

**Commonwealth Of Massachusetts  
County of Dukes County, S.S.  
MARTHA'S VINEYARD AIRPORT COMMISSION MEETING**

**August 11, 2022, 2:00PM  
Martha's Vineyard Airport Commission Conference Room  
and by Zoom Conference**

**PRESENT:**     **Commissioners:** Bob Rosenbaum (Chair), Geoffrey Wheeler, Kristin Zern, Richard Knabel, Bob Zeltzer, Jack Ensor, Don Ogilvie (zoom),  
                  **Staff:** Geoffrey Freeman – Director, Denise Tawa – Executive Assistant, Ann Metcalf –  
                  New Comptroller, Edward Christoforo – Departing Comptroller  
                  **Other:** Ron Myrick – Tetra Tech, Aidan Pollard- MV Gazette, Eunki Seonwoo- MV  
                  Times, Rich Lasdin, Matthew O'Brien, Jeremy Osborn

**I. CALL TO ORDER**

Mr. Rosenbaum called the meeting to order at 2:03pm.

**II. APPROVAL OF MEETING MINUTES**

*A motion was placed on the floor by Mr. Wheeler to approve the 7/14/22 draft minutes. Mr. Knabel seconds the motion, no further discussion, roll call vote:*

Ogilvie – Aye, Ensor – Abstain, Wheeler – Aye, Zern – Aye, Knabel – Aye, Zeltzer – Aye, Rosenbaum – Aye.

PASSED (6 – Aye, 0 – Nay, 1 – Abstention)

**III. FINANCE SUBCOMMITTEE REPORT**

Mr. Knabel said the final FY22 P&L shows a healthy operating surplus; over 1 million gallons of jet fuel was sold, which is up 28% from the previous year. Although there were some large bills paid in July and the cash flow took a bit of a hit, things should bounce back in August as long as fuel continues to be delivered. Accounts receivable is high due to invoices not being sent out as a result of the transitioning of comptrollers and a delayed start for Ms. Metcalf. In addition to increased demand and supply of jet fuel, the margins on sales were also recently increased by about \$.40/gallon except for the commercial airlines, which have a guaranteed margin.

Mr. Freeman explained the three (3) action items being recommended by the sub-committee, beginning with the Amendment to the Weston & Sampson WWTF Agreement.

- (1) Weston and Sampson, the OPM for the Wastewater Treatment Plant Project, took on additional tasks prior to bidding that were not in the original scope of work. They are requesting a fee increase of \$95,000, bringing the total cost of the construction phases of the contract to \$215,600. The additional tasks included adjustments to the design, extensions and independent fee estimations, among others. Their fees are approximately 10% of the project cost.

*Motion placed on the floor by Mr. Knabel for the Commission to approve the proposed increase. Mr. Ensor seconds, no further discussion, roll call vote:*

Ogilvie – Aye, Ensor – Aye, Wheeler – Aye, Zern – Aye, Knabel – Aye, Zeltzer – Aye, Rosenbaum – Aye.

PASSED (7 – Aye, 0 – Nay)

- (2) The next action item is Work Order #8, submitted by McFarland Johnson to perform bidding, construction administration, RPR services, post construction services and project administration

for the wastewater treatment facility upgrades. After going through an IFB process, the cost of the work is \$1,549,000.

*Motion placed on the floor by Mr. Knabel for the Commission to approve the proposed increase. Mr. Ensor seconds, no further discussion, roll call vote:*

Ensor – Aye, Wheeler – Aye, Zern – Aye, Knabel – Aye, Zeltzer – Aye, Ogilvie – Aye, Rosenbaum – Aye.

PASSED (7 – Aye, 0 – Nay)

- (3) The third action item is to authorize the continuation of an airfield painting project requested by the FAA after the Part 139 Inspection to ensure markings are compliant with FAA standards. The work is currently being drafted into an IFB. The project should be completed by November; the IFB will be released in the next couple months. The vote is to authorize the project with the current projected costs. The construction administration and engineering for the project, to be conducted by McFarland Johnson, will cost \$53,650; the painting work is estimated to be approximately \$330,000. Currently there are no grant opportunities through MassDOT for this type of work, however Mr. Freeman is working on an application to supplement the funding through other available sources.

*Motion placed on the floor by Mr. Knabel for the Commission to approve the proposed increase. Mr. Ogilvie seconds, further discussion:*

This is work that has been mandated by the FAA and if not completed may cause safety issues. The deterioration of the paint is due to heavy wear and tear. McFarland Johnson will handle all of the grant applications in addition to project administration and engineering. The project will take about a week to complete and eligible contractors will be advised about the timeline for the work. The November deadline was determined by the FAA; the contract allows for extensions.

*No further discussion, roll call vote:*

Ensor – Aye, Wheeler – Aye, Zern – Aye, Knabel – Aye, Zeltzer – Aye, Ogilvie – Aye, Rosenbaum – Aye.

PASSED (7 – Aye, 0 – Nay)

The Commission briefly discussed plans by the Plane View Restaurant to install a heating and cooling system for the restaurant.

Mr. Rosenbaum informed the Committee that the County needed to update an agreement for the ARPA funds and once they have done so they will begin to distribute the \$1.5 million that has already been allocated. The remaining \$1 million will likely be distributed to the six towns to implement advanced septic systems and will not be available to the Airport.

The Committee discussed the difference between the towns' wastewater facilities and the airport's. The Airport WWTF is designed specifically for the Airport and cannot accept sewage from non-compatible sources.

The Commission thanked Mr. Christoforo and wished him well in his next endeavor.

#### IV. LAND USE SUBCOMMITTEE REPORT

None.

#### V. OUTREACH SUBCOMMITTEE REPORT

None.

#### VI. TETRA TECH PILOT TEST PROJECT DISCUSSION WITH RON MYRICK

The Commission has been looking at the PFAS issue for going on four years and has taken a proactive approach [through regular testing and monitoring] to ensure that nearby properties have not been affected.

Since the discovery of PFAS in the fire fighting foam, the Airport has stopped spraying it and has retrofitted the equipment so that it can be tested without discharging the foam.

Mr. Myrick, of Tetra Tech, is before the Commission to talk about ways to address the issue of PFAS at the source, and what can be done to prevent its migration through the ground water.

Mr. Myrick told the Committee that AFFF (Fire Fighting Foam) testing has not occurred at the Airport in nearly four years. The remediation for affected adjacent properties thus far has been to install charcoal filtering (activated carbon) systems in the private wells where PFAS has been identified at above the acceptable rate of 20 parts per trillion. Since the contamination of private wells has been addressed, the next step is to look at how to shorten the amount of time, after the foam is discharged, that it takes for clean water to reach those wells.

Tetra Tech has been studying this for about a year and a Phase II site assessment is due in November. This assessment will lay out everything that Tetra Tech has learned. Next year, the Airport will have to present a plan to the State for how to mitigate PFAS moving forward. Treatment of individual wells will continue but Mr. Myrick also has a plan to try and “close the gate” at the source. This plan involves the use of a product called PlumeStop, which is ground up activated carbon. The grain size is so small that it is almost the consistency of a liquid. The PlumeStop gets deployed into the ground and then serves as a filter for the ground water flowing south. Mr. Myrick identified the proposed location for a Pilot Study as just south of the treatment plant. Mr. Myrick explained that the PlumeStop would be applied in a variety of areas to create an underground permeable barrier of activated carbon that would filter the groundwater at the source, and prevent contaminated water from dispersing to other areas.

The pilot study has an estimated budget of \$185,000. Testing using a FluxTracer has provided a lot of data about the amount of PFAS and the velocity that it’s flowing, which determines how much PlumeStop needs to be used maintain an appropriate long-term barrier. Additionally, testing of leachability has been performed, which determines whether soil remediation is needed in the area. Currently, Tetra Tech is waiting for that data to come back, once it does, they will be able to finalize the cost; Mr. Myrick expects to present all of that at the Commission’s September meeting. If the Commission approves, the pilot program will be implemented this fall. Mr. Myrick expects the benefits of the pilot program to be immediate.

Mr. Ogilvie asked how much money is currently being spent annually to address the PFAS issues. Mr. Myrick responded that the cost to install a charcoal filter is between \$3,000 - \$5,000 per unit; other costs include the monitoring of the systems which includes sampling of the “high concentration” wells every three months, and sampling of “low concentration” wells once a year. Each sample costs around \$250. Mr. Myrick estimates that it’s between \$2k and \$6k per home, depending on the frequency of testing. Tetra Tech’s budget for sampling both monitoring wells and private wells is around \$225k per year.

Mr. Ogilvie asked how long the sampling needs to continue if the pilot study proves successful. Mr. Myrick said it would still be needed for a while. The groundwater travels about half a foot per day and the affected area is a mile out; at that rate, sampling will need to be performed for the next 26 years.

Mr. Rosenbaum questioned why there has not been improvement already, since the Airport has not discharged the AFFF for the past four years. Mr. Myrick responded that PFAS flows at a slower rate than the groundwater; different sized PFAS molecules flow at different rates.

Mr. Knabel asked whether PlumeStop has been tried elsewhere. Mr. Myrick stated that MVY is the first place the FluxTracers have been used for PFAS detection; PlumeStop has been used on other sites and Mr. Myrick can send case studies of those.

Mr. Myrick briefly explained the mechanism for how the PFAS attaches to the carbon and is held there indefinitely unless something causes it to detach. He said testing is needed to make sure the carbon matrix is doing its job, but the idea is for this to be a long-term solution.

Mr. Myrick explained the regulatory process through Mass DEP. All reports are public information. Mr. Myrick clarified that the PlumeStop application will target the AFFF PFAS originating from the Airport but there are other sources of PFAS – it can come from septic systems and rain water, among others. He also explained that the carbon application will be between 30’-50’ below the surface so it does not ever get dug up.

The Commission discussed the prevalence of PFAS in our daily lives and how the new EPA standards for safety are not achievable due to the long-term use of PFAS products over the past 70 years.

#### VII. MVY DIRECTOR REPORT

Mr. Freeman stated that the Airport is at the peak of summer activity. There have been numerous events on island that have brought in a lot of air traffic, including a successful recent visit by the Vice President. Air traffic control counts for July are up about 7% from last July. Airline activity is also up 6% from 2021.

Mr. Freeman said the Airport has been making a concerted effort over the past four years to work with and be a valuable part of the community. They have been working with neighbors to address issues regarding volume of air traffic and associated noise. As a result, the Airport has been investigating grant opportunities for an FAA study that reviews the overall impacts of an airport, (i.e. traffic patterns and noise monitoring). This information gives the airport the ability to work with the FAA on mitigation of these impacts such as night restrictions or noise abatement.

The Airport recently received \$438,000 in grant funding for this purpose and is working on finalizing the paperwork. The study is slated to start around October and will involve consultants, the FAA and community participation.

#### VIII. CHAIR'S REPORT

Mr. Rosenbaum reported that one of the Airport's employees was the recipient of a Habitat for Humanity house; the house is almost complete and she will be able to move in this fall.

#### IX. ITEMS NOT REASONABLE ANTICIPATED BY CHAIR

None.

#### X. PUBLIC COMMENTS

None.

#### XI. ANNOUNCE NEXT MEETINGS

The next Finance Sub-Committee meeting was suggested for September 2<sup>nd</sup>, 2022 at 10:00am. After some discussion the Commission decided to meet on September 8<sup>th</sup> and the Finance Sub-Committee will meet on September 6<sup>th</sup> at 10:00am. The Outreach and Land Use Sub-Committees will meet at 2:00pm and 3:00pm, respectively, on 9/1/22.

#### XII. ADJOURN

At 3:30pm a motion to adjourn the meeting was made by Mr. Zeltzer and seconded by Mr. Knabel. No further discussion, vote taken and passed unanimously 7-0.

Minutes submitted by Juliet Mulinare.

Minutes approved: 9/8/2022