrate clearly the implications of recent trends, existing conditions and potential future scenarios. The ESPR will build on the base information developed for the 2012 ESPR, presenting policy considerations and an overview of the airport's current and potential future role within the regional planning context, including a status report on the Authority's proposed planning initiatives and projects. The 2017 ESPR technical studies will include analysis of airport activity levels, noise, ground access, air quality, water quality, natural resources, cultural and historical resources, and sustainability. The chapters on ground transportation management, noise, air quality, and water quality will include the following sections:

- Discussion of analysis methodologies and assumptions
- Report of 2017 conditions in comparison to previous years
- Prediction of 2025 and 2035 conditions

Forecasted activity levels for the future years may occur earlier or later than the forecast, but the analysis years of 2025 and 2035 will provide useful parameters for the analytical framework.

CD-ROM (or other electronic format) versions and limited printed copies of the ESPR will be available for public review. The ESPR will be posted on the Authority's web page. Supporting technical appendices will be provided as necessary. The following describes the proposed ESPR sections.

I. Introduction

This section will generally introduce the ESPR and place it in its environmental and regulatory context. This section will:

- Summarize the evolution of the Hanscom Field environmental review process.
- Describe the analysis framework for the environmental reporting and technical studies to be conducted.
- Describe the organization of the 2017 Hanscom Field ESPR.
- Summarize the major sections of the ESPR, with supporting graphics and data tables.

II. Facilities and Infrastructure

This section will update information presented in the 2012 ESPR regarding the airfield and its supporting infrastructure and utility system, including:

- The use and storage of hazardous materials at Hanscom Field, including jet fuel use and spill prevention efforts
- The status of the Authority's tenant audit program
- The current status of the 21E sites at Hanscom Field

III. Airport Activity Levels

This chapter will report on airport activity levels for 2012 to 2017 and describe the new forecasts of aviation activity for 2025 and 2035. This is based on aviation forecasts done for all three Massport airports; Logan, Hanscom, and Worcester. The ESPR will use forecasts to assist in developing fleet projections for each future analysis year.

The 2017 ESPR will describe historic airport activity levels. The ESPR uses specific analysis years to integrate airport activity levels with other areas of analysis, such as traffic projections. The ESPR will provide an update of activity levels at Hanscom Field according to the following:

- Report on aircraft fleet mix and on activity levels of GA, commuter and military operations from 2012 to 2017.
- Compare 2012-2017 activity levels to historic trends.
- Compare actual 2017 activity levels to forecasted 2010 activity levels from the 2012 ESPR.
- Report on current and future trends within the aviation industry.

The ESPR will utilize forecasts developed for aviation activity for 2020 and 2030 based on recent trends at Hanscom Field and with consideration of the role that the airport plays in the regional airport system. The ESPR will report actual changes in fleet mix and aircraft operations at Hanscom Field – both increases and decreases – and compare these data to the range of future activity levels and fleet mix defined by the moderate growth scenarios of the 2017 ESPR. Differences between actual and previously forecast activity levels will be explained and will be reflected in the underlying assumptions for the 2025 and 2035 forecasts. The forecasts will also include coordination with forecasting for the Logan ESPR.

- Prepare a 2025 growth scenario for activity levels and passenger forecasts.
- Prepare growth scenario for activity levels that will vary the fleet mix and passenger forecasts for the year 2035, which is consistent with the Logan ESPR and other regional planning efforts.

The fleet mix of the growth scenarios will include GA, military, commuter service and some cargo activity consistent with the 1978 Master Plan and 1980 Noise Rules. The scenarios will be based on recent trends at the airport as well as regional and national aviation trends.

IV. Airport Planning

The Authority continues to assess planning strategies for operating an efficient airport in an environmentally sensitive manner. As owner and operator of Hanscom Field, the Authority also must accommodate and guide airport tenant development. This section will describe the status of planning initiatives and projects for the Terminal, airside and landside areas.

This chapter will also report planning and development initiatives by the Minute Man National Historical Park, the Hanscom Air Force Base and the four contiguous towns that affect Hanscom Field and are affected by Hanscom Field.

V. Regional Transportation Context

Hanscom Field is the premier GA facility serving Massachusetts and the New England region. The ESPR will describe the role of Hanscom Field in the region's transportation system, and will report on the Authority's efforts to strengthen the regional transportation system and on its cooperative efforts with other transportation agencies to promote an efficient regional aviation system with improved public/private transportation access. The ESPR will also describe Massport's system of three airports and efforts to better utilize these facilities. This chapter will update the information provided in the 2012 ESPR with the most current information provided in the Logan EDRs and ESPR in relation to Hanscom Field and will include the following:

- For 2017, a report on regional airport operations, passenger activity levels, and the status of plans and new improvements as provided by regional airport authorities and a report on recent rail service initiatives by others that could affect air passenger travel including the North-South Station Rail Link, Acela Service, and bus service.
- A discussion of the role that Logan International Airport plays in intercity travel choices.
- Diversion opportunities to alternative modes and to New England airports.
- A report on the integration of New England regional airport facilities as a regional system
- A report on Hanscom Field's role in the GA airport network.
- A report on the current status of the ground access improvements at the four New England regional airports (Logan International Airport, T. F. Green Airport, Manchester Airport and Worcester Regional Airport) by state transportation agencies, including projected dates for completion of studies and/or construction and an analysis to quantify the effects of these measures upon projected passenger levels at each of the airports.

In addition, the ESPR will report on the Authority's efforts to promote service at Worcester and other airports, as well as other Authority involvement to promote the regional transportation system.

A summary of relevant regional and local highway studies and transit projects will be included.

VI. Ground Transportation

The 2017 ESPR will report on Ground Transportation conditions using the following indicators:

- Traffic, roadway and access analysis results
- Mode share data
- Alternative transportation modes; availability and use.
- Parking demand and management information

Background growth in traffic within the Study Area attributed to Hanscom Field as compared to other area sources will be evaluated. The Study Area for the traffic analysis in the 2012 ESPR was bounded by Route 2A, Old Bedford Road, Route 62, Routes 4/225 and Route 128/I-95. The 2017 ESPR will include up to 10 intersections including those described in the 2012 ESPR where Hanscom

Field traffic was found to contribute 10-percent or more to the existing traffic volumes on each intersection approach. The 2017 ESPR will also use this approach to evaluate the Study Area intersections for the forecast activity levels and years.

Analyses conducted in support of the 2017 ESPR and other available information indicate that Hanscom Field currently does not have a sufficient commuting population to support a Transportation Management Association (TMA). The potential for developing partnerships with abutters and area businesses to facilitate a regional Transportation Demand Management (TDM) approach will be discussed in the ESPR. Other special topics will address recent studies, and issues raised in previous ESPR Certificates, reviewers' comments, and will:

- Report available information from the Authority's survey of Hanscom Field employees.
- Describe TDM strategies including potential for participation in a TMA.
- Review, summarize and analyze, as necessary, existing metropolitan transportation documents and report as to how they relate to Hanscom Field access.

VII. Noise

The Noise chapter of the ESPR will report current conditions for the year 2017 and projections for the forecast activity levels and years using the following indicators:

- Update EXP reference levels as needed
- Day-Night Average Sound Level (DNL) contours
- Time-Above (TA) contours for a Given Threshold

All noise contour levels will be computed using the AEDT. The DNL levels depicted will be based on accepted EPA and FAA guidelines. Impacts assessment for both DNL and TA will be based on data from the 2010 U.S. Census. The ESPR will present the noise data from the six permanent monitoring stations at Hanscom Field including minimum, maximum and average daily DNL values. Special topics will address recent studies, and issues raised in previous ESPR Certificates, reviewers' comments, and will include, in consultation with the Authority:

- A report on the Fly Friendly program at Hanscom Field and recommended touch and go procedures over the MMNHP.
- An analysis and review for areas that are affected by noise from aircraft upon start-up and take-off roll.
- Update on the incorporated recommendations from the 1999 Report of the Hanscom Field Noise Workgroup.
- Update on new noise monitoring system.

VIII. Air Quality

The Air Quality chapter of the 2017 ESPR will report current conditions for the year 2017, industry update on airport-related greenhouse gasses (GHG's), and projections for the forecast activity levels and years using the following indicators:

- Emissions Inventory for:
 - Carbon Monoxide (CO)
 - Oxides of Nitrogen (NOx)
 - Volatile Organic Compounds (VOCs)
 - Particulate matter (PM10) and (PM2.5)
 - Green House Gases (GHG)

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- Available monitoring results for:
 - Ozone Precursors
 - Nitrogen Dioxide (NO₂)

IX. Wetlands/Wildlife/Water Resources

The ESPR will include the most recent, wetlands delineation, and the identified vernal pools. The ESPR will report wildlife habitat mapping using available information from Massachusetts Natural Heritage and Endangered Species Program (NHESP). The ESPR will provide an update of the Authority's vegetation management program at Hanscom Field.

The ESPR will report on any incremental changes to the Hanscom Field storm water management system and to the Storm Water Pollution Prevention Plan (SWPPP). The ESPR will report on the water quality monitoring program at the Shawsheen River. The ESPR will provide any available public information on the National Pollutant Discharge Elimination System (NPDES) permit, and the SWPPP. Reporting indicators for water quality improvement will include NPDES Permit monitoring results. The ESPR will also report on the deicing monitoring program. The 2017 ESPR will also report on the Vegetation Management Plan, the Hanscom Field Grassland Management Program and all associated monitoring and maintenance.

X. Cultural and Historical Resources

The 2017 ESPR will review and update the extensive data on historic and archeological resources completed as part of the 2012 Hanscom Field ESPR. The most current version of the State Register of Historic Places and the files of the Massachusetts Historical Commission will be reviewed, as will previous available planning studies conducted within or adjacent to Hanscom Field. This information will be compared to the 2012 ESPR and updated where appropriate in the 2017 ESPR.

XI. Sustainable Development and Environmental Management System

The Sustainable Development and Environmental Management System (EMS) chapter of the ESPR will report on the development of the Authority's Sustainable Development Program and the EMS Program at Hanscom. The Authority received an ISO 14001 Certification for Hanscom Field in 2001, making it the first airport in the nation to qualify. The Certification establishes objectives and targets, monitoring procedures and roles and responsibilities to track and manage the environmental performance of Hanscom Field. This chapter will include a discussion of the following:

- Summary of existing sustainable practices currently being undertaken by the Authority at Hanscom Field
- Report on recycling policy and efforts
- Report on toxic reduction at the airport
- Report on the EMS Program at Hanscom Field, including the ISO 14001 Certification
- Opportunities for sustainable development practices

XII. MEPA Documentation

This section will include a copy of the Secretary's 2014 Certificate on the 2012 Hanscom Field ESPR, a copy of the Secretary's Certificate on the scope for the 2017 ESPR, a reviewers list and a glossary of terms. Supporting Technical appendices will be included in the report as necessary. The ESPR will respond to comments on the Proposed Scope in a topical format.