PREPARED FOR

Massachusetts Port Authority

ENVIRONMENTAL NOTIFICATION FORM

Braintree Logan Express

Bus Terminal and Parking Garages Project

262 FORBES ROAD
BRAINTREE, MASSACHUSETTS

PREPARED BY

ASSOCIATED WITH

Arrowstreet
Nitsch
Haley & Aldrich

September 2025

Massachusetts Port Authority
One Harborside Drive
East Boston, MA 02128-2909
Telephone (617) 568-5000
www.massport.com

September 2, 2025

The Honorable Rebecca Tepper, Secretary
Tori Kim, Assistant Secretary / MEPA Director
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, Massachusetts 02114

Re: Braintree Logan Express Bus Terminal and Parking Garages Project
262 Forbes Road, Braintree, MA

Dear Secretary Tepper and Director Kim:

On behalf of the Massachusetts Port Authority (Massport), I am pleased to submit the Environmental Notification Form (ENF) for the redevelopment of the Braintree Logan Express facility (the Project) located at 262 Forbes Road in Braintree, Massachusetts (the Project Site or Site).

The Project Site currently consists of the Massport Logan Express Braintree bus terminal, along with associated surface parking and internal roadways that facilitate bus and customer access. The Site supports convenient, direct bus service connecting passengers from Braintree and other South Shore communities to curbside terminals at Boston Logan International Airport (Logan Airport).

To improve customer experience as well as strengthen Massport's goals of reducing vehicle miles traveled (VMT), easing regional traffic congestion, and lowering parking demand at Logan Airport—contributing to reductions in greenhouse gas emissions and other air pollutants, we propose to construct a modern, 30,145-square-foot bus terminal and two parking garages totaling approximately 272,805 square feet, with a combined capacity of 5,175 spaces. Potential features such as remote check-in and baggage drop-off are intended to further streamline travel.

The Project will reduce impervious coverage by approximately 4 acres. It will also incorporate an advanced stormwater management system featuring green infrastructure to enhance water quality and reduce runoff. In addition, the Project will follow Massport's *Sustainability Design Guidelines* issued in January 2025, aligning with the Authority's holistic sustainability and resiliency objectives along with its target of achieving Net Zero by 2031.

The Project is located within one mile of Environmental Justice populations, and has the potential to exceed the following MEPA Review Thresholds for a Mandatory Environmental Impact Report (EIR) Review at 301 CMR 11.03:

- 6(a) 6. Generation of 3,000 or more new average daily traffic (ADT) on roadways providing access to a single location.
- 6(a) 7. Construction of 1,000 or more new parking spaces at a single location.

We respectfully request that notice of availability of the ENF be published in the September 10, 2025 edition of the Environmental Monitor. We understand that public comments will be due by September 30, 2025, and a Certificate is anticipated to be issued on October 10, 2025. This filing has been distributed electronically, and hard copies will be made available at the Braintree Public Library, as well as by request. The public can also review the ENF documents on Massport's website (https://www.massport.com/environment/project-environmental-filings/boston-logan).

We look forward to your review and to close consultation with you and other reviewers in the coming weeks. Please do not hesitate to contact me at (617) 568-3546 or by email at bwashburn@massport.com.

Sincerely,

Massachusetts Port Authority

Brad Washburn, Deputy Director
Environmental Planning and Permitting

cc: D. Doane, S. Lee/Massport

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Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: Click or tap here to enter text.

MEPA Analyst: Click or tap here to enter text.

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: **Braintree Logan Express Bus Terminal and Parking Garages Project**		
Street Address: **262 Forbes Road**		
Municipality: **Braintree**	Watershed: **Boston Harbor**	
Universal Transverse Mercator Coordinates: **19T 331778.56 Easting 4675899.71 Northing**	Latitude: **42.21717** Longitude: **-71.03813**	
Estimated commencement date: **August 2026**	Estimated completion date: **August 2030**	
Project Type: **Bus Terminal and Parking Garages**	Status of project design: **15% Complete**	
Proponent: **Massachusetts Port Authority**		
Street Address: **One Harborside Drive, Suite 200S**		
Municipality: **Boston**	State: **MA**	Zip Code: **02128**
Name of Contact Person: **Brad Washburn**		
Firm/Agency: **Massachusetts Port Authority**	Street Address: **One Harborside Drive, Suite 200S**	
Municipality: **Boston**	State: **MA**	Zip Code: **02128**
Phone: **617-568-3546**	Fax: **-**	E-mail: **bwashburn@massport.com**

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)? ☒**Yes** ☐No;

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:

a Single EIR? (see 301 CMR 11.06(8))	☐ Yes	☒ No
a Rollover EIR? (see 301 CMR 11.06(13))	☐ Yes	☒ No
a Special Review Procedure? (see 301CMR 11.09)	☐ Yes	☒ No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	☐ Yes	☒ No
a Phase I Waiver? (see 301 CMR 11.11)	☐ Yes	☒ No

(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

- **6(a) 6. Generation of 3,000 or more New average daily trips (ADT) on roadways providing access to a single location.**
- **6(a) 7. Construction of 1,000 or more New parking spaces at a single location.**

Which State Agency Permits will the project require?

- **MassDOT Access Permit**

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres:

- **The Project will be funded by the Massachusetts Port Authority (Massport).**

Summary of Project Size & Environmental Impacts

	Existing	Change	Total
LAND			
Total site acreage	**20.3**		
New acres of land altered		**0**	
Acres of impervious area	**14.86**	**-4.00**	**10.86**
Square feet of new bordering vegetated wetlands alteration		**0**	
Square feet of new other wetland alteration		**0**	
Acres of new non-water dependent use of tidelands or waterways		**0**	
STRUCTURES			
Gross square footage	**5,600**	**+297,350**	**302,950**
Number of housing units	**N/A**	**N/A**	**N/A**
Maximum height (feet)	**24**	**+90**	**114**
TRANSPORTATION			
Vehicle trips per day	**2,095**	**+3,065**	**5,160**
Parking spaces	**1,892**	**+3,283**	**5,175**
WASTEWATER			
Water Use (Gallons per day)	**322**	**+1,392**	**1,714**
Water withdrawal (GPD)	**0**	**0**	**0**
Wastewater generation/treatment (GPD)	**293**	**+1,265**	**1,558**
Length of water mains (miles)	**0.04**	**0**	**0.04**
Length of sewer mains (miles)	**0.08**	**0**	**0.08**
Has this project been filed with MEPA before? ☐ Yes (EEA #) ☒ **No**			
Has any project on this site been filed with MEPA before? ☐ Yes (EEA #) ☒**No**			

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION

Existing Conditions

Describe the existing conditions and land uses on the project site:

The Project Site is located at 262 Forbes Road, east of Interstate 93 (I-93), in Braintree, Massachusetts. The Site encompasses 20.3 acres and includes the Massport Logan Express Braintree bus terminal, associated surface parking with 1,892 spaces, and internal roadways that facilitate bus and customer access. The existing bus terminal building covers approximately 5,600 square feet. Approximately 73 percent of the Site is covered by impervious surfaces. The Site provides convenient, direct bus service connecting passengers from Braintree and other South Shore communities to curbside terminals at Boston Logan International Airport (the Airport).

The Project Site contains wetland resources, including Land Under Water Bodies and Waterways, Inland Bank, Bordering Vegetated Wetlands, and Isolated Vegetated Wetlands. The Site is not situated within a Federal Emergency Management Agency (FEMA) Flood Zone, an Area of Critical Environmental Concern, or a Coastal Zone, and it does not include any Outstanding Resource Waters.

Project Description

Describe the proposed project and its programmatic and physical elements:

To improve customer experience as well as strengthen Massport's goals of reducing vehicle miles traveled (VMT), easing regional traffic congestion, and lowering parking demand and congestion at Logan Airport—contributing to reductions in greenhouse gas (GHG) emissions and other air pollutants, the Project proposes to construct a modern, approximately 30,145-square-foot bus terminal and two parking garages totaling approximately 272,805 square feet, with a combined capacity of 5,175 spaces (75 short-term parking and 5,100 long-term parking). Potential features such as remote check-in and baggage drop-off are intended to further streamline travel.

Under the Proposed Conditions, the Project will increase pervious surface area by approximately 4 acres, resulting in a roughly 20 percent reduction in impervious coverage. It will also incorporate an advanced stormwater management system that complies with the Massachusetts Stormwater Standards. This system will feature green infrastructure, including infiltration trenches and small bioretention areas, to enhance water quality and reduce runoff. In addition, the Project will follow Massport's *Sustainability Design Guidelines* issued in January 2025, aligning with the Authority's holistic sustainability and resiliency objectives along with its target of achieving Net Zero by 2031.

The Project is not anticipated to result in any significant adverse environmental impacts. Potential short-term impacts associated with construction activities are expected to be limited in scope and duration, and any temporary impacts will be appropriately mitigated through the implementation of best management practices (BMPs) and adherence to applicable regulatory requirements.

NOTE: The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.

Alternatives

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

This ENF evaluates three alternatives: No-Build, Reduced Build, and Preferred. The Preferred Alternative fully satisfies all project goals and has been selected for advancement into the design phase. A comprehensive comparison and evaluation of these alternatives is provided in Chapter 2, *Alternatives Analysis*.

	No-Build	Reduced Build	Preferred
Site Area (acres)	20.3	20.3	20.3
Bus Terminal (sf)	5,600	26,400	30,145
Parking Garage (sf)	0	211,150	272,805
Parking Garage Levels	0	8	7
Total Parking Spaces	1,892	5,175	5,175
▪ *Short-Term*	*28*	*95*	*75*
▪ *Long-Term Surface*	*1,864*	*810*	*0*
▪ *Long-Term Garage*	*0*	*4,270*	*5,100*

NOTE: The purpose of the alternatives analysis is to consider what effect changing the parameters and/or siting of a project, or components thereof, will have on the environment, keeping in mind that the objective

of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.

Mitigation

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative:

The Project will reduce the impervious area by approximately four acres and implement a comprehensive stormwater management system centered on ecological and landscape-based strategies. While maintaining the existing general drainage patterns, the Project will introduce two large-scale vegetated stormwater treatment areas, such as bioretention basins or surface infiltration basins, along the perimeter of the parking garages to provide water quality treatment before discharge. Additionally, localized green infrastructure features, including infiltration trenches and smaller bioretention areas, will be integrated within drop-off islands and around the perimeter of the parking garages. During construction, a plan to control impacts such as erosion, sedimentation, and pollutant generation will be developed and implemented to minimize environmental disturbance.

Bioretention areas are shallow, planted depressions designed to capture and treat stormwater runoff through physical, chemical, and biological processes. These systems slow runoff, enhance infiltration, and remove pollutants before water is discharged or infiltrated into the ground, supporting water quality improvement and stormwater volume reduction. This approach aligns with modern BMPs for stormwater control.

Following coordination with the Massachusetts Department of Energy Resources (DOER), Massport is committing to incorporating air source heat pumps for space heating, limiting the glazed wall system to less than 50 percent of the total façade area, and complying with the requirements of Option 8 for reduced air infiltration as specified in Section C406.9 of 225 CMR 23.00, which forms the basis of the Massachusetts Stretch Energy Code for commercial buildings. At this stage of design, though identified as a preferred energy efficiency measure by the DOER, Massport is unable to commit to the use of air source heat pump technology for domestic water heating pending further evaluation. The anticipated domestic hot water demand in the terminal building is expected to be minimal, limited primarily to a small number of sinks. Massport has found that point-of-use instant water heaters can be similarly efficient to air source heat pump storage tank heaters in these instances, with lower costs and reduced infrastructure requirements. The integration of solar photovoltaic (PV) and battery storage is currently being evaluated.

Beyond these commitments, the Project will follow Massport's Sustainability Design Guidelines issued in January 2025, which establish rigorous sustainability standards for all Massport projects. These Guidelines support integrated strategies to minimize environmental impacts, reduce GHG emissions, and enhance resilience. By following this framework, the Project aligns itself with Massport's target of achieving Net Zero by 2031.

Traffic mitigation will be developed through coordination with MassDOT and a full traffic analysis as part of the EIR.

Phasing

If the project is proposed to be constructed in phases, please describe each phase:

The Project will be constructed in 2 phases for constructability and operational requirements:

Phase 1: Eastern Garage Construction & Temporary Bus Terminal
The initial phase will focus on building the eastern parking garage along with a temporary bus terminal to keep bus service running smoothly during construction and minimize disruptions off-site. To make this possible, bus terminal operations will be temporarily moved to the western side of the Site, using the existing surface parking areas. This ensures continued accessibility and

reduces inconvenience. In the later part of Phase 1, construction will finish on both the eastern garage and the new permanent bus terminal, allowing for a smooth transition from the temporary terminal to the permanent facility.

Phase 2: Western Garage Construction
Once the eastern garage and new bus terminal are fully operational, Phase 2 will begin construction on the western side of the garage. Since all operations will have been relocated to the eastern garage and new terminal, this phase can proceed with minimal disruption to Braintree Logan Express operations.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN

Is the project within or adjacent to an Area of Critical Environmental Concern?
☐Yes (Specify:) ☒**No**

If yes, does the ACEC have an approved Resource Management Plan? ☐Yes ☐No; If yes, describe how the project complies with this plan.

Will there be stormwater runoff or discharge to the designated ACEC? ☐Yes ☐No; If yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC.

RARE SPECIES

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see http://www.mass.gov/dfwele/dfw/nhesp/regulatory_review/priority_habitat/priority_habitat_home.htm)
☐Yes (Specify:) ☒**No**

HISTORICAL /ARCHAEOLOGICAL RESOURCES

Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth? ☐Yes (Specify:) ☒**No**; If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources? ☐Yes (Specify:) ☐No;

WATER RESOURCES

Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site? ☒**Yes** ☐No; If yes, identify the ORW and its location.

Farm River Public Water Supply Watershed, approximately 0.2 miles south and west of the Project Site.

NOTE: Outstanding Resource Waters include Class A public water supplies, their tributaries, and bordering wetlands; active and inactive reservoirs approved by MassDEP; certain waters within Areas of Critical Environmental Concern, and certified vernal pools. Outstanding resource waters are listed in the Surface Water Quality Standards, 314 CMR 4.00.

Are there any impaired water bodies on or within a half-mile radius of the project site? ☒**Yes** ☐No; If yes, identify the water body and pollutant(s) causing the impairment:

Farm River: E. Coli

Is the project within a medium or high stress basin, as established by the Massachusetts Water Resources Commission? ☐Yes ☒**No**

STORMWATER MANAGEMENT

Generally describe the project's stormwater impacts and measures that the project will take to comply with the standards found in MassDEP's Stormwater Management Regulations:

The Site is approximately 73 percent impervious (647,492 square feet), primarily consisting of surface parking. Stormwater currently sheet flows from the parking lot towards several low points at the edge, discharging untreated into adjacent wetlands and Forbes Road. The absence of a closed drainage system, such as catch basins and storm drain piping, results in uncontrolled overland flow, contributing to water quality issues, localized flooding, and streambank erosion. According to the Climate Resilience Design Standards Tool (RMAT) report (see Attachment C), the Site is rated as high risk for both stormwater flooding and riverine flooding during extreme precipitation.

The Project is considered a redevelopment under the DEP Stormwater Management Standards. As such, the Project is required to meet Standards 2, 3, and the pretreatment and structural BMP requirements of Standards 4, 5, and 6 only to the maximum extent practicable. Existing stormwater discharges need to comply with Standard 1 only to the maximum extent practicable. The Project will comply with all other Standards. The Site will be designed to meet or meet to the maximum extent practicable MassDEP Stormwater Management Standards as summarized below.

Standard 1: No New Untreated Discharges

The Project will not discharge any untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth. Stormwater from the Site will be collected and treated in accordance with the MassDEP Stormwater Management Standards, and stormwater outfalls will be stabilized to prevent erosion.

Standard 2: Peak Rate Attenuation

The Project will reduce the impervious area by approximately 4 acres, which is expected to decrease both peak discharge rates and runoff volumes compared to existing conditions. Additionally, the proposed stormwater management system will be designed to ensure that the post-development peak discharge rates do not exceed pre-development peak discharge rates. To prevent storm damage and downstream flooding, the proposed stormwater management practices will mitigate peak runoff rates for the 2-, 10-, 25-, and 100-year, 24-hour storm events.

Standard 3: Groundwater Recharge

The Project will apply environmentally sensitive site design, low-impact development techniques, stormwater BMP treatment trains, and reduction of impervious area to increase the annual recharge to groundwater. The annual recharge from the post-development site will approximate the annual recharge from pre-development conditions based on soil type using the guidelines provided in the MassDEP Stormwater Management Handbook.

According to the Natural Resources Conservation Service (NRCS) Soil Survey, all impervious areas on the Site are of urban land, 0 to 15 percent slopes. A "Competent Soils Professional" will conduct a site visit to carry out a soils textural analysis to determine the Hydrologic Soil Group(s).

The infiltration BMPs will be sized to exceed the recharge volume required under the MassDEP Stormwater Management Standards. HydroCAD model testing will be carried out to ensure that all proposed infiltration BMPs will drain rapidly for the 2-, 10-, 25-, and 100-year storm events, meeting the 72-hour MassDEP drawdown requirement.

The Project will maintain a separation distance of at least 2 feet and up to 4 feet between the bottom of the infiltration system and seasonal high groundwater.

Some areas of the Project may contain Land Uses with Higher Potential Pollutant Loads (LUHPPLs)

as defined by MassDEP. Therefore, the Site is required to achieve 44 percent removal of total suspended solids (TSS) before discharge into an infiltration BMP.

Standard 4: Water Quality Treatment

The proposed stormwater management system will be designed to remove greater than 80 percent of the average annual post-construction load of TSS as required to the maximum extent practicable. Structural stormwater BMPs, including two large-scale vegetated stormwater treatment areas, are sized to capture the required water quality volume (1 inch over the total impervious area of the project site) and remove a minimum of 80 percent of total suspended solids.

The proposed water quality treatment BMPs are subject to the 44 percent TSS removal pretreatment requirement and the 1-inch rule for calculating water quality volumes because the Site involves runoff from possible LUHPPLs (see Standard 5).

Pretreatment for all infiltration BMPs will meet or exceed the 44 percent TSS removal requirement. Pretreatment for the two vegetated stormwater treatment areas will be provided using deep sump and hooded catch basins and a sediment forebay.

Source control and pollution prevention measures, such as vacuum cleaning, street sweeping, proper snow management, and stabilization of eroded surfaces, will be included in the Long-Term Pollution Prevention Plan and Operation and Maintenance Plan.

Standard 5: Land Uses with Higher Potential Pollutant Loads (LUHPPLs)

The Project may contain LUHPPLs as defined by MassDEP. These areas of the Project are classified as a LUHPPL based on average daily vehicle trips anticipated to be generated by the proposed parking garages.

A detailed source control and pollution prevention plan will be developed. Source control and pollution prevention measures will be implemented in accordance with the MassDEP Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable.

Standard 6: Critical Areas

Although the Project discharges to a nearby wetland southwest of the Site, this wetland is not designated as a critical area under the Massachusetts Stormwater Standards. Therefore, this standard is not applicable.

Standard 7: Redevelopments

The Project is considered a redevelopment under the MassDEP Stormwater Management Standards. Therefore, the Project is required to meet Standard 2, Standard 3, and the pretreatment and structural stormwater BMP requirements of Standards 4, 5, and 6 to the maximum extent practicable. The Project should comply with all the other requirements of the Stormwater Management Standards and improve existing conditions. The Project meets this standard.

Standard 8: Construction Period Pollution Prevention and Sedimentation Control

A plan to control construction-related impacts, including erosion, sedimentation, and other pollutant sources during construction and land disturbance activities (construction period erosion, sedimentation, and pollution prevention plan) will be developed and implemented.

Because the Project will disturb more than 1 acre of land, a Notice of Intent will be submitted to the Environmental Protection Agency (EPA) for coverage under the National Pollution Discharge Elimination System (NPDES) Construction General Permit. The Applicant will prepare a Stormwater

Pollution Prevention Plan (SWPPP) and implement the measures in the SWPPP. The SWPPP, which is to be kept on site, includes erosion and sediment controls (stabilization practices and structural practices), temporary and permanent stormwater management measures, Contractor inspection schedules and reporting of all SWPPP features, materials management, waste disposal, off-site vehicle tracking, spill prevention and response, sanitation, and non-stormwater discharges.

Standard 9: Operation and Maintenance Plan

A post-construction operation and maintenance plan will be prepared and implemented to ensure that stormwater management systems function as designed. Source control and stormwater BMP operation requirements for the Site will be summarized in the Long-Term Pollution Prevention Plan and Operation and Maintenance Plan.

Standard 10: Prohibition of Illicit Discharges

There will be no illicit discharges to the stormwater management system associated with the Project.

MASSACHUSETTS CONTINGENCY PLAN

Has the project site been, or is it currently being, regulated under M.G.L.c.21E or the Massachusetts Contingency Plan? ☐Yes ☒**No**; If yes, please describe the current status of the site (including Release Tracking Number (RTN), cleanup phase, and Response Action Outcome Classification):

Is there an Activity and Use Limitation (AUL) on any portion of the project site? ☐Yes ☒**No**;If yes, describe which portion of the site and how the project will be consistent with the AUL:

Are you aware of any Reportable Conditions at the property that have not yet been assigned an RTN? ☐Yes ☒**No**; If yes, please describe:

SOLID AND HAZARDOUS WASTE

If the project will generate solid waste during demolition or construction, describe alternatives considered for re-use, recycling, and disposal of, e.g., asphalt, brick, concrete, gypsum, metal, wood:

Massport requires construction contractors on capital projects to maximize the reuse and recycling of construction and demolition (C&D) waste, targeting a diversion rate of at least 95 percent. A Construction Waste Management Plan will be prepared to document diversion measures and will be subject to review and monitoring by Massport throughout construction.

In accordance with Massport's 2025 Sustainable Design Guidelines, the Project will pursue waste reduction strategies by incorporating prefabrication and other off-site construction techniques where practicable. The Project will also explore collaborations with suppliers that offer take-back programs for unused building materials and/or the donation of surplus materials to avoid disposal. Additionally, the Project will evaluate opportunities for the beneficial reuse of waste and excess resources to further minimize waste generation.

(NOTE: Asphalt pavement, brick, concrete and metal are banned from disposal at Massachusetts landfills and waste combustion facilities and wood is banned from disposal at Massachusetts landfills. See 310 CMR 19.017 for the complete list of banned materials.)

Will your project disturb asbestos containing materials? ☐Yes ☒No; If yes, please consult state asbestos requirements at http://mass.gov/MassDEP/air/asbhom01.htm

Describe anti-idling and other measures to limit emissions from construction equipment:

Contractors will minimize engine idling by shutting off vehicles and equipment when not in use,

reducing unnecessary emissions. Equipment will be operated in accordance with Massachusetts' anti-idling law at 310 Code of Massachusetts Regulations (CMR) 7.11. All heavy construction equipment is required to have diesel particulate filters or diesel oxidation catalysts, in compliance with the Massachusetts Department of Environmental Protection's Clean Air Construction Initiative (CACI). Massport also encourages the use of modern, well-maintained equipment to ensure efficient operation and lower emissions.

Additional measures will include using cleaner fuels and engines that meet the latest EPA Tier standards to further reduce air pollution from construction. Whenever possible, construction activities will be scheduled to avoid traffic congestion and limit emissions from vehicles. Compliance will be tracked through the Project's Construction Environmental Management Plan, as required by Massport. The Plan will also describe the proposed measures to reduce fugitive dust emissions, such as wetting, chemical stabilization, wheel washing, and sweeping.

DESIGNATED WILD AND SCENIC RIVER

Is this project site located wholly or partially within a defined river corridor of a federally designated Wild and Scenic River or a state designated Scenic River? ☐Yes ☒**No**; If yes, specify name of river and designation:

If yes, does the project have the potential to impact any of the "outstandingly remarkable" resources of a federally Wild and Scenic River or the stated purpose of a state designated Scenic River? ☐Yes ☐No; If yes, specify name of river and designation:

If yes, will the project result in any impacts to any of the designated "outstandingly remarkable" resources of the Wild and Scenic River or the stated purposes of a Scenic River? ☐Yes ☐No; If yes, describe the potential impacts to one or more of the "outstandingly remarkable" resources or stated purposes and mitigation measures proposed.

ATTACHMENTS:

1. List of all attachments to this document.
   Appendix A – Distribution List
   Appendix B – Permit List
   Appendix C – RMAT Report
   Appendix D – EJ Supporting Documentation

2. U.S.G.S. map (good quality color copy, 8-½ x 11 inches or larger, at a scale of 1:24,000) indicating the project location and boundaries.
   Refer to Figure 1.

3. Plan, at an appropriate scale, of existing conditions on the project site and its immediate environs, showing all known structures, roadways and parking lots, railroad rights-of-way, wetlands and water bodies, wooded areas, farmland, steep slopes, public open spaces, and major utilities.
   Refer to Figure 2.

4. Plan, at an appropriate scale, depicting environmental constraints on or adjacent to the project site such as Priority and/or Estimated Habitat of state-listed rare species, Areas of Critical Environmental Concern, Chapter 91 jurisdictional areas, Article 97 lands, wetland resource area delineations, water supply protection areas, and historic resources and/or districts.
   Refer to Figure 3.

5. Plan, at an appropriate scale, of proposed conditions upon completion of project (if construction of the project is proposed to be phased, there should be a site plan showing conditions upon the completion of each phase).

Refer to Figure 4.

6. List of all agencies and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2).
   Refer to Appendix A – Distribution List.

7. List of municipal and federal permits and reviews required by the project, as applicable.
   Refer to Appendix B – Permit List.

8. Printout of output report from RMAT Climate Resilience Design Standards Tool, available here.
   Refer to Appendix C – RMAT Report.

9. Printout from the EEA EJ Maps Viewer showing the project location relative to Environmental Justice (EJ) Populations located in whole or in part within a 1-mile and 5-mile radius of the project site.
   Refer to Figure 5.

LAND SECTION – all proponents must fill out this section

I. Thresholds / Permits

A. Does the project meet or exceed any review thresholds related to **land** (see 301 CMR 11.03(1) ☐Yes ☒**No**; If yes, specify each threshold:

II. Impacts and Permits

A. Describe, in acres, the current and proposed character of the project site, as follows:

	Existing	Change	Total
Footprint of buildings	**0.13**	**+0.40**	**0.53**
Internal roadways	**4.05**	**-1.38**	**2.67**
Parking and other paved areas	**10.68**	**-3.02**	**7.66**
Other altered areas	**0.67**	**+4.00**	**4.67**
Undeveloped areas	**4.78**	**0**	**4.78**
Total: Project Site Acreage	**20.31**	**0**	**20.31**

B. Has any part of the project site been in active agricultural use in the last five years? ☐Yes ☒**No**; If yes, how many acres of land in agricultural use (with prime state or locally important agricultural soils) will be converted to nonagricultural use?

C. Is any part of the project site currently or proposed to be in active forestry use? ☐Yes ☒**No**; If yes, please describe current and proposed forestry activities and indicate whether any part of the site is the subject of a forest management plan approved by the Department of Conservation and Recreation:

D. Does any part of the project involve conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97? ☐Yes ☒**No**; If yes, describe:

E. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction? ☐Yes ☒**No**;If yes, does the project involve the release or modification of such restriction? ☐Yes ☐No; If yes, describe:

F. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A? ☐Yes ☒**No**; If yes, describe:

G. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B? ☐Yes ☒**No**; If yes, describe:

III. Consistency

A. Identify the current municipal comprehensive land use plan.

Title: **Braintree Master Plan 2023-2033**
Date: **12/12/2023**

B. Describe the project's consistency with that plan with regard to:

1) Economic development: **Braintree aims to leverage the regional growth in professional, scientific, and technical industries, as well as its proximity to Boston, to create new job opportunities and attract emerging business sectors. This Project supports those goals by enhancing access to Logan Airport, which increases the Town's appeal as a location for businesses and visitors and strengthens its position within the regional economy.**

2) Adequacy of infrastructure: **The Town has invested in upgrading roadways and**

transportation infrastructure to improve safety for all users, reduce cut-through traffic in neighborhoods, and enhance connectivity within the Town and the broader region. The Project continues this commitment by increasing capacity at a facility designed to encourage alternatives to single-occupancy vehicle travel, thereby supporting more sustainable and efficient transportation options.

3) Open space impacts: **Open space currently accounts for 22 percent of Braintree's land area. While the Project does not decrease or increase publicly accessible or legally protected open space, it will expand pervious landscaped areas by replacing surface parking with more space-efficient structured parking and converting impervious surfaces to vegetated landscaping, enhancing stormwater management and environmental quality.**

4) Compatibility with adjacent land uses: **The Future Land Use map does not show any planned changes for the Project Site. The Project proposes a continuation of the current land use, and remains compatible with surrounding uses, which include I-93, a cemetery, a business center, and a hotel.**

C. Identify the current Regional Policy Plan of the applicable Regional Planning Agency (RPA)
RPA: **Metropolitan Area Planning Council (MAPC)**
Title: **MetroCommon x 2050**
Date: **2021**

D. Describe the project's consistency with that plan with regard to:

1) Economic development: **MetroCommon x 2050 is a regional land-use and policy plan aimed at fostering equitable economic growth by expanding access to high-quality jobs, increasing wages and benefits, and reducing racial disparities in wealth and opportunity. The plan promotes investments that support workforce development, inclusive business growth, and improved regional connectivity. The Project supports these economic goals by providing affordable and accessible transportation options thereby enhancing the region's competitiveness.**

2) Adequacy of infrastructure: **MetroCommon x 2050 advocates concentrating growth in areas with existing infrastructure to maximize efficiency and reduce new development costs. As a redevelopment, the Project aligns with this objective by utilizing established infrastructure. The plan also emphasizes investing in and expanding public and active transportation networks to provide more affordable, reliable, and safer connections between jobs and homes. The Project directly supports this goal by enhancing transportation capacity and accessibility.**

3) Open space impacts : **MetroCommon x 2050 encourages the creation of new open space and improved access to recreational areas to enhance quality of life and environmental resilience. Currently, most of the Project Site is paved impervious surface. While the Project does not remove or add publicly accessible open space, it will increase vegetated, pervious areas, contributing to improved environmental conditions and better stormwater management.**

RARE SPECIES SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **rare species or habitat** (see 301 CMR 11.03(2))? ☐Yes ☒**No**; If yes, specify, in quantitative terms:

(NOTE: If you are uncertain, it is recommended that you consult with the Natural Heritage and Endangered Species Program (NHESP) prior to submitting the ENF.)

B. Does the project require any state permits related to **rare species or habitat**? ☐Yes ☒**No**

C. Does the project site fall within mapped rare species habitat (Priority or Estimated Habitat?) in the current Massachusetts Natural Heritage Atlas (attach relevant page)? ☐Yes ☒**No**

D. If you answered "No" to all questions A, B and C, proceed to the **Wetlands, Waterways, and Tidelands Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Rare Species section below.

II. Impacts and Permits

A. Does the project site fall within Priority or Estimated Habitat in the current Massachusetts Natural Heritage Atlas (attach relevant page)? ☐Yes ☐No; If yes:

1) Have you consulted with the Division of Fisheries and Wildlife Natural Heritage and Endangered Species Program (NHESP)? ☐Yes ☐No; If yes, have you received a determination as to whether the project will result in the "take" of a rare species ☐Yes ☐No; If yes, attach the letter of determination to this submission.

2) Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? ☐Yes ☐No;If yes, provide a summary of proposed measures to minimize and mitigate rare species impacts.

3) Which rare species are known to occur within the Priority or Estimated Habitat?

4) Has the site been surveyed for rare species in accordance with the Massachusetts Endangered Species Act? ☐Yes ☐No

5) If your project is within Estimated Habitat, have you filed a Notice of Intent or received an Order of Conditions for this project? ☐Yes ☐No; If yes, did you send a copy of the Notice of Intent to the Natural Heritage and Endangered Species Program, in accordance with the Wetlands Protection Act regulations? ☐Yes ☐No

B. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? ☐Yes ☐No; If yes, provide a summary of proposed measures to minimize and mitigate impacts to significant habitat:

WETLANDS, WATERWAYS, AND TIDELANDS SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wetlands, waterways, and tidelands** (see 301 CMR 11.03(3))? ☐Yes ☒**No**; If yes, specify, in quantitative terms:

C. Does the project require any state permits (or a local Order of Conditions) related to **wetlands, waterways, or tidelands**? ☒**Yes** ☐No;If yes, specify which permit:

In accordance with the Massachusetts Wetlands Protection Act, the Project involves work within 100 feet of a jurisdictional wetland resource area and will therefore require the filing of a Notice of Intent (NOI) with the local Conservation Commission and the issuance of a local Order of Conditions.

C. If you answered "No" to both questions A and B, proceed to the **Water Supply Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wetlands, Waterways, and Tidelands Section below.

II. Wetlands Impacts and Permits

A. Does the project require a new or amended Order of Conditions under the Wetlands Protection Act (M.G.L. c.131A)? ☒**Yes** ☐No
If yes, has a Notice of Intent been filed? ☐Yes ☒**No**; If yes, list the date and MassDEP file number:
If yes, has a local Order of Conditions been issued? ☐Yes ☐No
Was the Order of Conditions appealed? ☐Yes ☐No
Will the project require a Variance from the Wetlands regulations? ☐Yes ☒**No**

B. Describe any proposed permanent or temporary impacts to wetland resource areas located on the project site:

The Project will not disturb any wetland resource areas on site. Proposed work is limited to the Buffer Zone. Erosion and sedimentation controls will be installed during construction to prevent secondary impacts to wetland resources.

C. Estimate the extent and type of impact that the project will have on wetland resources, and indicate whether the impacts are temporary or permanent:

	Area (square feet) or Length (linear feet)	Temporary or Permanent Impact?
Coastal Wetlands		
Land Under the Ocean	**0**	**N/A**
Designated Port Areas	**0**	**N/A**
Coastal Beaches	**0**	**N/A**
Coastal Dunes	**0**	**N/A**
Barrier Beaches	**0**	**N/A**
Coastal Banks	**0**	**N/A**
Rocky Intertidal Shores	**0**	**N/A**
Salt Marshes	**0**	**N/A**
Land Under Salt Ponds	**0**	**N/A**
Land Containing Shellfish	**0**	**N/A**
Fish Runs	**0**	**N/A**
Land Subject to Coastal Storm Flowage	**0**	**N/A**
Inland Wetlands		
Bank (lf)	**0**	**N/A**
Bordering Vegetated Wetlands	**0**	**N/A**

	Area (square feet) or Length (linear feet)	Temporary or Permanent Impact?
Isolated Vegetated Wetlands	**0**	**N/A**
Land Under Water	**0**	**N/A**
Isolated Land Subject to Flooding	**0**	**N/A**
Bordering Land Subject to Flooding	**0**	**N/A**
Riverfront Area	**0**	**N/A**

D. Is any part of the project:
   1) proposed as a **limited project**? ☐Yes ☒**No**; if yes, what is the area (in sf)?
   2) the construction or alteration of a **dam**? ☐Yes ☒**No**; If yes, describe:
   3) fill or structure in a **velocity zone** or **regulatory floodway**? ☐Yes ☒**No**
   4) dredging or disposal of dredged material? ☐Yes ☒**No**; if yes, describe the volume of dredged material and the proposed disposal site:
   5) a discharge to an Outstanding Resource Water (ORW) or an Area of Critical Environmental Concern (ACEC)? ☐Yes ☒**No**
   6) subject to a wetlands restriction order? ☐Yes ☒**No**; if yes, identify the area (in sf):
   7) located in buffer zones? ☒**Yes** ☐No; if yes, how much (in sf) **172,000 SF**

E. Will the project:
   1) be subject to a local wetlands ordinance or bylaw? ☐**Yes** ☒No
   2) alter any federally-protected wetlands not regulated under state law? ☐Yes ☒**No** o; if yes, what is the area (sf)?

III. Waterways and Tidelands Impacts and Permits

A. Does the project site contain waterways or tidelands (including filled former tidelands) that are subject to the Waterways Act, M.G.L.c.91? ☐Yes ☒**No**
   If yes, is there a current Chapter 91 License or Permit affecting the project site? ☐Yes ☐No
   If yes, list the date and license or permit number and provide a copy of the historic map used to determine extent of filled tidelands:

C. Does the project require a new or modified license or permit under M.G.L.c.91? ☐Yes ☐No;
   If yes, how many acres of the project site subject to M.G.L.c.91 will be for non-water-dependent use?
   Current: Change: Total:
   If yes, how many square feet of solid fill or pile-supported structures (in sf)?

D. For non-water-dependent use projects, indicate the following:
   Area of filled tidelands on the site:
   Area of filled tidelands covered by buildings:
   For portions of site on filled tidelands, list ground floor uses and area of each use:
   Does the project include new non-water-dependent uses located over flowed tidelands?
   ☐Yes ☐No
   Height of building on filled tidelands:

   Also show the following on a site plan: Mean High Water, Mean Low Water, Water-dependent Use Zone, location of uses within buildings on tidelands, and interior and exterior areas and facilities dedicated for public use, and historic high and historic low water marks.

E. Is the project located on landlocked tidelands? ☐Yes ☐No; If yes, describe the project's impact on the public's right to access, use and enjoy jurisdictional tidelands and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

F. Is the project located in an area where low groundwater levels have been identified by a municipality or by a state or federal agency as a threat to building foundations? ☐Yes ☐No; If yes, describe the project's impact on groundwater levels and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

G. Is the project non-water-dependent **and** located on landlocked tidelands **or** waterways or tidelands subject to the Waterways Act **and** subject to a mandatory EIR? ☐Yes ☐No
(NOTE: If yes, then the project will be subject to Public Benefit Review and Determination.)

H. Does the project include dredging? ☐Yes ☐No; If yes, answer the following questions:
What type of dredging? ☐Improvement ☐Maintenance ☐Both
What is the proposed dredge volume, in cubic yards (cys)
What is the proposed dredge footprint:
length (ft):
width (ft):
depth (ft):
Will dredging impact the following resource areas?
Intertidal ☐Yes ☐No; if yes, sq ft
Outstanding Resource Waters ☐Yes ☐No; if yes, sq ft
Other resource area (i.e. shellfish beds, eel grass beds) ☐Yes ☐No; if yes sq ft

If yes to any of the above, have you evaluated appropriate and practicable steps to: 1) avoidance; 2) if avoidance is not possible, minimization; 3) if either avoidance or minimize is not possible mitigation?

If no to any of the above, what information or documentation was used to support this determination? Provide a comprehensive analysis of practicable alternatives for improvement dredging in accordance with 314 CMR 9.07(1)(b). Physical and chemical data of the sediment shall be included in the comprehensive analysis.

Sediment Characterization
Existing gradation analysis results? ☐Yes ☐No; if yes, provide results.
Existing chemical results for parameters listed in 314 CMR 9.07(2)(b)6? ☐Yes ☐No; if yes, provide results.
Do you have sufficient information to evaluate feasibility of the following management options for dredged sediment? ☐Yes ☐No

If yes, check the appropriate option:
☐Beach Nourishment
☐Unconfined Ocean Disposal
☐Confined Disposal:
☐Confined Aquatic Disposal (CAD)
☐Confined Disposal Facility (CDF)
☐Landfill Reuse in accordance with COMM-97-001
☐Shoreline Placement
☐Upland Material Reuse
☐In-State landfill disposal
☐Out-of-state landfill disposal
(NOTE: This information is required for a 401 Water Quality Certification.)

IV. Consistency:

A. Does the project have effects on the coastal resources or uses, and/or is the project located within the Coastal Zone? ☐Yes ☒**No**; If yes, describe these effects and the projects consistency with the policies of the Office of Coastal Zone Management:

B. Is the project located within an area subject to a Municipal Harbor Plan? ☐Yes ☒**No**; If yes, identify the Municipal Harbor Plan and describe the project's consistency with that plan:

WATER SUPPLY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **water supply** (see 301 CMR 11.03(4))? ☐Yes ☒**No**; If yes, specify, in quantitative terms:

B. Does the project require any state permits related to **water supply**? ☐Yes ☒**No**; If yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Wastewater Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Water Supply Section below.

II. Impacts and Permits

A. Describe, in gallons per day (gpd), the volume and source of water use for existing and proposed activities at the project site:

	Existing	Change	Total
Municipal or regional water supply			
Withdrawal from groundwater			
Withdrawal from surface water			
Interbasin transfer			

(NOTE: Interbasin Transfer approval will be required if the basin and community where the proposed water supply source is located is different from the basin and community where the wastewater from the source will be discharged.)

B. If the source is a municipal or regional supply, has the municipality or region indicated that there is adequate capacity in the system to accommodate the project? ☐Yes ☐No

C. If the project involves a new or expanded withdrawal from a groundwater or surface water source, has a pumping test been conducted? ☐Yes ☐No; If yes, attach a map of the drilling sites and a summary of the alternatives considered and the results:

D. What is the currently permitted withdrawal at the proposed water supply source (in gallons per day)? Will the project require an increase in that withdrawal? ☐Yes ☐No; If yes, then how much of an increase (gpd)?

E. Does the project site currently contain a water supply well, a drinking water treatment facility, water main, or other water supply facility, or will the project involve construction of a new facility? ☐Yes ☐No; If yes, describe existing and proposed water supply facilities at the project site:

	Permitted Flow	Existing Avg Daily Flow	Project Flow	Total
Capacity of water supply well(s) (gpd)				
Capacity of water treatment plant (gpd)				

D. If the project involves a new interbasin transfer of water, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or proposed?

E. Does the project involve:

1) new water service by the Massachusetts Water Resources Authority or other agency of the Commonwealth to a municipality or water district? ☐Yes ☐No
2) a Watershed Protection Act variance? ☐Yes ☐No; if yes, how many acres of alteration?
3) a non-bridged stream crossing 1,000 or less feet upstream of a public surface drinking water supply for purpose of forest harvesting activities? ☐Yes ☐No

III. Consistency

Describe the project's consistency with water conservation plans or other plans to enhance water resources, quality, facilities and services:

WASTEWATER SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wastewater** (see 301 CMR 11.03(5))? ☐Yes ☒**No**; If yes, specify, in quantitative terms:

B. Does the project require any state permits related to **wastewater**? ☐Yes ☒**No** ; If yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Transportation -- Traffic Generation Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wastewater Section below.

II. Impacts and Permits

A. Describe the volume (in gallons per day) and type of disposal of wastewater generation for existing and proposed activities at the project site (calculate according to 310 CMR 15.00 for septic systems or 314 CMR 7.00 for sewer systems):

	Existing	Change	Total
Discharge of sanitary wastewater			
Discharge of industrial wastewater			
TOTAL			

	Existing	Change	Total
Discharge to groundwater			
Discharge to outstanding resource water			
Discharge to surface water			
Discharge to municipal or regional wastewater facility			
TOTAL			

B. Is the existing collection system at or near its capacity? ☐Yes ☐No; If yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

C. Is the existing wastewater disposal facility at or near its permitted capacity? ☐Yes ☐No; If yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

D. Does the project site currently contain a wastewater treatment facility, sewer main, or other wastewater disposal facility, or will the project involve construction of a new facility? ☐Yes ☐No; if yes, describe as follows:

	Permitted	Existing Avg Daily Flow	Project Flow	Total
Wastewater treatment plant capacity (in gallons per day)				

E. If the project requires an interbasin transfer of wastewater, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or new?

(NOTE: Interbasin Transfer approval may be needed if the basin and community where wastewater will be discharged is different from the basin and community where the source of water supply is located.)

F. Does the project involve new sewer service by the Massachusetts Water Resources Authority (MWRA) or other Agency of the Commonwealth to a municipality or sewer district ☐Yes ☐No

G. Is there an existing facility, or is a new facility proposed at the project site for the storage, treatment, processing, combustion or disposal of sewage sludge, sludge ash, grit, screenings, wastewater reuse (gray water) or other sewage residual materials? ☐Yes ☐No; If yes, what is the capacity (tons per day):

	Existing	Change	Total
Storage			
Treatment			
Processing			
Combustion			
Disposal			

H. Describe the water conservation measures to be undertaken by the project, and other wastewater mitigation, such as infiltration and inflow removal:

III. Consistency

A. Describe measures that the proponent will take to comply with applicable state, regional, and local plans and policies related to wastewater management:

B. If the project requires a sewer extension permit, is that extension included in a comprehensive wastewater management plan? ☐Yes ☐No; If yes, indicate the EEA number for the plan and whether the project site is within a sewer service area recommended or approved in that plan:

TRANSPORTATION SECTION (TRAFFIC GENERATION)

I. Thresholds / Permit

A. Will the project meet or exceed any review thresholds related to **traffic generation** (see 301 CMR 11.03(6))? ☒**Yes** ☐No; If yes, specify, in quantitative terms:

- **(6)(a)(6) – Generation of 3,000 or more new ADT by motor vehicles on roadways providing access to a single location.**
- **(6)(a)(7) – Construction of 1,000 or more New parking spaces at a single location.**

B. Does the project require any state permits related to **state-controlled roadways?** ☒**Yes** ☐No; If yes, specify which permit:

The Project may entail the "construction of new, or change in use of existing, residential or commercial driveway from properties that abut the State Highway Layout to serve a building or facility, or expansion of a building or facility, that generates a Substantial Increase in or Impact on Traffic," and therefore may require a Vehicular Access Permit.

C. C. If you answered "No" to both questions A and B, proceed to the **Roadways and Other Transportation Facilities Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Traffic Generation Section below.

II. Traffic Impacts and Permits

A. Describe existing and proposed vehicular traffic generated by activities at the project site:

	Existing	Change	Total
Number of parking spaces	**1,892**	**3,283**	**5,175**
Number of vehicle trips per day	**2,095**	**3,065**	**5,160**
ITE Land Use Code(s):	**n/a***	**n/a**	**n/a**

* No Institute of Transportation Engineers (ITE) Land Use Codes (LUCs) were utilized in the vehicular traffic generation for Logan Express passenger trip numbers. Data collection at the existing Site along with ridership projections from Massport were utilized to calculate the anticipated full build out vehicle generation. ITE LUC 090 based on number of parked vehicles was utilized to estimate the existing and future employee trip generation numbers.

B. What is the estimated average daily traffic on roadways serving the site?

Roadway	Existing	Change	Total
1. Forbes Road	**7,800***	**3,065**	**10,865**

*Automatic Traffic Recorder (ATR) data from May 2025 taken on Forbes Road (east of South Shore Place driveway)
**Estimated 9 year projected vehicular trip generation based on Massport projections.

C. If applicable, describe proposed mitigation measures on state-controlled roadways that the project proponent will implement:

Signal timing and/or geometric improvements may be considered at state-controlled intersections. However, mitigation measures will be determined by the comprehensive traffic impact study, per MassDOT guidance to be provided in the EIR filings.

D. How will the project implement and/or promote the use of transit, pedestrian and bicycle facilities and services to provide access to and from the project site?

The facility provides access to the Braintree Logan Express, a public transit service to Logan Airport.

E. Is there a Transportation Management Association (TMA) that provides transportation demand management (TDM) services in the area of the project site? ☐Yes ☒**No**; If yes, describe if and how the project will participate in the TMA:

F. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation facilities? ☐Yes ☒**No**;If yes, generally describe:

G. If the project will penetrate approach airspace of a nearby airport, has the proponent filed a Massachusetts Aeronautics Commission Airspace Review Form (780 CMR 111.7) and a Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) (CFR Title 14 Part 77.13, forms 7460-1 and 7460-2)?

Not Applicable.

III. Consistency

Describe measures that the proponent will take to comply with municipal, regional, state, and federal plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services:

This Project is consistent with all municipal, regional, state, and federal plans and policies related to transportation. A Transportation Impact Assessment (TIA) will be prepared for the Project at the DEIR level and will be conducted in accordance with MassDOT guidelines. Massport is committed to ensuring that any identified mitigation measures are consistent with MassDOT and the Town of Braintree guidelines.

TRANSPORTATION SECTION (ROADWAYS AND OTHER TRANSPORTATION FACILITIES)

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **roadways or other transportation facilities** (see 301 CMR 11.03(6))? ☐Yes ☒No; If yes, specify, in quantitative terms:

B. Does the project require any state permits related to **roadways or other transportation facilities**? ☒**Yes** ☐No; If yes, specify which permit:

The Project is anticipating the need for a Highway Access Permit (for the purposes of making changes to the existing traffic signal(s) along the Route 37 corridor).

C. If you answered "No" to both questions A and B, proceed to the **Energy Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Roadways Section below.

II. Transportation Facility Impacts

A. Describe existing and proposed transportation facilities in the immediate vicinity of the project site:
Project Site access is via a segment of Forbes Road, which is a private road. Approximately 0.32 miles east of the Project Site, it becomes a Town road at its intersection with Grandview Road. Forbes Road then intersects Route 37 (Granite Avenue), a MassDOT-controlled roadway.
There are two curb cuts within the Project Site, accessing the private portion of the Forbes Road. The Project will add a third curb cut. The Project contemplates constructing an electric vertical take-off and landing (eVTOL).

B. Will the project involve any:
1) Alteration of bank or terrain (in linear feet)? **No**
2) Cutting of living public shade trees (number)? **No**
3) Elimination of stone wall (in linear feet)? **No**

III. Consistency

Describe the project's consistency with other federal, state, regional, and local plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services, including consistency with the applicable regional transportation plan and the Transportation Improvements Plan (TIP), the State Bicycle Plan, and the State Pedestrian Plan:

Any signal and/or geometric improvements proposed on state highway layout will comply with relevant state design standards.

The Project will help ease traffic congestion on regional roadways and in the vicinity of Logan Airport by reducing the number of individual car trips, thereby improving travel times and minimizing disruption to surrounding neighborhoods. Enhanced service at Logan Express in Braintree supports Massport's high-occupancy vehicle (HOV) strategy for Logan Airport, as outlined in the *2022 Environmental Status and Planning Report*[1], by advancing goals to increase HOV mode share.

1 Massport. 2022 Boston Logan International Airport Environmental Status and Planning Report. 2022-Boston-Logan-Airport-ESPR.pdf. Accessed on 8/13/25.

Massport's comprehensive HOV strategy at Logan Airport consists of:

- **Logan Express: Direct, high-frequency bus service from Back Bay, Braintree, Danvers, Framingham, and Woburn to Logan Airport.**
- **Transit Coordination: Collaboration with the MBTA and private bus carriers to improve airport access, including connections via the Silver Line SL1 and Blue Line.**
- **On-Airport Parking (within Freeze Limits): Helps reduce vehicle trips by encouraging parking over pick-up/drop-off activity.**
- **Rideshare Management: Designated zones for Uber and Lyft to streamline traffic flow and reduce congestion.**
- **Roadway Improvements: Infrastructure upgrades that prioritize HOVs and transit vehicles.**
- **Employee Transportation: Programs offering subsidized MBTA passes, carpool and vanpool incentives, and dedicated shuttle services.**
- **Net Zero Planning: Integration of zero-emission vehicles, including the use of renewable diesel and fleet electrification.**

ENERGY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **energy** (see 301 CMR 11.03(7))? ☐Yes ☒**No**; If yes, specify, in quantitative terms:

B. Does the project require any state permits related to **energy**? ☐Yes ☒**No**; If yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Air Quality Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Energy Section below.

II. Impacts and Permits

A. Describe existing and proposed energy generation and transmission facilities at the project site:

	Existing	Change	Total
Capacity of electric generating facility (megawatts)			
Length of fuel line (in miles)			
Length of transmission lines (in miles)			
Capacity of transmission lines (in kilovolts)			

B. If the project involves construction or expansion of an electric generating facility, what are:
   A. the facility's current and proposed fuel source(s)?
   B. the facility's current and proposed cooling source(s)?

C. If the project involves construction of an electrical transmission line, will it be located on a new, unused, or abandoned right of way? ☐Yes ☐No; If yes, please describe:

D. Describe the project's other impacts on energy facilities and services:

III. Consistency

Describe the project's consistency with state, municipal, regional, and federal plans and policies for enhancing energy facilities and services:

AIR QUALITY SECTION

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **air quality** (see 301 CMR 11.03(8))? ☐Yes ☒**No**; If yes, specify, in quantitative terms:

B. Does the project require any state permits related to **air quality**? ☐Yes ☒**No**; If yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Solid and Hazardous Waste Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Air Quality Section below.

II. Impacts and Permits

A. Does the project involve construction or modification of a major stationary source (see 310 CMR 7.00, Appendix A)? ☐Yes ☐No
If yes, describe existing and proposed emissions (in tons per day) of:

	Existing	Change	Total
Particulate matter			
Carbon monoxide			
Sulfur dioxide			
Volatile organic compounds			
Oxides of nitrogen			
Lead			
Any hazardous air pollutant			
Carbon dioxide			

B. Describe the project's other impacts on air resources and air quality, including noise impacts:

III. Consistency

A. Describe the project's consistency with the State Implementation Plan:

B. Describe measures that the proponent will take to comply with other federal, state, regional, and local plans and policies related to air resources and air quality:

SOLID AND HAZARDOUS WASTE SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **solid or hazardous waste** (see 301 CMR 11.03(9))? ☐Yes ☒**No**; If yes, specify, in quantitative terms:

B. Does the project require any state permits related to **solid and hazardous waste**? ☐Yes ☒**No**; If yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Historical and Archaeological Resources Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Solid and Hazardous Waste Section below.

II. Impacts and Permits

A. Is there any current or proposed facility at the project site for the storage, treatment, processing, combustion or disposal of solid waste? ☐Yes ☐No; If yes, what is the volume (in tons per day) of the capacity:

	Existing	Change	Total
Storage			
Treatment, processing			
Combustion			
Disposal			

B. Is there any current or proposed facility at the project site for the storage, recycling, treatment or disposal of hazardous waste? ☐Yes ☐No If yes, what is the volume (in tons or gallons per day) of the capacity:

	Existing	Change	Total
Storage			
Recycling			
Treatment			
Disposal			

C. If the project will generate solid waste (for example, during demolition or construction), describe alternatives considered for re-use, recycling, and disposal:

D. If the project involves demolition, do any buildings to be demolished contain asbestos? ☐Yes ☐No

E. Describe the project's other solid and hazardous waste impacts (including indirect impacts):

III. Consistency

Describe measures that the proponent will take to comply with the State Solid Waste Master Plan:

HISTORICAL AND ARCHAEOLOGICAL RESOURCES SECTION

I. Thresholds / Impacts

A. Have you consulted with the Massachusetts Historical Commission? ☐Yes ☒**No**; if yes, attach correspondence.

For project sites involving lands under water, have you consulted with the Massachusetts Board of Underwater Archaeological Resources? ☐Yes ☐No if yes, attach correspondence.

B. Is any part of the project site a historic structure, or a structure within a historic district, in either case listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? ☐Yes ☒**No**; If yes, does the project involve the demolition of all or any exterior part of such historic structure? ☐Yes ☐No; If yes, please describe:

C. Is any part of the project site an archaeological site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? ☐Yes ☒**No**; If yes, does the project involve the destruction of all or any part of such archaeological site? ☐Yes ☒**No**; If yes, please describe:

Note: Site 19-NF-40 is shown in the vicinity of the Project area. The precise location of the archaeological site is not mapped in the site form, but UTM coordinates indicate it is likely south of the Project Site.

D. If you answered "No" to all parts of both questions A, B and C, proceed to the **Attachments and Certifications** Sections. If you answered "Yes" to any part of either question A or question B, fill out the remainder of the Historical and Archaeological Resources Section below.

II. Impacts

Describe and assess the project's impacts, direct and indirect, on listed or inventoried historical and archaeological resources:

III. Consistency

Describe measures that the proponent will take to comply with federal, state, regional, and local plans and policies related to preserving historical and archaeological resources:

CLIMATE CHANGE ADAPTATION AND RESILIENCY SECTION:

This section of the Environmental Notification Form (ENF) solicits information and disclosures related to climate change adaptation and resiliency, in accordance with the MEPA Interim Protocol on Climate Change Adaptation and Resiliency (the “MEPA Interim Protocol”), effective October 1, 2021. The Interim Protocol builds on the analysis and recommendations of the 2018 Massachusetts Integrated State Hazard Mitigation and Climate Adaptation Plan (SHMCAP), and incorporates the efforts of the Resilient Massachusetts Action Team (RMAT), the inter-agency steering committee responsible for implementation, monitoring, and maintenance of the SHMCAP, including the “Climate Resilience Design Standards and Guidelines” project. The RMAT team recently released the RMAT Climate Resilience Design Standards Tool, which is available here.

The MEPA Interim Protocol is intended to gather project-level data in a standardized manner that will both inform the MEPA review process and assist the RMAT team in evaluating the accuracy and effectiveness of the RMAT Climate Resilience Design Standards Tool. Once this testing process is completed, the

MEPA Office anticipates developing a formal Climate Change Adaptation and Resiliency Policy through a public stakeholder process. Questions about the RMAT Climate Resilience Design Standards Tool can be directed to rmat@mass.gov.

All Proponents must complete the following section, referencing as appropriate the results of the output report generated by the RMAT Climate Resilience Design Standards Tool and attached to the ENF. In completing this section, Proponents are encouraged, but not required at this time, to utilize the recommended design standards and associated Tier 1/2/3 methodologies outlined in the RMAT Climate Resilience Design Standards Tool to analyze the project design. However, Proponents are requested to respond to a respond to a user feedback survey on the RMAT website or to provide feedback to rmat@mass.gov, which will be used by the RMAT team to further refine the tool. Proponents are also encouraged to consult general guidance and best practices as described in the RMAT Climate Resilience Design Guidelines.

Climate Change Adaptation and Resiliency Strategies

Has the project taken measures to adapt to climate change for all of the climate parameters analyzed in the RMAT Climate Resilience Design Standards Tool (sea level rise/storm surge, extreme precipitation (urban or riverine flooding), extreme heat)? ☒**Yes** ☐No

Note: Climate adaptation and resiliency strategies include actions that seek to reduce vulnerability to anticipated climate risks and improve resiliency for future climate conditions. Examples of climate adaptation and resiliency strategies include flood barriers, increased stormwater infiltration, living shorelines, elevated infrastructure, increased tree canopy, etc. Projects should address any planning priorities identified by the affected municipality through the Municipal Vulnerability Preparedness (MVP) program or other planning efforts, and should consider a flexible adaptive pathways approach, an adaptation best practice that encourages design strategies that adapt over time to respond to changing climate conditions. General guidance and best practices for designing for climate risk are described in the RMAT Climate Resilience Design Guidelines.

A. If no, explain why.

B. If yes, describe the measures the project will take, including identifying the planning horizon and climate data used in designing project components. If applicable, specify the return period and design storm used (e.g., 100-year, 24-hour storm).

The Project will use the RMAT report's recommended target planning horizon of 2070 to assess the impact of the future 25-year precipitation event (8.7 inches of 24-hour precipitation depth) on the stormwater management system, applying a Tier 2 climate risk analysis. It will also evaluate the impacts of the 50th percentile projection for extreme heat, including an average summer temperature of 77.7ºF, 47 days with maximum temperatures over 90ºF, and zero heat waves per year. Due to the Site's inland location, it is not exposed to sea level rise or storm surge risks.

The Project will achieve a reduction in impervious surfaces and an increase in vegetated areas, incorporating a newly designed stormwater management system that meets or exceeds the Massachusetts Stormwater Standards. The potential inclusion of rooftop solar arrays or canopy-mounted solar panels and green roofs will be explored to mitigate the urban heat island effect. Additionally, ample shade canopies will be provided to help mitigate the impact of extreme heat on site users.

C. Is the project contributing to regional adaptation strategies? ☒**Yes** ☐No; If yes, describe.

MetroCommon x 2050's Climate Mitigation & Resiliency Action Area outlines policy recommendations that both reduce GHG emissions and help communities adapt to climate change. They focus on three priorities: **(1) Expanding green infrastructure, microgrids, and energy storage, especially in Environmental Justice locations; (2) Preparing our buildings and infrastructure to better withstand the negative impacts of climate change; and (3) Moving out of harm's way, through a willing seller's program, better regulatory signals on where to build and where not to build, and improving our flood programs and data. Supporting the first two priorities, the Project enhances climate resilience by reducing impervious surfaces, improving stormwater management, and mitigating heat through increased green space and tree canopy. It also contributes to the decarbonization of the building and transportation sectors by committing to all-electric building systems, EV-ready infrastructure, and reduced vehicle miles traveled through expanded transit access. The integration of solar PV and battery storage is currently being evaluated.**

The Town of Braintree Climate Vulnerability Assessment and Action Plan (December 2017) identifies the Project Site as located within a temperature hot spot, an area subject to elevated heat exposure that contributes to climate vulnerability. To mitigate associated risks, the Project will increase green space and tree canopy to provide shading and promote evapotranspiration that reduce local air and surface temperatures, enhance open space buffers around wetlands to support natural cooling and regulate microclimates, incorporate stormwater infiltration features that contribute to evaporative cooling, and provide air-conditioned indoor spaces to ensure thermal comfort during extreme heat.

II. Has the Proponent considered alternative locations for the project in light of climate change risks? ☐Yes ☒**No**

A. If no, explain why.

The Project is a redevelopment and aims to better utilize and improve the existing site.

B. If yes, describe alternatives considered.

III. Is the project located in Land Subject to Coastal Storm Flowage (LSCSF) or Bordering Land Subject to Flooding (BLSF) as defined in the Wetlands Protection Act? ☐Yes ☒**No**; If yes, describe how/whether proposed changes to the site's topography (including the addition of fill) will result in changes to floodwater flow paths and/or velocities that could impact adjacent properties or the functioning of the floodplain. General guidance on providing this analysis can be found in the CZM/MassDEP Coastal Wetlands Manual, available here.

ENVIRONMENTAL JUSTICE SECTION

I. Identifying Characteristics of EJ Populations

A. If an Environmental Justice (EJ) population has been identified as located in whole or in part within 5 miles of the project site, describe the characteristics of each EJ populations as identified in the EJ Maps Viewer (i.e., the census block group identification number and EJ characteristics of "Minority," "Minority and Income," etc.). Provide a breakdown of those EJ populations within 1 mile of the project site, and those within 5 miles of the site.

Within a 1-mile radius of the Project Site, six census tracts are identified as EJ populations with the following criteria:

- **<u>Minority</u> – A population where the minority population is greater than or equal to 40 percent, or the block group minority population is greater than or equal to 25 percent and the median household income of the municipality the block group is in is less than 150 percent of the Massachusetts median household income.**

Within the 5-mile radius of the Project Site, 201 census tracts are identified as EJ populations with the following criteria, in addition to the EJ criteria within a 1-mile radius, presented above:

- **<u>Income</u> – A population where at least 25 percent of households have a median household income 65 percent or less than the state median household income;**
- **<u>Minority and Income</u> – A population that meets both the "Minority" and "Income" criteria defined above;**
- **<u>Minority and English Isolation</u> – A population where 25 percent or more households do not include anyone older than 14 who speaks English very well, and which also meets the "Minority" criterion above; and**
- **<u>Minority, Income, and English Isolation</u> – A population that simultaneously meets the "Minority," "Income," and "English Isolation" criteria.**

Refer to Appendix D for the census block group information of the EJ populations within a 1-mile and 5-mile radius of the Project Site.

B. Identify all languages identified in the "Languages Spoken in Massachusetts" tab of the EJ Maps Viewer as spoken by 5 percent or more of the EJ population who also identify as not speaking English "very well." The languages should be identified for each census tract located in whole or in part within 1 mile and 5 miles of the project site, regardless of whether such census tract contains any designated EJ populations.

Language identified within a 1-mile radius of the Project Site: Chinese

Languages identified within a 5-mile radius of the Project Site: Spanish/Spanish Creole, French Creole, Chinese, and Vietnamese.

Refer to Appendix D for the census tract information of language identified within a 1-mile and 5-mile radius of the Project Site.

C. If the list of languages identified under Section I.B. has been modified with approval of the EEA EJ Director, provide a list of approved languages that the project will use to provide public involvement opportunities during the course of MEPA review. If the list has been expanded by the Proponent (without input from the EEA EJ Director), provide a list of the additional languages that will be used to provide public involvement opportunities during the

course of MEPA review as required by Part II of the MEPA Public Involvement Protocol for Environmental Justice Populations ("MEPA EJ Public Involvement Protocol"). If the project is exempt from Part II of the protocol, please specify.

Not applicable.

I. Potential Effects on EJ Populations

A. If an EJ population has been identified using the EJ Maps Viewer within 1 mile of the project site, describe the likely effects of the project (both adverse and beneficial) on the identified EJ population(s).

The Project is not anticipated to result in any significant adverse environmental impacts. Potential short-term impacts associated with construction activities are expected to be limited in scope and duration and are not anticipated to affect residential areas within designated EJ communities. Furthermore, any such temporary impacts will be appropriately mitigated through the implementation of BMPs and adherence to applicable regulatory requirements.

The Project offers a reliable and affordable alternative to driving and parking at Logan Airport, enhancing access for the identified EJ population as well as for both EJ and non-EJ populations in Braintree and other South Shore communities, thereby promoting more equitable and convenient travel options.

B. If an EJ population has been identified using the EJ Maps Viewer within 5 miles of the project site, will the project:
   (i) meet or exceed MEPA review thresholds under 301 CMR 11.03(8)(a)-(b) ☐Yes ☒**No**; or
   (ii) generate 150 or more new average daily trips (adt) of diesel vehicle traffic, excluding public transit trips, over a duration of 1 year or more. ☐Yes ☒**No**

C. If you answered "Yes" to either question in Section II.B., describe the likely effects of the project (both adverse and beneficial) on the identified EJ population(s).

Not applicable.

III. Public Involvement Activities

A. Provide a description of activities conducted prior to filing to promote public involvement by EJ populations, in accordance with Part II of the MEPA EJ Public Involvement Protocol. In particular:

1. If advance notification was provided under Part II.A., attach a copy of the Environmental Justice Screening Form and provide list of CBOs/tribes contacted (with dates). Copies of email correspondence can be attached in lieu of a separate list.

2. State how CBOs and tribes were informed of ways to request a community meeting, and if any meeting was requested. If public meetings were held, describe any issues of concern that were raised at such meetings, and any steps taken (including modifications to the project design) to address such concerns.

3. If the project is exempt from Part II of the protocol, please specify.

Massport proactively engaged key stakeholders before this filing, including meetings with State Senator William J. Driscoll, Jr., who represents the Norfolk, Bristol and

Plymouth District encompassing the Project Site, on May 22, 2025, and with Braintree Mayor Erin V. Joyce on June 9, 2025. The purpose of these meetings was to share information about the Project and discuss its purpose, need, and benefits.

Massport held a pre-filing meeting with the MEPA Office on June 25, 2025. During this meeting, Massport and MEPA staff discussed the requirement to comply with the EJ Public Involvement Protocol, given that the Project Site is located within 1 mile of an EJ population. Massport also provided an overview of the pre-filing public outreach conducted to date.

In accordance with MEPA's Public Involvement Protocol, Massport provided at least 45 days' advance notice to MEPA-identified Community-Based Organizations (CBOs) and other interested parties by distributing the MEPA EJ Screening Form, which summarizes key Project details. The form was translated into Chinese and distributed on July 14, 2025.

B. Provide below (or attach) a distribution list (if different from the list in Section III.A. above) of CBOs and tribes, or other individuals or entities the Proponent intends to maintain for the notice of the MEPA Site Visit and circulation of other materials and notices during the course of MEPA review.

Refer to Appendix A for the ENF Distribution List.

C. Describe (or submit as a separate document) the Proponent's plan to maintain the same level of community engagement throughout the MEPA review process, as conducted prior to filing.

Following the filing of this ENF, Massport is required to hold a public site consultation to present the Project to the MEPA Office, state agencies, and the public. This presentation will allow attendees to ask questions and speak directly with Massport to learn more about the Project and how impacts will be addressed. Additionally, Massport will invite state, tribal, and local community groups to participate in the virtual site consultation.

CERTIFICATIONS:

1. The Public Notice of Environmental Review has been/will be published in the following newspapers in accordance with 301 CMR 11.15(1):

   Name: **Patriot Ledger and Sampan** Date: **9/5/2025**

2. This form has been circulated to Agencies and Persons in accordance with 301 CMR 11.16(2).

Signatures:

Click or tap to enter a date.	Brad Washburn	Click or tap to enter a date.	Donny Goris-Kolb
Date	Signature of Responsible Officer or Proponent	Date	Signature of person preparing ENF (if different from above)

Brad Washburn	**Donny Goris-Kolb**
Name	Name
Massachusetts Port Authority	**VHB**
Firm/Agency	Firm/Agency
One Harborside Drive, Suite 200S	**260 Arsenal Place #2**
Street	Street
Boston, MA 02128	**Watertown, MA 02472**
Municipality/State/Zip	Municipality/State/Zip
617-568-3546	**617-607-2140**
Phone	Phone

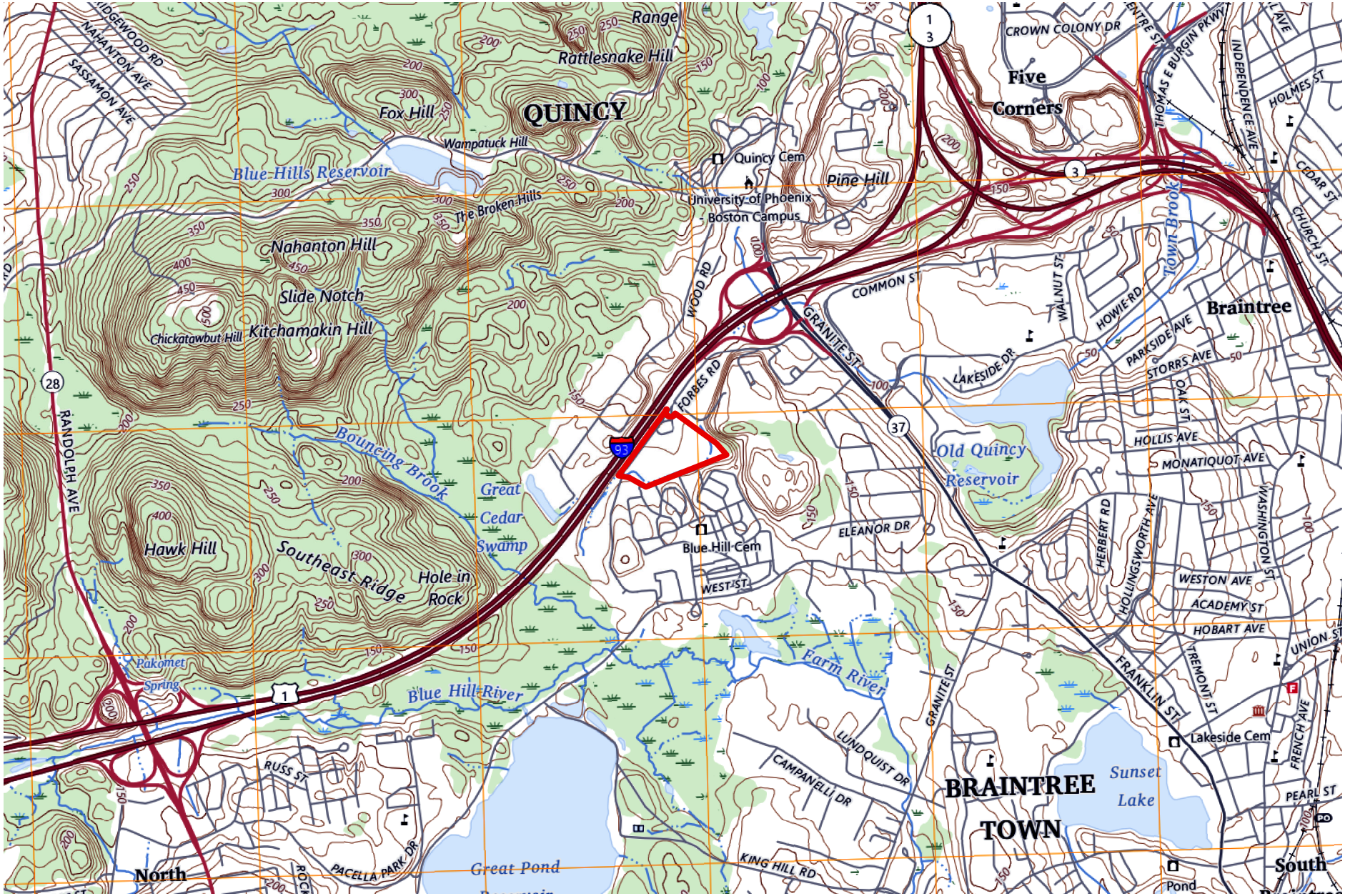

Figure 1: Site Locus

Project Site

Braintree Logan Express Bus Terminal and Parking Garages Project

0 500 1000 2000 Feet

Source: USGS Topo (2024)

Figure 2: Existing Conditions

Project Site

Braintree Logan Express Bus Terminal and Parking Garages Project

0 50 100 200 Feet

Source: Nearmap

Figure 3: Environmental Constraints

Braintree Logan Express Bus Terminal and Parking Garages Project

- Project Site
- Deep Marsh
- Shallow Marsh Meadow or Fen
- Hydrologic Connections

Note: Environmental constraints not present within the Project Site include Areas of Critical Environmental Concern (ACEC), Coastal Zones, Outstanding Resource Waters, FEMA National Flood Hazard Zones, historic resources, Article 97 protected Open Space, and Natural Heritage Endangered Species Program (NHESP) Priority Habitats of Rare Species. Additionally, there are no Estimated Habitats of Rare Wildlife, Potential or Certified Vernal Pools, Public Water Supplies, Surface Water Supply, or Wellhead Protection Areas located within the site. Furthermore, the Project Site does not contain Tier-classified Oil or Hazardous Material Sites or Sites with Activity and Use Limitations.

0 50 100 200 Feet

Sources: MassGIS, Nearmap

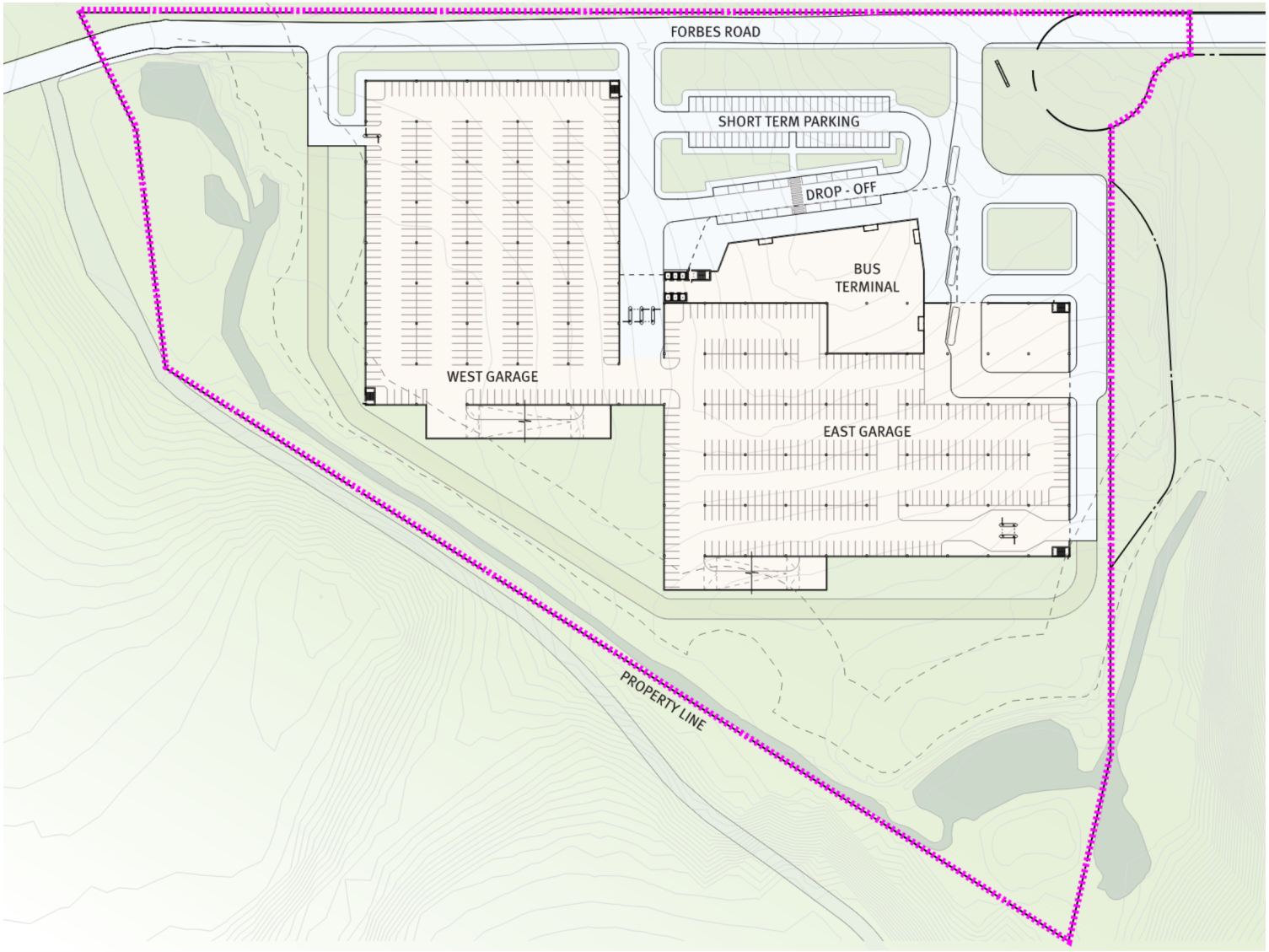

Figure 4: Proposed Conditions

Braintree Logan Express Bus Terminal and Parking Garages Project

Project Site

0 50 100 200 Feet

Source: Arrowstreet

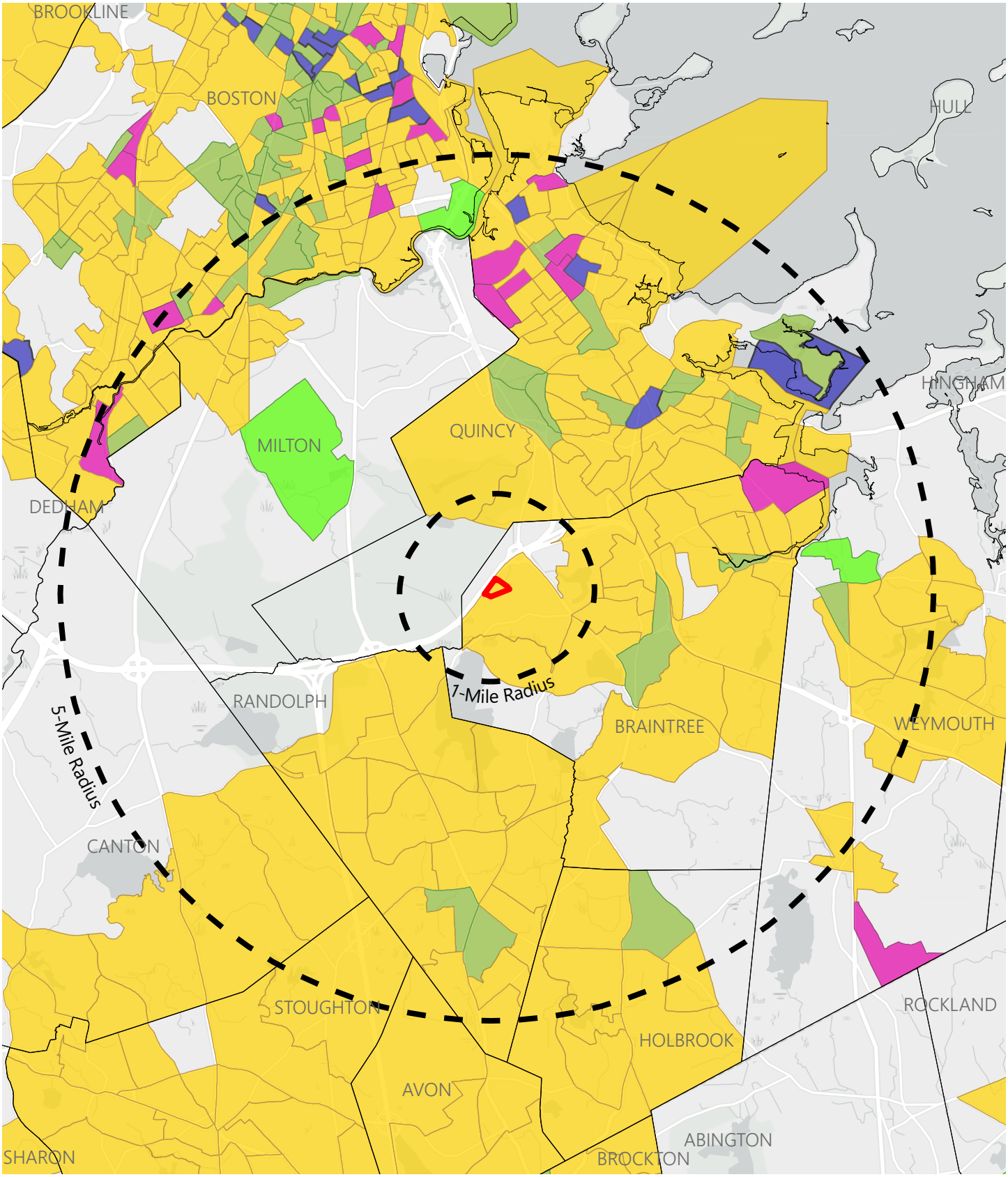

Figure 5: Environmental Justice Communities

Braintree Logan Express Bus Terminal and Parking Garages Project

- Project Site
- Minority
- Income
- Minority and Income
- Minority and English Isolation
- Minority, Income and English Isolation

0 0.5 1 2 Miles

Source: MassGIS

1 Project Description

1.1 Introduction

The Massachusetts Port Authority (Massport) is proposing the redevelopment of the Braintree Logan Express facility (the Project), located at 262 Forbes Road in Braintree, Massachusetts (the Project Site or Site), as shown in **Figures 1.1** and **1.2**. The Site currently consists of the Massport Logan Express Braintree bus terminal, which supports convenient, direct bus service connecting passengers from Braintree and other South Shore communities to curbside terminals at Boston Logan International Airport (Logan Airport).

Massport has established a set of goals to guide the Project, including ensuring adequate parking capacity, enhancing the passenger experience, enabling secure passenger services, optimizing site access and circulation, strengthening stormwater management and climate resilience, supporting the Authority's goal of achieving Net Zero emissions by 2031, and preserving flexibility for future mobility innovations, such as electric vertical take-off and landing (eVTOL) aircraft. More information on these goals is provided in **Chapter 2, *Alternatives Analysis*.**

In accordance with the Massachusetts Environmental Policy Act (MEPA) Regulations, 301 Code of Massachusetts Regulations (CMR) 11.00, Massport has prepared this Environmental Notification Form (ENF), which describes the proposed development, alternatives considered, potential environmental impacts, and mitigation strategies. It also includes a discussion on impacts on Environmental Justice (EJ) populations and public health, as well as agency and community outreach. The Project will be further assessed in forthcoming submissions during the MEPA review process, which includes the Traffic Impact Assessment, and the results will be provided in the Draft Environmental Impact Report.

1.2 Project Overview

Under Proposed Conditions, the Project involves the development of a modern, 30,145-square-foot bus terminal and two parking garages totaling approximately 272,805 square feet, with a combined capacity of 5,175 spaces (75 short-term parking and 5,100 long-term parking). Potential features, such as remote check-in and baggage drop-off, are intended to further streamline the travel experience. Refer to **Figure 1.3** for the proposed conditions.

The Project will improve customer experience while advancing Massport's goals of reducing vehicle miles traveled (VMT), easing regional traffic congestion, and lowering parking demand at Logan Airport—contributing to reductions in greenhouse gas (GHG) emissions and other air pollutants. Further, it will increase the previous surface area by approximately 4 acres, resulting in a roughly 20 percent reduction in impervious coverage, and incorporate an advanced stormwater management system featuring green infrastructure to improve water quality and reduce runoff. The Project will be designed consistent with Massport's *Sustainability Design Guidelines* issued in January 2025,[1] aligning with the Authority's holistic sustainability and resiliency objectives along with its target of achieving Net Zero by 2031.[2]

[1] Massachusetts Port Authority. *2025 Massport Sustainability Design Guidelines.* Boston: Massachusetts Port Authority, January 2025. https://www.massport.com/environment/sustainability/sustainable-design-and-construction.

[2] Massachusetts Port Authority. *Net Zero by 2031: Roadmap to Net Zero.* Boston: Massachusetts Port Authority. Accessed August 6, 2025. https://www.massport.com/environment/roadmap-to-net-zero.

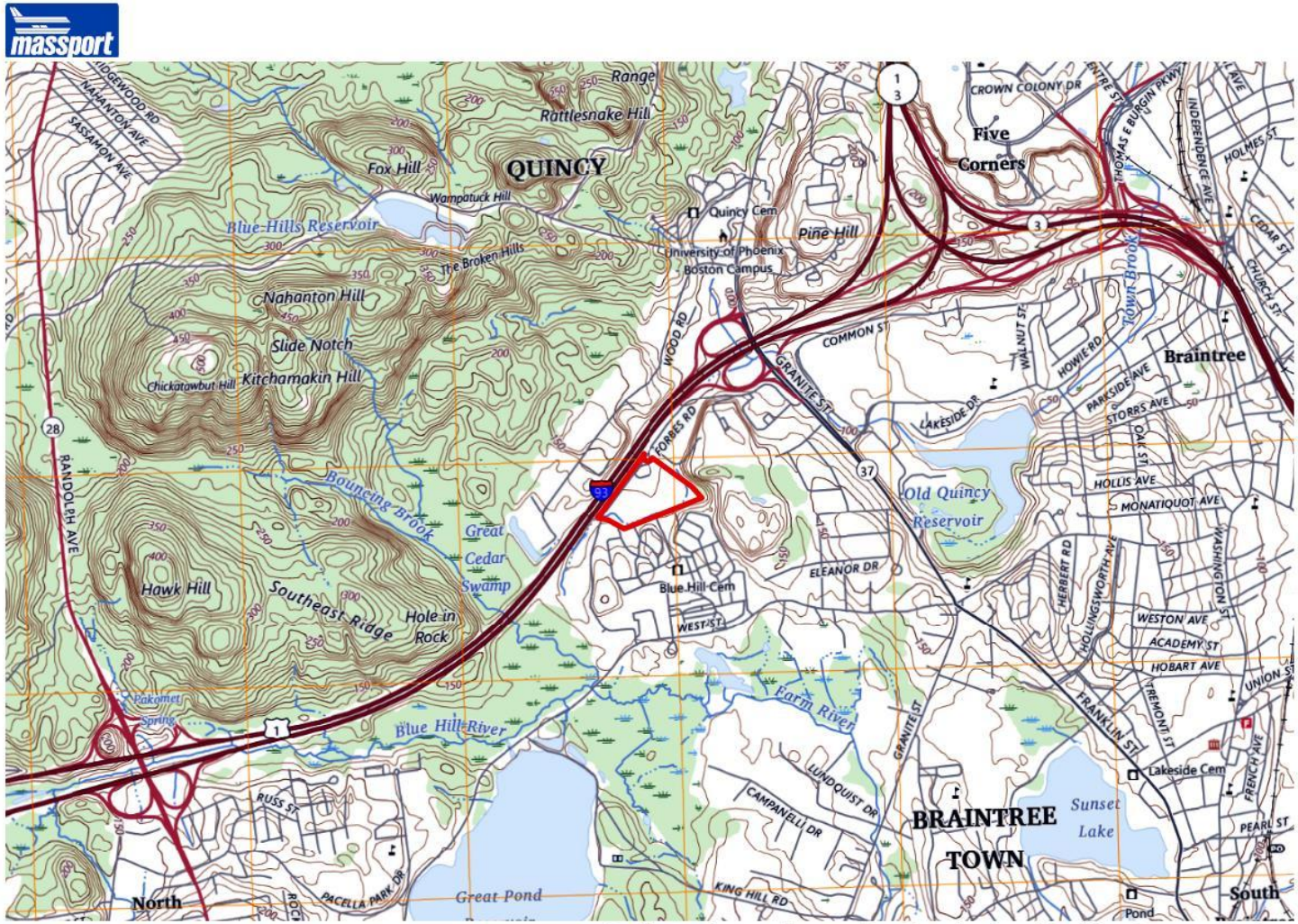

Figure 1.1: Site Locus
Project Site

Braintree Logan Express Bus Terminal and Parking Garages Project

0 500 1000 2000 Feet
Source: USGS Topo (2024)

Figure 1.2: Existing Conditions
Project Site

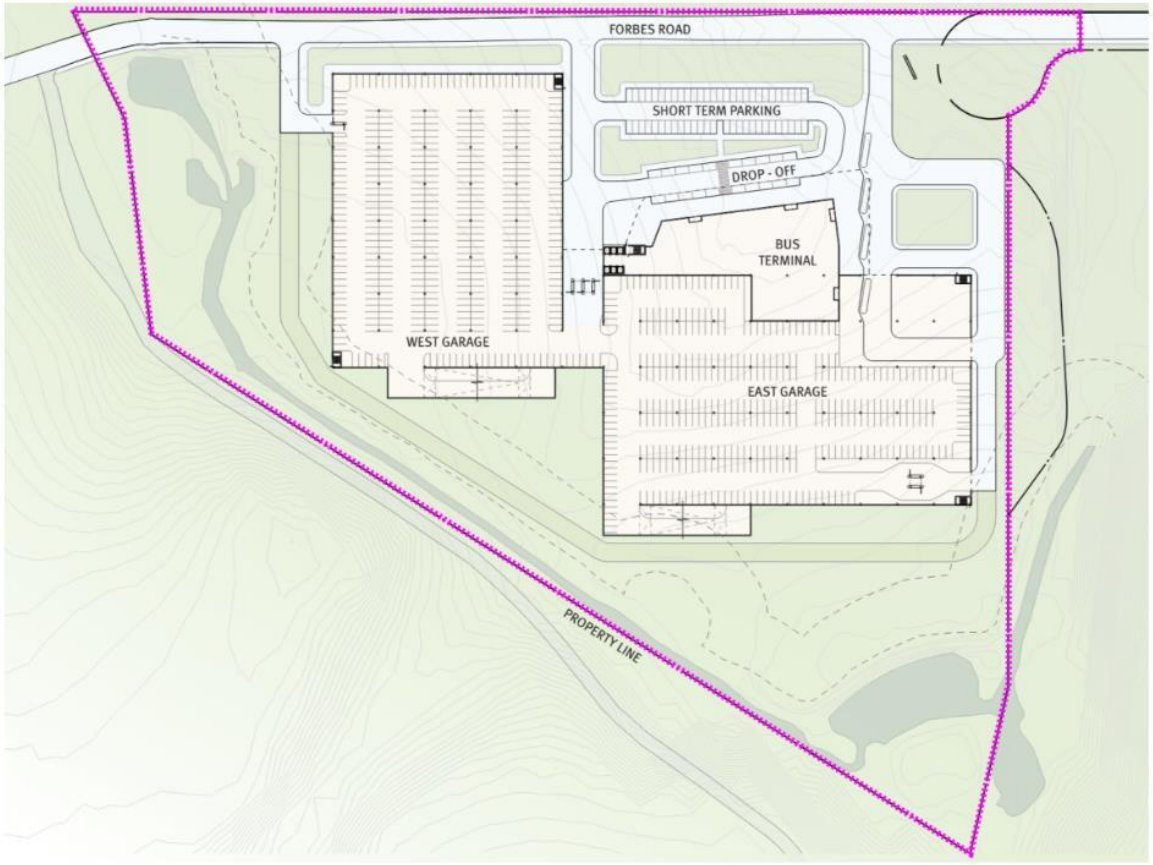

Figure 1.3: Proposed Conditions

Project Site

Braintree Logan Express Bus Terminal and Parking Garages Project

0 50 100 200 Feet

Source: Arrowstreet

2 Alternatives Analysis

2.1 Introduction

This chapter presents a comparative overview of the development alternatives considered for the Project, which include the No-Build, Reduced Build, and Preferred options. Each alternative varies in scope, infrastructure, and environmental performance. The No-Build Alternative serves as a baseline for evaluating potential net new environmental impacts associated with the Build Alternatives.

2.2 Project Goals

Massport has established the following goals to guide the Project:

- **Ensure Adequate Parking Capacity**: Design the Site to meet current and projected parking demand for passengers and staff; and to encourage use of Logan Express Services as a strategy for reducing regional emissions and vehicle miles traveled (CMT).
- **Enhance Passenger Experience**: Prioritize accessibility, comfort, and convenience to encourage increased ridership of Logan Express services.
- **Enable Secure Passenger Services**: Incorporate space and infrastructure to support secure baggage check and passenger check-in facilities.
- **Optimize Site Access and Circulation**: Improve traffic flow and connectivity for buses, automobiles, and pedestrians to enhance safety and efficiency.
- **Strengthen Stormwater Management and Climate Resilience**: Integrate green infrastructure and resilient design strategies to manage runoff and withstand extreme precipitation events.
- **Support the Authority's Goal of Achieving Net Zero Emissions by 2031**: Maximize energy efficiency, integrate onsite renewable energy, and enable electrification of the Logan Express bus fleet as well as passenger and staff vehicles.
- **Preserve Flexibility for Future Mobility Innovations**: Design the Site to accommodate future transportation technologies, such as electric vertical take-off and landing (eVTOL) aircraft.

2.3 Summary of Alternatives

The following sections describe and evaluate the three Project alternatives considered during Project planning and design. **Table 2-1** summarizes the key physical and operational characteristics of the No-Build, Reduced Build, and Preferred Alternatives, providing a side-by-side comparison to support the evaluation of their relative impacts and alignment with Massport's stated Project goals.

Table 2-1 Summary of Alternative Programs

	No-Build	Reduced Build	Preferred
Site Area (acres)	20.3	20.3	20.3
Bus Terminal (sq ft)	5,600	26,400	30,145
Parking Garage (sq ft)	0	211,150[a]	272,805[b]
Parking Garage Levels	0	8	7
Total Parking Spaces	1,892	5,175	5,175
▪ *Short-Term*	*28*	*95*	*75*
▪ *Long-Term Surface*	*1,864*	*810*	*0*
▪ *Long-Term Garage*	*0*	*4,270*	*5,100*

sq ft = square feet

a. All square footage in one large 8-level building

b. Combined square footage within two smaller 7-level buildings

2.3.2 No-Build Alternative

The No-Build Alternative maintains the existing conditions at the Project Site, keeping the existing approximately 5,600-square-foot bus terminal building and 1,892 surface parking spaces, which results in a site that is approximately 73 percent impervious (**Figure 2.1**).

2.3.3 Reduced Build Alternative

The Reduced Build Alternative involves construction of a single, large footprint, 8-level garage on approximately 50 percent of the existing site to provide a total of 5,175 parking spaces. Approximately 16 percent of the long-term spaces would be located within the existing surface parking lot footprint and 84 percent would be housed in the new structure (identified as the "East Garage" on **Figure 2.2**).

A new approximately 26,400-square-foot bus terminal would be integrated into the garage footprint and would accommodate remote check-in and baggage drop services as well as a bus sallyport, which is a controlled entryway used to manage traffic securely by maintaining access control and preventing unauthorized entry or exit. The design places short-term parking and a passenger drop-off area directly adjacent to the bus terminal. The plan includes two entrance driveways from Forbes Road: one for buses and one for passenger vehicles.

In the Reduced Build alternative, the facility would be located within the previously developed portion of the Site, with a slight decrease in impervious cover from 73 percent to 72 percent. A new stormwater

management system would be provided only within the redeveloped portion of the Site. Runoff from the remaining surface parking would continue to sheetflow to the adjacent wetland resource areas.

2.3.4 Preferred Alternative

The Preferred Alternative (the Project) involves construction of two new seven-level parking garages (East and West) to accommodate a total of 5,175 parking spaces. All long-term parking spaces would be housed within the garages (**Figure 2.3**).

A new approximately 30,145-square-foot bus terminal building would be partially integrated into the garage footprint and would accommodate remote check-in and baggage drop services. A bus sallyport would be located within the East Garage. This design also places short-term parking and a passenger drop-off area directly adjacent to the bus terminal. Three entrance drives would be provided from Forbes Road to provide enhanced access control: one for buses, one for passenger vehicles, and one reserved for either employee access or emergency egress (to be determined).

In the Preferred Alternative, the entire facility would be located within the previously developed portion of the Site, and the amount of impervious cover would be significantly reduced from 73 percent to approximately 53 percent. A new stormwater management system compliant with the Massachusetts Stormwater Standards would be provided for the entire Site.

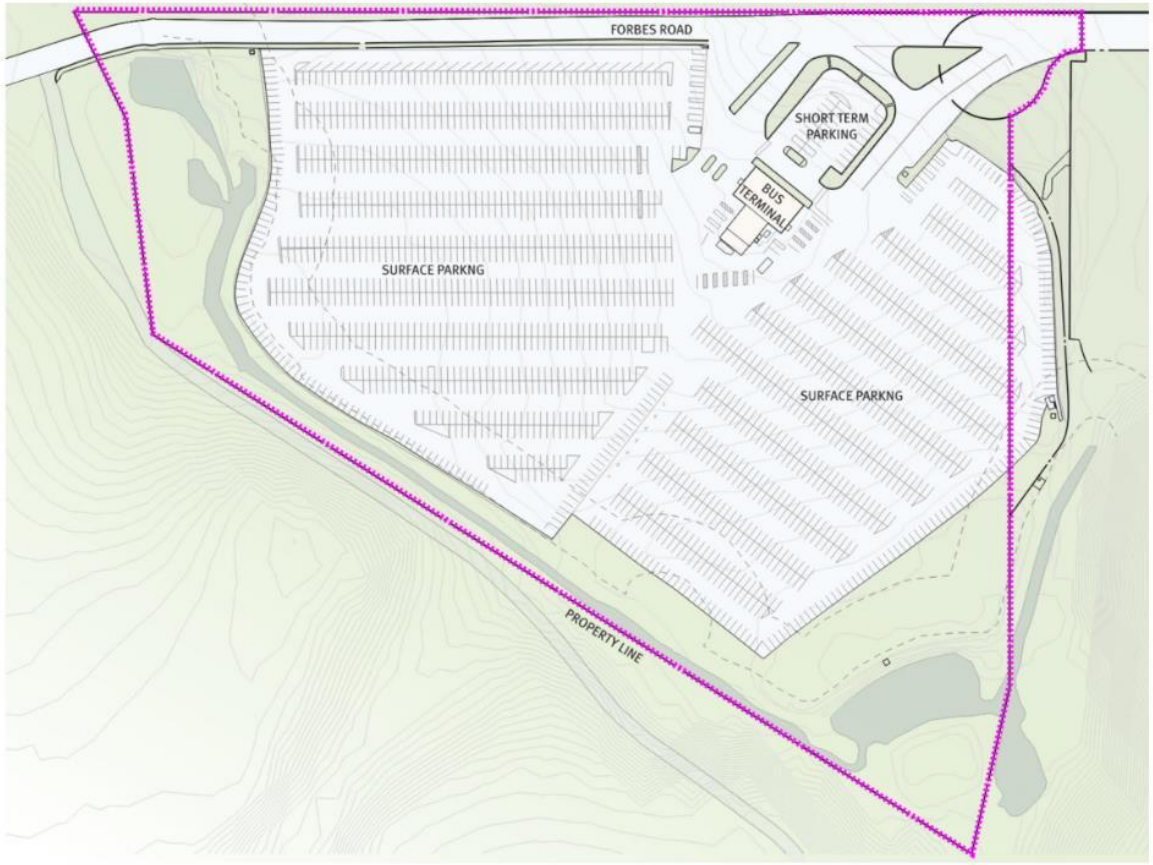

Figure 2.1: No-Build Alternative

Project Site

Braintree Logan Express Bus Terminal and Parking Garages Project

0 50 100 200 Feet

Source: Arrowstreet

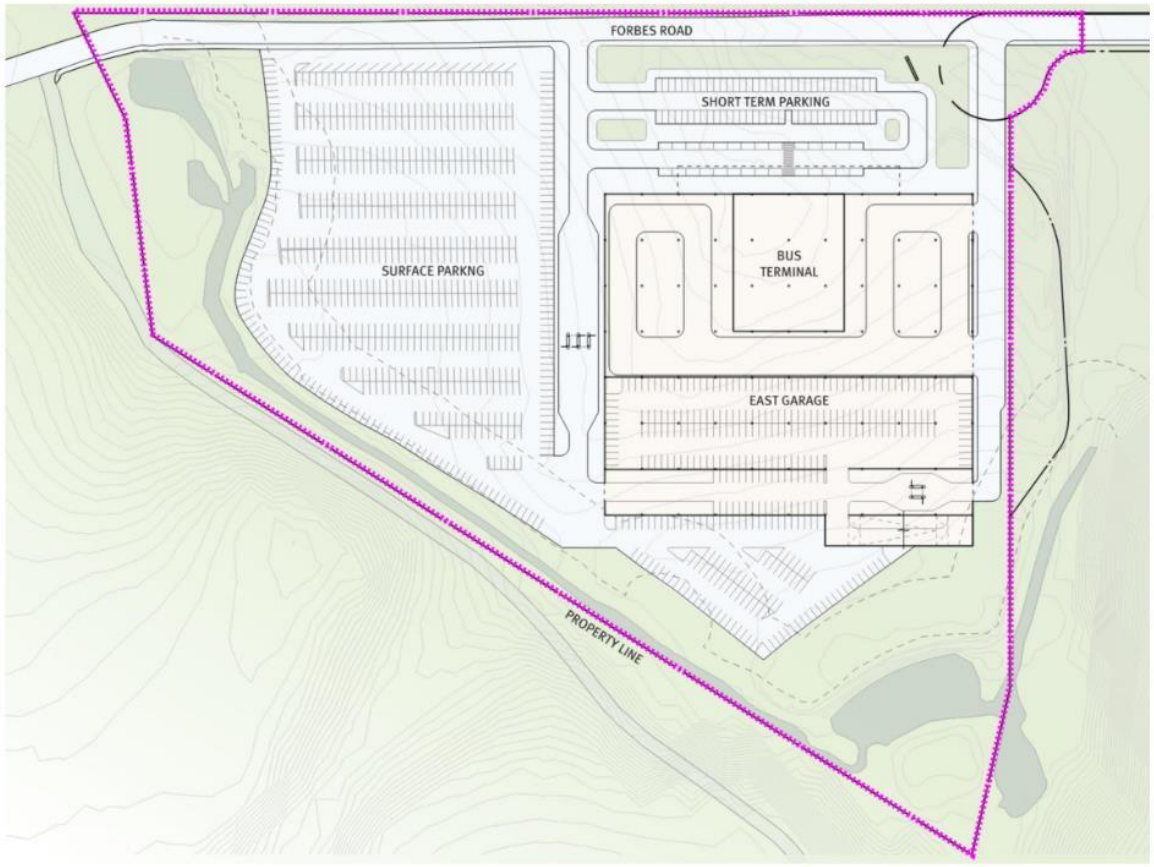

Figure 2.2: Reduced Build Alternative

Project Site

Braintree Logan Express Bus Terminal and Parking Garages Project

0 50 100 200 Feet

Source: Arrowstreet

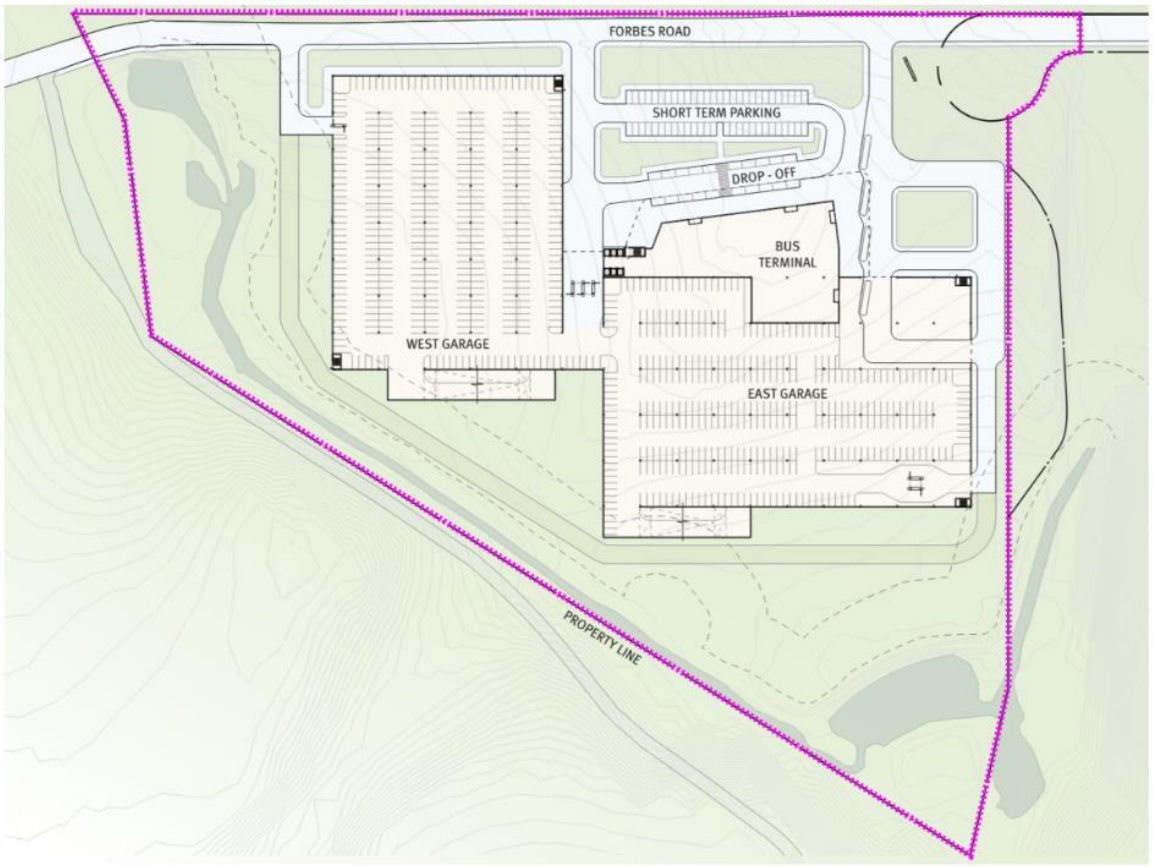

Figure 2.3: Preferred Build Alternative

2.4 Comparison of Environmental Impacts

Using the existing condition as a baseline, **Table 2-2** summarizes the **net new** environmental impacts of the two Build Alternatives relative to the No-Build Alternative. The primary difference in impacts is the significant reduction in impervious area under the Preferred Alternative.

Table 2-2 Comparison of Net New Environmental Impacts

Impact	Reduced Build	Preferred
New Land Alteration (acres)	0	0
New Impervious Area (acres)	-0.16	-4.00
Buffer to Inland Bank (sq ft)	0	+92,425[a]
Average Daily Trips	+3,065	+3,065
Parking Spaces	+3,283	+3,283
Water Use (gpd)	+1,392	+1,392
Wastewater Generation (gpd)	+1,265	+1,265

sq ft=square feet; gpd=gallons per day

a. Work in buffer zone involves restoring 76,195 SF of impervious parking lot to landscaping. The remaining 16,230 SF includes constructing small portions of the proposed building and/or fire lane within existing impervious areas.

2.5 Evaluation of Alternatives

This section qualitatively assesses how well each alternative is expected to achieve the Project goals. **Table 2-3** provides a summary of this evaluation.

Table 2-3 Summary of Alternatives Evaluation

Project Goal*	No-Build	Reduced Build	Preferred
Ensure Adequate Parking Capacity	×	✓✓✓	✓✓✓
Enhance Passenger Experience	×	✓✓	✓✓✓
Enable Secure Passenger Services	×	✓✓✓	✓✓✓
Optimize Site Access and Circulation	×	✓	✓✓✓
Strengthen Stormwater Management and Climate Resilience	×	✓	✓✓✓
Supports Achieving Net Zero Emissions by 2031	×	✓✓	✓✓✓
Preserve Flexibility for Future Mobility Innovations	×	✓✓✓	✓✓✓

× = Does not meet the Project Goal
✓ = Partially meets the Project Goal
✓✓ = Significantly meets the Project Goal
✓✓✓ = Fully meets the Project Goal

2.5.2 No-Build Alternative

The No-Build alternative does not meet any of the Project goals and has been eliminated from further evaluation.

2.5.3 Reduced Build Alternative

The Reduced Build Alternative fully supports several key project goals including: providing adequate parking capacity; enabling secure passenger services through a new bus terminal with space for baggage check and/or remote passenger check-in; and providing flexibility for future mobility innovations, such as accommodating eVTOL facilities. It significantly advances the goal of enhancing the passenger experience by offering accessible, comfortable, and convenient facilities. However, placing the bus loading area within the garage footprint reduces its visibility, which may complicate wayfinding for users. The lack of clear sightlines and direct access from key pedestrian pathways or transit connections may also diminish the overall sense of ease and efficiency that the new facility aims to provide. This Alternative also relegates more users to outdoor parking, where they and their vehicles are exposed to the elements, thereby not fully achieving this goal.

This alternative also strongly supports Massport's sustainability goals by following Massport's *Sustainability Design Guidelines* issued in January 2025, aligning with the Authority's goal of achieving Net Zero by 2031. However, it does not extend electric vehicle (EV) readiness to the 810 long-term surface parking spaces due to infrastructure limitations and cost constraints associated with retrofitting surface lots for EV charging at this scale.

Vehicular access and circulation are partially improved, as the design includes only two access points instead of three. This results in less separation between user groups compared to the Preferred Alternative, which can lead to increased congestion and potential conflicts at key entry and exit locations. The reduced number of access points may also limit operational flexibility, especially during peak facility times, and could affect overall traffic flow efficiency compared to the Preferred Alternative.

Finally, the Reduced Build Alternative partially meets the goal of strengthening stormwater management and resilience. It includes a new stormwater system, but it only covers approximately 50 percent of the existing site (i.e., the redevelopment area). This results in a much smaller reduction in impervious cover compared to the Preferred Alternative, which in turn limits the site's overall capacity to effectively manage stormwater runoff. Consequently, the Reduced Build Alternative offers fewer resilience benefits, including diminished potential for flood mitigation, groundwater recharge, and long-term adaptability to climate-related impacts such as increased precipitation and extreme weather events.

2.5.4 Preferred Alternative

The Preferred Alternative fully meets all project goals and has been selected to advance through design. The design maximizes passenger experience through a clearly separated terminal building that features state-of-the-art secure passenger services, along with optimized site access and circulation that enhances ease of movement for all users.

A comprehensive new stormwater management system will benefit the entire Site, enhancing runoff control and climate resilience. Additionally, the Project will adhere to Massport's *Sustainability Design Guidelines* issued in January 2025, aligning with the Authority's commitment to achieving Net Zero emissions by 2031. For the terminal building, Massport is committing to incorporating air source heat pumps for space heating, limiting the glazed wall system to less than 50 percent of the total façade area, and complying with the requirements of Option 8 for reduced air infiltration as specified in Section C406.9 of 225 CMR 23.00, which forms the basis of the Massachusetts Stretch Energy Code for commercial buildings. Water heating for the new bus terminal will also be all-electric, though Massport is currently evaluating the feasibility of using heat pump water heaters, given the facility's relatively low hot water demand. Finally, every long-term parking space will be EV-ready, supporting the transition to EVs and reinforcing Massport's broader sustainability objectives.

The design significantly improves vehicular access and circulation by including three access points. This creates better separation between user groups compared to the Reduced Build Alternative, which can ease congestion and limit potential conflicts at key entry and exit locations. The increased number of access points also provides operational flexibility, especially during peak facility times.

3 Environmental Justice and Public Health

3.1 Introduction

This chapter provides a summary of environmental justice (EJ) populations within the Designated Geographic Area (DGA) of 1 mile around the Project Site. It provides an analysis of potential environmental and public health impacts on EJ populations anticipated as a result of the Project, and describes measures taken or planned by Massport to engage surrounding EJ populations.

3.2 Regulatory Context and Compliance

In compliance with the *Environmental Justice Policy of the Executive Office Of Energy and Environmental Affairs* (the EJ Policy), and the *MEPA Interim Protocol for Analysis of Project Impacts on Environmental Justice Populations* and *MEPA Public Involvement Protocol for Environmental Justice Populations* (the EJ Protocols), the Environmental Notification Form (ENF) must indicate whether any EJ population located within 1 mile of the Project Site are reasonably likely to be adversely impacted by the Project.

The Executive Office of Energy and Environmental Affairs (EEA) defines EJ as "equal protection and meaningful involvement of all people with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies and the equitable distribution of environmental benefits."[1] The EJ Policy builds upon the now rescinded Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," which directed federal agencies to make achieving EJ part of their mission. Specifically, agencies were required to identify and address, to the greatest extent practicable and permitted by law, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The order also emphasized public participation, accountability, and the involvement of affected communities in the decision-making process.

Following the EJ Policy, Massport consulted EEA's Massachusetts 2020 Environmental Justice Populations Map (the EJ Maps Viewer) to identify EJ populations within a 1- and 5-mile radius. The EJ

[1] Executive Office of Energy and Environmental Affairs, *Environmental Justice Policy*, Commonwealth of Massachusetts, accessed August 6, 2025, https://eeaonline.eea.state.ma.us/eea/emepa/environmentaljusticepolicy.aspx.

Maps Viewer derives its data from the 2020 U.S. Census (for EJ block groups) and 2015 American Community Survey 5-Year Estimates (for English isolation criteria).

EJ Populations in Massachusetts are defined as:

A. A neighborhood that meets one or more of the following criteria:

   i. The annual median household income is not more than 65 percent of the statewide annual median household income; or

   ii. Minorities comprise 40 percent or more of the population; or

   iii. 25 percent or more of households lack English language proficiency; or

   iv. Minorities comprise 25 percent or more of the population and the annual median household income of the municipality in which the neighborhood is located does not exceed 150 percent of the statewide annual median household income; or

B. A geographic portion of a neighborhood designated by the Secretary as an EJ population in accordance with law.[2]

The Massachusetts Department of Public Health's (DPH's) EJ Screening Tool[3] was consulted to identify the Vulnerable Health EJ Criteria and potential pollution sources within the DGA. Additionally, the United States Environmental Protection Agency's (U.S. EPA's) EJScreen tool was used for assessing environmental indicators.[4] These tools support the identification of existing environmental burdens and associated public health impacts on both EJ and non-EJ populations. The DPH's EJ Screening Tool incorporates State-defined criteria related to demographic vulnerability and health outcomes to facilitate inclusive community planning and environmental health assessments.

3.3 Identification of Environmental Justice Populations

The Project Site is an approximately 20-acre parcel located at 262 Forbes Road (Parcel ID #2053C-0-1L), Braintree, MA. The Project Site is east of Interstate 93 and north of Blue Hill Cemetery. The Project is not expected to exceed MEPA Review Thresholds related to air quality and is not expected to generate 150 or more average daily trips of diesel trucks over a year. Therefore, the DGA for evaluating EJ impacts related to the Project is defined as a 1-mile radius surrounding the Project Site. Characteristics of EJ populations within 5 miles of the Project Site are also provided below, as required by the MEPA Public Involvement Protocol for EJ Populations.

Refer to **Figure 3.1** for a map showing EJ populations in the vicinity of the Project.

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2 Executive Office of Energy and Environmental Affairs. *Environmental Justice Populations in Massachusetts.* Commonwealth of Massachusetts. https://www.mass.gov/info-details/environmental-justice-populations-in-massachusetts. Accessed August 6, 2025.

3 Massachusetts Department of Public Health. *Environmental Justice and Vulnerable Health Data.* Accessed August 6, 2025. https://matracking.ehs.state.ma.us/Environmental-Data/ej-vulnerable-health/environmental-justice.html.

4 The United States Environmental Protection Agency removed its EJScreen tool from its website in February 2025. In lieu of the official tool, an unofficial copy of EJScreen hosted by the Public Environmental Data Partners was utilized. This tool can be accessed here: https://pedp-ejscreen.azurewebsites.net/.

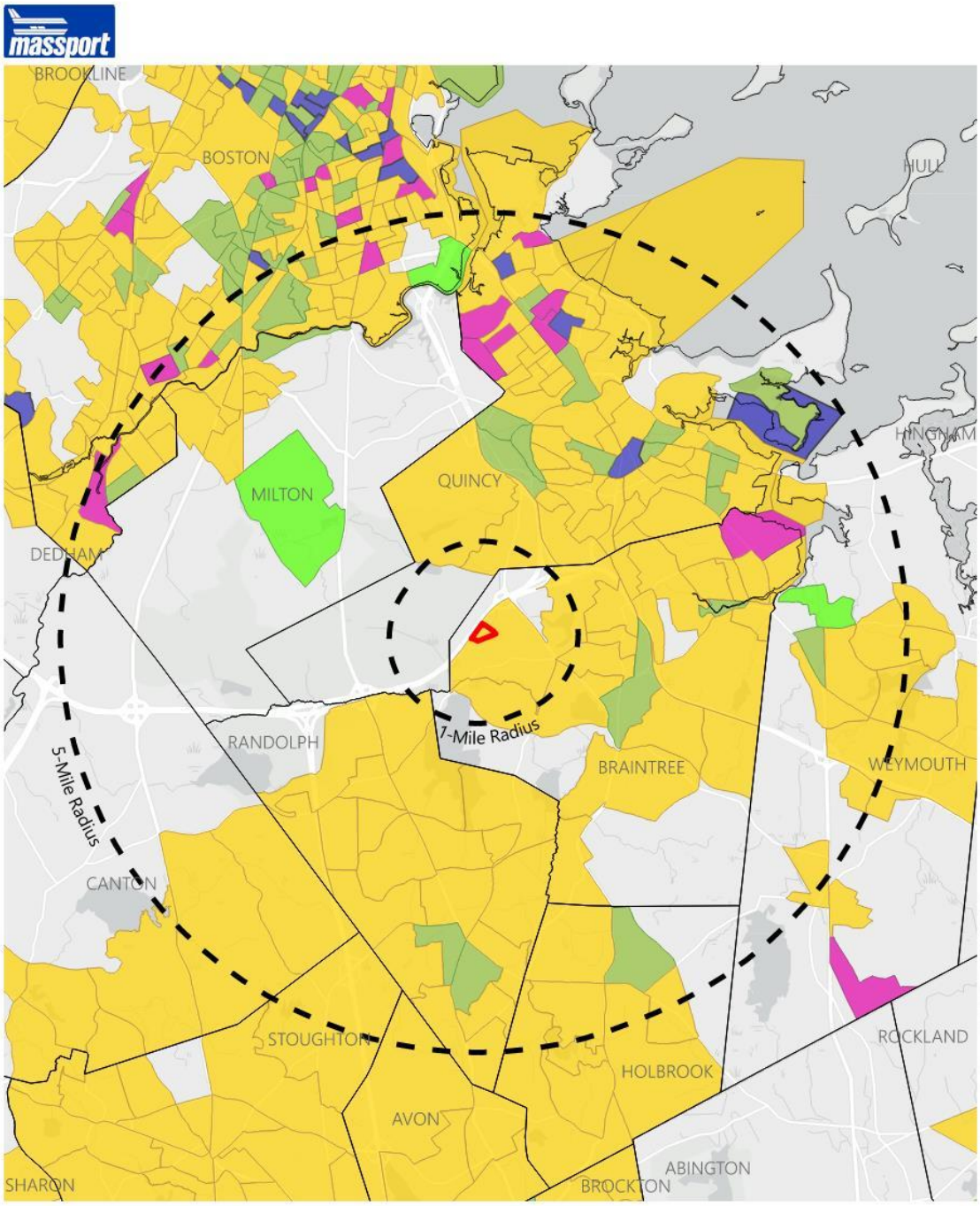


Figure 3.1: Environmental Justice Communities

Braintree Logan Express Bus Terminal and Parking Garages Project

3.3.1 Characteristics of EJ Populations within 1-Mile of the Project Site

Within a 1-mile radius of the Project Site, six census tracts are identified as EJ populations with the following criteria:

- Minority – the block group minority population is greater than or equal to 40 percent, or the block group minority population is greater than or equal to 25 percent and the median household income of the municipality and the block group is in is less than 150 percent of the Massachusetts median household income.

3.3.2 Characteristics of EJ Populations within 5-Mile of the Project Site

Within the 5-mile radius of the Project Site, 201 census tracts are identified as EJ populations with the following criteria, as well as the EJ criteria presented above within 1 mile:

- Income – at least 25 percent of households have a median household income 65 percent or less than the state median household income;
- Minority and Income – a population that meets both the "Minority" and "Income" criteria defined above;
- Minority and English Isolation – a population where 25 percent or more households do not include anyone older than 14 who speaks English very well, and which also meets the "Minority" criterion above; and
- Minority, Income, and English Isolation – a population that simultaneously meets the "Minority," "Income," and "English Isolation" criteria.

Refer to **Appendix D** for the EJ populations within a 1-mile and 5-mile radius of the Project Site.

3.3.3 MEPA Language Criteria

According to the "Languages Spoken in Massachusetts" tab of MEPA's EJ Maps Viewer, there are two census tracts within a 1-mile radius of the Project Site where at least 5 percent of Limited English Proficiency (LEP) populations speak another language, which in both cases is Chinese (6.2% in Tract 4182 in Quincy and 6.2% in Tract 4180.03 in Quincy).

The MEPA EJ Screening Form was translated into Chinese and distributed to the EJ Community-Based Organization (CBO) list and other interested parties on July 14, 2025. Massport will provide oral interpretation upon request at the MEPA Site Consultation public meeting and any subsequent public/community meetings held during the MEPA review process to ensure meaningful community engagement.

3.4 Assessment of Existing Public Health Conditions

This section addresses vulnerable health criteria, potential sources of pollution, and climate change vulnerability to help assess whether an existing unfair or inequitable environmental burden related to

public health consequences has been placed upon the above-listed EJ communities, as compared to the general population, within one mile of the Project Site.

3.4.1 Vulnerable Health Criteria

To understand potential health vulnerabilities faced by EJ populations within the DGA, Vulnerable Health EJ Criteria, as defined by the DPH EJ Screening Tool, were identified within the Town of Braintree. The DPH EJ Screening Tool provides data and indicators at the community level, defined as municipalities. These Vulnerable Health EJ Criteria include four environmentally related health indicators used to identify populations with higher-than-average rates of environmentally linked health outcomes, such as heart attacks, childhood lead exposure, low birth weight, and childhood asthma. This information supports inclusive community planning and helps assess potential public health impacts on EJ populations.

- Heart Attack: Evaluated as the 5-year average age-adjusted hospitalization rate for heart attacks among people aged 35 and older, at or above 110% of the statewide rate. Residence location is used rather than the incident location. This criterion reflects the increased risk of heart disease linked to air pollution exposure, including particulate matter.
- Childhood Blood Lead: Measured as the 5-year average prevalence of elevated blood lead levels in children, equal to or exceeding 110 percent of the statewide average. Lead exposure disproportionately affects EJ communities through sources such as soil, drinking water, housing, and household products. Even low-level exposures can result in severe, irreversible health impacts on children.
- Low Birth Weight: Defined as the 5-year average rate of low birth weight (<5.5 pounds) among full-term singleton births reaching or exceeding 110 percent of the statewide rate. This indicator is tied to increased environmental contaminant exposures that heighten risks for low birth weight and other birth defects, with higher impacts on women of color and low-income women.
- Childhood Asthma: Based on the 5-year average rate of emergency department visits for childhood asthma at or above 110 percent of the statewide rate. EJ populations face elevated asthma risks due to greater exposure to triggers like air pollution, compounded by limited access to healthcare resources.

The DPH EJ Screening Tool indicates that the City of Braintree does not meet the Vulnerable Health EJ criteria for heart attack, childhood blood lead, low birth weight, or childhood asthma at the municipality level.

Census-tract-level data is available on the DPH EJ Screening Tool only for childhood blood lead and low birth weight indicators. Within the DGA, no census tract exceeds 110 percent of the statewide prevalence of elevated childhood blood lead levels. However, four census tracts (4201.00, 4182.00, 4180.03, and 4198.00) exceed 110 percent of the statewide rate for low birth weight and contain EJ block groups. The census tract 4191.00, where the Project Site is located, does not meet either of these two criteria but does include EJ block groups.

3.4.2 Potential Pollution Sources and Environmental Exposure

This analysis used the DPH EJ Screening Tool and the U.S. EPA's EJ Screen tool to identify potential sources of pollution that may have impacted, or may currently impact, EJ populations within the DGA.

3.4.2.1 DPH EJ Screening Tool

Table 3-1 identifies sites within the DGA with routine activities or incidents that have been correlated with the potential for contributing to existing environmental burdens and related health consequences. This assessment cannot determine which of these facilities may or may not be specific contributors to the existing health or environmental burdens experienced by populations within the DGA.

Table 3-1 Potential Sources of Pollution within the DGA (DPH EJ Screening Tool)

DPH Classification Category	Potential Sources Descriptions	Potential Pollution
Housing Built Before 1978 (Census Tract)	The average percentage of housing built before 1978 in the five census tracts identified within the DGA is **67.6%**.	Lead
Home Owners' Loan Corporation Risk	**None**	General Environmental and Public Health Concerns
MassDEP Major Air and Waste Facilities	**Nine** Large Quantity Generators; **Two** Large Quantity Toxic Users are identified with DGA.	Air; Waste
M.G.L. C. 21E Sites	**One** 21E Site	Soil; Water
"Tier II" Toxics Use Reporting Facilities	**Five** Tier II Facilities	Air; Water; Chemical
MassDEP Sites with Activity and Use Limitations (AULs)	**Five** Sites with AULs	Soil; Water
MassDEP Groundwater Discharge Permits	**None**	Water
MassDEP Public Water Suppliers	**None**	Water
Wastewater Treatment Plants	**One** Wastewater Treatment Plant	Water
Underground Storage Tanks (UST)	**Six** USTs	Soil, Water
EPA Facilities-Toxics Release Inventory Sites	**Four** Toxics Release Inventory Sites; **No** Superfund Sites.	Air, Water, Chemical and Toxic
Federal Flood Hazards and Sea Level Rise	**One** Dam; **18.4%** land in Flood Zone (average value); FEMA Flood **Zone X, A, and AE** present.	Flooding
Climate Rainfall Predictions	Avg. **8.4-10.1** days rain over 1-in from 2030-2080	Runoff, Water Quality
Climate Temperature Predictions	Avg. **19.5-36.8** days temperature over 90 degrees from 2030-2080	Energy Use, Air
Municipal Buildings and Healthcare Facilities	**One** Long-term Care Residence; **One** School.	General Environmental and Public Health Concerns

Table 3-1 Potential Sources of Pollution within the DGA (DPH EJ Screening Tool) (Continued)

DPH Classification Category	Potential Sources Descriptions	Potential Pollution
Road Infrastructure	**Eight** MassDOT Roads (Southbound and Northbound Routes 1, 1A, 93, and 37)	Air, Waste, Noise
MBTA Bus and Rapid Transit	**One** Bus Shelter; **18** Bus Stops; **12** Bus Routes (Inbound and Outbound Routes 236, 238, and 240)	Air, Waste, Noise
Other Transportation Infrastructure	**None**	Air, Waste, Noise
Regional Transit Agencies (RTA)	**One** RTA Stop – the Project Site **Two** RTA Bus Routes – to and from the Project Site	Air, Waste, Noise
Energy Generation and Supply	**None**	Energy Use, Air

3.4.2.2 EJScreen Tool

This analysis also consulted the U.S. EPA's EJScreen tool, which provides a percentile ranking by census block group compared against statewide averages for 13 environmental indicators. The results from the EJScreen tool, as shown in **Table 3-2**, indicate the following for the DGA:

Table 3-2 Potential Sources of Pollution within the DGA (EJScreen)

Environmental Justice Indexes	Value	State Average	Percentage in State
Particulate Matter ($PM_{2.5}$ in ug/m^3)	6.49	6.52	44
Ozone (ppb)	56.8	56.7	58
Nitrogen Dioxide (NO_2)	8.3	8.8	48
Diesel Particulate Matter (ug/m^3)	0.169	0.176	58
Toxic Releases to Air	3,800	2,800	76
Traffic Proximity and Volume (daily traffic count/distance to road)	7,700,000	6,100,000	71
Lead Paint Indicator (% pre-1960s housing)	0.65	0.51	64
Superfund Proximity (site count/km distance)	0.38	0.34	79
Risk Management Plan (RMP) Facility Proximity (facility count/km distance)	0.19	0.37	49
Hazardous Waste Proximity (facility count/km distance)	7.7	11.2	60
Underground Storage Tanks (UST) indicator	2.4	3.3	57
Wastewater Discharge Indicator (toxicity-weighted concentration/distance)	36	760	54
Drinking Water Non-Compliance	2	3.17	70

The 80th percentile is normally identified as the initial starting point for an early application of EJScreen. Based on the above results, there are no environmental indicators at or above the 80th percentile.

Therefore, none of them serve as a potential (though not definitive) indicator of "unfair or inequitable" environmental burden impacting EJ populations within the DGA.

Refer to **Appendix D** for the EJScreen output summarizing environmental information for populations within a 1-mile radius of the Project Site.

3.4.3 Climate Change Vulnerability

The Resilient Massachusetts Action Team (RMAT) Climate Resilience Design Standards Tool indicates that the Project Site received no exposure to impacts of sea level rise/storm surge, moderate exposure to impacts of extreme precipitation-riverine flooding, and high exposure to impacts of extreme precipitation–stormwater flooding and extreme heat. **Table 3-3** summarizes the potential reasons leading to exposure from extreme climate events, according to the RMAT Tool report (**Appendix C**).

Table 3-3 RMAT Report Results

Sea level rise/storm surge (No exposure)
▪ Not located within the predicted mean high water shoreline by 2030
▪ No historic coastal flooding at project site
▪ Not located within the Massachusetts Coast Flood Risk Model (MC-FRM)
Extreme precipitation-stormwater flooding (High exposure)
▪ Maximum annual daily rainfall exceeds 10 inches within the overall project's useful life
▪ Existing impervious area of the project site is greater than 50%
▪ No historic flooding at project site
▪ No increase to impervious area
Extreme precipitation-riverine flooding (Moderate exposure)
▪ Part of the project is within 100ft of a waterbody
▪ No historic riverine flooding at project site
▪ The project is not within a mapped FEMA floodplain [outside of the Massachusetts Coast Flood Risk Model (MC-FRM)]
▪ Project is not likely susceptible to riverine erosion
Extreme heat (High exposure)
▪ 30+ days increase in days over 90 deg. F within project's useful life
▪ Existing impervious area of the project site is greater than 50%
▪ Located within 100 ft of existing water body
▪ No increase to the impervious area of the project site
▪ No tree removal

3.4.4 Concerns Expressed During the Outreach Process

Prior to the ENF filing, no community concerns were expressed regarding the Project. Massport will continue public involvement and outreach efforts and address any concerns that may arise.

3.5 Analysis of Impacts to Determine Disproportionate Adverse Effects

3.5.1 Potential Impacts on Environment and Public Health and Anticipated Mitigation

The Project is not anticipated to result in any significant adverse environmental impacts. Potential short-term impacts associated with construction activities are expected to be limited in scope and duration and are not anticipated to affect residential areas within designated EJ communities. Furthermore, any such temporary impacts will be appropriately mitigated through the implementation of best management practices and adherence to applicable regulatory requirements.

3.5.2 Project Benefits

The Project is expected to provide several environmental and transportation benefits. It will help ease traffic congestion on regional roadways and in the vicinity of Logan Airport by reducing the number of individual car trips, thereby improving travel times and minimizing disruption to surrounding neighborhoods. By decreasing vehicle miles traveled (VMT) and reducing vehicle idling, the Project will contribute to improved air quality. These reductions in VMT and emissions also support statewide efforts to lower greenhouse gas (GHG) emissions and mitigate the impacts of climate change.

Enhanced service at Logan Express in Braintree supports Massport's comprehensive high-occupancy vehicle (HOV) strategy, as outlined in the *2022 Environmental Status and Planning Report*[5], by directly advancing goals to increase the HOV mode share to and from Logan Airport. Massport's HOV strategy at Logan Airport consists of:

- **Logan Express:** Direct, high-frequency bus service from Back Bay, Braintree, Danvers, Framingham, and Woburn to Logan Airport;
- **Transit Coordination:** Collaboration with the MBTA and private bus carriers to improve airport access, including connections via the Silver Line SL1 and Blue Line;
- **On-Airport Parking (within Freeze Limits):** Helps reduce vehicle trips by encouraging parking over pick-up/drop-off activity;
- **Rideshare Management:** Designated zones for Uber and Lyft to streamline traffic flow and reduce congestion;
- **Roadway Improvements:** Infrastructure upgrades that prioritize HOVs and transit vehicles;
- **Employee Transportation:** Programs offering subsidized MBTA passes, carpool and vanpool incentives, and dedicated shuttle services; and
- **Net Zero Planning:** Integration of zero-emission vehicles, including the use of renewable diesel and fleet electrification.

The Project will remove approximately 4 acres of impervious surface, replacing it with green space to help cool urban heat islands, expand open space buffers around wetland resource areas to protect water

[5] Massport. 2022 Boston Logan International Airport Environmental Status and Planning Report. 2022-Boston-Logan-Airport-ESPR.pdf. Accessed on 8/13/25.

quality and enhance flood resilience, infiltrate stormwater, increase tree canopy coverage, and provide air-conditioned facilities for users. The Project will include a newly designed stormwater management system that complies with the Massachusetts Stormwater Standards. The Project will introduce two large-scale vegetated stormwater treatment areas (such as bioretention basins or surface infiltration basins) along the perimeter of the parking lot to provide water quality treatment prior to discharge. In addition, localized green infrastructure – including infiltration trenches and small bioretention areas – will be integrated into drop-off islands and around the garage perimeter.

Additionally, the Project enhances access to a cost-effective and reliable alternative to driving and parking at Logan Airport, improving overall transportation equity and convenience for travelers. These benefits will accrue to both EJ and non-EJ populations throughout the region.

3.5.1 MEPA GHG Emissions Assessment

The Project will result in the construction of two naturally ventilated multi-level garages and a space-conditioned terminal building. Given that the Project exceeds a mandatory Environmental Impact Report (EIR) threshold, a stationary source GHG will be required for the Draft Environmental Impact Report (DEIR) filing per the MEPA GHG Policy.

Prior to the filing of this ENF, Massport coordinated with the Massachusetts Department of Energy Resources (DOER) to determine its preferred energy efficiency measures. In alignment with recent comment letters, the DOER provided the following list:

- Air source heat pump space heating;
- Air source heat pump water heating;
- Glazed wall system area that is less than 50 percent of the total area; and
- Commitment to the C406.9 code option requiring reduced air infiltration.

After reviewing the requested measures, Massport has determined that the Project can commit to incorporating air source heat pumps for space heating, limiting the glazed wall system to less than 50 percent of the total façade area, and complying with the requirements of code option C406.9.

At this stage of design, Massport is unable to commit to the use of air source heat pump technology for domestic water heating pending further evaluation. The anticipated domestic hot water demand in the terminal building is expected to be minimal, limited primarily to a small number of sinks. Massport has found that point-of-use instant water heaters can be similarly efficient to air source heat pump storage tank heaters in these instances, with lower costs and reduced infrastructure requirements.

3.6 Enhanced Public Involvement

Massport has a strong track record of community engagement and inclusion, which will continue throughout the Project's public review and MEPA processes. This includes assessing potential impacts, participating in public meetings, and engaging with surrounding EJ populations. Massport will provide translation and interpretation services upon request and maintain ongoing outreach to key stakeholders and community groups to ensure an inclusive and effective engagement process.

3.6.1 Prior to the ENF Filing

As per the requirements stated under Section II of the MEPA Public Involvement Protocol for EJ Populations, "Measures to Enhance Public Involvement Prior to Filing ENF/EENF," Massport has made a meaningful effort to engage with stakeholders before this filing. This has included meetings with State Senator William J. Driscoll, Jr., who represents the Norfolk, Bristol, and Plymouth District encompassing the Project Site, on May 22, 2025, and with Braintree Mayor Erin V. Joyce on June 9, 2025. The purpose of these meetings was to share information about the Project and discuss its purpose, need, and benefits.

Massport held a pre-filing meeting with the MEPA Office on June 25, 2025. During this meeting, Massport and MEPA staff discussed the requirement to comply with the MEPA Public Involvement Protocol for EJ Populations, given that the Project Site is located within 1 mile of an EJ population. Massport also provided an overview of the pre-filing public outreach conducted to date.

In accordance with MEPA's Public Involvement Protocol for EJ Populations, Massport provided at least 45 days' advance notice to MEPA-identified CBOs and other interested parties by distributing the MEPA EJ Screening Form, which summarizes key Project details. The form was translated into Chinese and distributed on July 14, 2025.

3.6.2 Public Involvement After ENF Filing

Following the filing of this ENF, Massport will hold a public site consultation to present the Project to the MEPA Office, state agencies, and the public. This presentation will allow attendees to ask questions and speak directly with Massport to learn more about the Project and how impacts will be addressed. Additionally, Massport will invite state, tribal, and local community groups to participate in the virtual site consultation.

Appendix A – Distribution List

Distribution List

The ENF will be circulated and distributed in accordance with 301 CMR 11.16 (2). This distribution list also includes representatives of governmental agencies and community groups. The 'N' indicates Massport mailed a notice of availability. The 'E' indicates Massport emailed an electronic link to the ENF. The 'P' indicates Massport mailed a printed copy of the ENF.

This ENF is available on Massport's website (https://www.massport.com/environment/project-environmental-filings/boston-logan). Printed copies of the ENF may be requested from Brad Washburn, telephone (617) 568-3546, email: bwashburn@massport.com. Printed copies are available for review at the Thayer Public Library in Braintree.

Library
P Thayer Public Library 798 Washington St Braintree, MA 02184

State and Regional Agencies			
E Massachusetts Environmental Policy Act (MEPA) Office 100 Cambridge Street, Suite 900 Boston, MA 02114 MEPA@mass.gov	E Massachusetts Department of Environmental Protection, Commissioner's Office One Winter Street Boston, MA 02108 helena.boccadoro@mass.gov	E Massachusetts Department of Environmental Protection, SERO Attn: MEPA Coordinator 20 Riverside Drive Lakeville, MA 02347 george.zoto@mass.gov jonathan.hobill@mass.gov	E Massachusetts Department of Transportation - Boston Public/Private Development Unit 10 Park Plaza, Suite 4150 Boston, MA 02116 MassDOTPPDU@dot.state.ma.us
E Massachusetts Department of Transportation, District #6 Attn: MEPA Coordinator 185 Kneeland Street Boston, MA 02111 michael.garrity@dot.state.ma.us	P Massachusetts Historical Commission 220 Morrissey Boulevard Boston, MA 02125	E Metropolitan Area Planning Council 60 Temple Place Boston, MA 02111 mpillsbury@mapc.org afelix@mapc.org	E MEPA Office Attn: EEA EJ Director 100 Cambridge Street, Suite 900 Boston, MA 02144 MEPA-EJ@mass.gov

E Energy Facilities Siting Board Attn: MEPA Coordinator 1 South Station, 3rd Floor Boston, MA 02110 andrew.greene@mass.gov yonathan.mengesha@mass.gov	E Massachusetts Department of Energy Resources Attn: MEPA Coordinator 100 Cambridge Street, 9th floor Boston, MA 02114 paul.ormond@mass.gov	E Massachusetts Water Resource Authority Attn: MEPA Coordinator 33 Tafts Avenue Deer Island Boston, MA 02128 Hillary.Monahan@mwra.com	E Coastal Zone Management Attn: Project Review Coordinator 100 Cambridge Street, Suite 900 Boston, MA 02144 sean.duffy@mass.gov patrice.bordonaro@mass.gov
E DMF – North Shore Attn: Environmental Reviewer 30 Emerson Avenue Gloucester, MA 01930 DMF.EnvReview-North@mass.gov	E DMF – South Shore Attn: Environmental Reviewer 836 South Rodney French Blvd New Bedford, MA, 02744 DMF.EnvReview-South@mass.gov	E Department of Agricultural Resources Attn: MEPA Coordinator 138 Memorial Avenue, Suite 42 West Springfield, MA 01089 barbara.hopson@mass.gov	E Natural Heritage and Endangered Species Program Division of Fisheries & Wildlife 1 Rabbit Hill Road Westborough, MA 01581 melany.cheeseman@mass.gov emily.holt@mass.gov
E DCR Attn: MEPA Coordinator 251 Causeway St. Suite 600 Boston MA 02114 andy.backman@mass.gov	E Department of Public Health Director of Environmental Health 250 Washington Street Boston, MA 02115 dphtoxicology@massmail.state.ma.us	E Massachusetts Bay Transit Authority Attn: MEPA Coordinator 10 Park Plaza, 6th Fl. Boston, MA 02116-3966 MEPAcoordinator@mbta.com jblankenship@mbta.com	P Richard Davey Chief Executive Officer Massachusetts Port Authority One Harborside Drive, Suite 200S East Boston, MA 02128-2909
P Patricia Jacobs Chair, Board of Directors Massachusetts Port Authority One Harborside Drive, Suite 200S East Boston, MA 02128-2909	P Sean M. O'Brien Vice Chair, Board of Directors Massachusetts Port Authority One Harborside Drive, Suite 200S East Boston, MA 02128-2909	P Lewis Evangelidis Member, Board of Directors Massachusetts Port Authority One Harborside Drive, Suite 200S East Boston, MA 02128-2909	P Pamela Everhart Member, Board of Directors Massachusetts Port Authority One Harborside Drive, Suite 200S East Boston, MA 02128-2909
P Warren Fields Member, Board of Directors Massachusetts Port Authority One Harborside Drive, Suite 200S East Boston, MA 02128-2909	P John Nucci Member, Board of Directors Massachusetts Port Authority One Harborside Drive, Suite 200S East Boston, MA 02128-2909	P Monica G. Tibbits-Nutt Member, Board of Directors Massachusetts Port Authority One Harborside Drive, Suite 200S East Boston, MA 02128-2909	

Elected Officials and Office Staff			
E William J. Driscoll, Jr State Senator, Norfolk, Plymouth and Bristol william.driscoll@masenate.gov	E John F. Keenan State Senator, Norfolk and Plymouth John.Keenan@masenate.gov	E Bruce J. Ayers State Representative, 1st Norfolk Bruce.Ayers@mahouse.gov	E Tackey Chan State Representative, 2nd Norfolk Tackey.Chan@mahouse.gov
E Mark J. Cusack State Representative, 5th Norfolk Mark.Cusack@mahouse.gov	E Brandy Fluker-Reid State Representative, 12th Suffolk Brandy.FlukerReid@mahouse.gov	E Ronald Mariano Speaker of the House Ronald.Mariano@mahouse.gov	E Richard G. Wells, Jr State Representative, 7th Norfolk Richard.Wells@mahouse.gov
E Brendan P. Crighton Chairman, Joint Committee on Transportation brendan.crighton@masenate.gov	E James Arciero Chairman, Joint Committee on Transportation James.Arciero@mahouse.gov	E Keyana Adarkwah District Senior Representative Congressman Stephen Lynch's Office Repkeyana.adarkwah@mail.house.gov	E Elizabeth Rosario, Deputy State Director Senator Elizabeth Warren's Office Rosario@warren.senate.gov
E Liam Horsman Regional Director Senator Ed Markey's Office liam_horsman@markey.senate.gov	E Monique Vaz Legislative Assistant Congressman Stephen Lynch's Office Monique.vaz@mail.house.gov		
Town of Braintree			
E Braintree Town Council 1 John F. Kennedy Memorial Drive Braintree, MA 02184 towncouncil@braintreema.gov	E Braintree Planning Board 1 John F. Kennedy Memorial Drive Braintree, MA 02184 pmatchak@braintreema.gov	E Braintree Conservation Commission 1 John F. Kennedy Memorial Drive Braintree, MA 02184 pmatchak@braintreema.gov lmorrison@braintreema.gov	E Braintree Board of Health 1 John F. Kennedy Memorial Drive Braintree, MA 02184 mmcgrath@braintreema.gov
E Erin Joyce, Mayor Town of Braintree 1 John F. Kennedy Memorial Drive Braintree, MA 02184 mayorsoffice@braintreema.gov	E Kate Naughton Director of Community Relations Clerk of Braintree 1 John F. Kennedy Memorial Drive Braintree, MA 02184 knaughton@braintreema.gov	E James Casey Town Clerk 1 John F. Kennedy Memorial Drive Braintree, MA 02184 jmcasey@braintreema.gov	E Kara Nyman Chief of Staff and Director of Operations, Mayor's Office 1 John F. Kennedy Memorial Drive Braintree, MA 02184 knyman@braintreema.gov

Community-Based Organizations and Tribal Organizations

MEPA Environmental Justice Reference List

Community-based organizations and tribal organizations are receiving project notifications in accordance with the MEPA Public Involvement Protocol for Environmental Justice Populations, which took effect on January 1, 2022. More information is available on the MEPA website.

N Claire Müller South East Lead Staff Unitarian Universalist Mass Action Network claire@uumassaction.org	N Julia Blatt Executive Director Massachusetts Rivers Alliance juliablatt@massriversalliance.org	N Jodi Valenta Massachusetts State Program Director The Trust for Public Land Jodi.Valenta@tpl.org	N Kerry Bowie President, Founder and Executive Director Browning the GreenSpace kerry@msaadapartners.com
N Sylvia Broude Leigh-Anne Cole Executive Director Community Action Works sylvia@communityactionworks.org leigh-anne@communityactionworks.org	N Britteny Jenkins Vice President, Environmental Justice - Massachusetts Conservation Law Foundation Bjenkins@clf.org	N Alexandra St. Pierre Director of Communities and Toxics - Massachusetts Conservation Law Foundation aestpierre@clf.org	N Paulina Muratore Director of Transportation Justice and Infrastructure - Massachusetts Conservation Law Foundation pmuratore@clf.org
N Breanne Frank Associate Attorney - Massachusetts Conservation Law Foundation bfrank@clf.org	N Amy Boyd Rabin Vice President of Policy and Regulatory Affairs Environmental League of Massachusetts aboydrabin@environmentalleague.org	N Zahra Saifee Policy and Advocacy Coordinator Environmental League of Massachusetts zsaifee@environmentalleague.org	N Ben Hellerstein Environment Massachusetts ben@environmentmassachusetts.org
N Robb Johnson Executive Director Mass Land Trust Coalition robb@massland.org	N Cindy Luppi National Field Director Clean Water Action cluppi@cleanwater.org	N Dálida Rocha Executive Director Neighbor to Neighbor Massachusetts dalida@n2nma.org	N Lena Entin Director of Individual Giving Neighbor to Neighbor Massachusetts Lena@N2NMa.org
N Miles Gresham Campaign Director Neighbor to Neighbor Massachusetts Miles@N2NMa.org	N Rob Moir President and Executive Director Ocean River Institute rob@oceanriver.org	N Vickash Mohanka Chapter Director Massachusetts Sierra Club vick.mohanka@sierraclub.org	N E. Heidi Ricci Mass Audubon hricci@massaudubon.org
N Bettina Washington Tribal Historic Preservation Officer Wampanoag Tribe of Gay Head (Aquinnah) thpo@wampanoagtribe-nsn.gov	N Brian Weeden Chair Mashpee Wampanoag Tribe Brian.Weeden@mwtribe-nsn.gov	N David Weeden Tribal Historic Preservation Officer/Director Mashpee Wampanoag Tribe David.Weeden@mwtribe-nsn.gov	N Nakia Hendricks Jr. Office Manager, MWT Tribal Historic Preservation Department Mashpee Wampanoag Tribe 106Review@mwtribe-nsn.gov

N Alma Gordon Chappaquiddick Tribe of the Wampanoag Nation tribalcouncil@chappaquiddickwampanoag.org	N Cheryll Toney Holley Sonksq (Chair) Nipmuc Nation (Hassanamisco Nipmucs) crwritings@aol.com	N John Peters, Jr. Executive Director Massachusetts Commission on Indian Affairs (MCIA) john.peters@mass.gov	N Melissa Ferretti Chairwoman Herring Pond Wampanoag Tribe melissa@herringpondtribe.org
E Patricia D. Rocker Chappaquiddick Tribe of the Wampanoag Nation, Whale Clan rockerpatriciad@verizon.net	N Raquel Halsey Executive Director North American Indian Center of Boston rhalsey@naicob.org	N Cora Pierce Pocassett Wampanoag Tribe Coradot@yahoo.com	E Elizabeth Solomon Treasurer Massachusetts Tribe at Ponkapoag Solomon.Elizabeth@gmail.com
N Lauren Rexford Program Director, Energy Programs Quincy Community Action Program lrexford@qcap.org	N Andres Ripley Greenways Program Director Neponset River Watershed Association ripley@neponset.org	N Chris Griffin Braintree Representative Massport Community Advisory Committee c/o Law Office of Robert Allen, Jr. LLP 300 Washington Street Brookline, MA 02445	N Alan Wright, Chairman Massport Community Advisory Committee 300 Washington Street Brookline, MA 02445
N Aaron Toffler, Executive Director Massport Community Advisory Committee atoffler@massportcac.org			

Appendix B – Anticipated Permits and Approvals

Anticipated Project Permits and Approvals

Agency	Permit/Approval	Review Status
Federal		
U.S. Environmental Protection Agency (EPA)	National Pollution Emission Discharge System General Permit (NPDES) Construction General Permit (CGP)	To be obtained
Commonwealth of Massachusetts		
Massachusetts Department of Transportation	Access Permit	To be obtained
Board of Building Regulations and Standards	State Building Permit	To be obtained
Board of State Examiners of Plumbers and Gas Fitters	State Plumbing Permit	To be obtained
Board of State Examiners of Electricians	State Electrical Permit	To be obtained
City of Braintree		
Braintree Planning Board	Site Plan Approval*	To be obtained
Braintree Conservation Commission	Order of Conditions	To be obtained

*Massport is not subject to local zoning and municipal regulations under the Massport Enabling Act. However, Massport will voluntarily adhere to local planning and zoning guidelines.

Appendix C – RMAT Report

Climate Resilience Design Standards Tool Project Report

Braintree LEX
Date Created: 4/23/2025 3:45:34 PM
Date Report Generated: 4/23/2025 8:06:15 PM
Project Contact Information: S. Kruel (skruel@vhb.com)

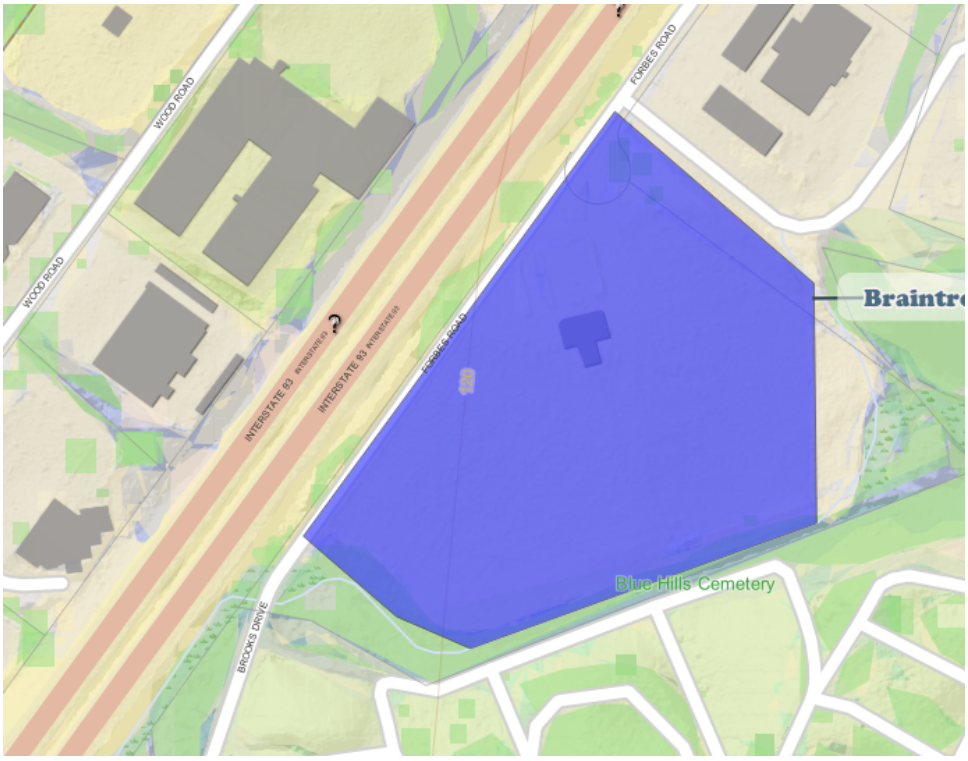
Created By: skruel
Tool Version: Version 1.4

Project Summary

Link to Project

Estimated Capital Cost: $50000000.00
End of Useful Life Year: 2086
Project within mapped Environmental Justice neighborhood: Yes

Ecosystem Service Benefits	Scores
Project Score	Low
Exposure	**Scores**
Sea Level Rise/Storm Surge	Not Exposed
Extreme Precipitation - Stormwater Flooding	High Exposure
Extreme Precipitation - Riverine Flooding	Moderate Exposure
Extreme Heat	High Exposure



Asset Preliminary Climate Risk Rating Summary

Number of Assets: 2

Asset Risk	Sea Level Rise/Storm Surge	Extreme Precipitation - Stormwater Flooding	Extreme Precipitation - Riverine Flooding	Extreme Heat
Lobby Facility	Low Risk	High Risk	Moderate Risk	High Risk
Structured Parking	Low Risk	High Risk	Moderate Risk	High Risk

Climate Resilience Design Standards Summary

	Target Planning Horizon	Intermediate Planning Horizon	Percentile	Return Period	Tier
Sea Level Rise/Storm Surge					
Lobby Facility					
Structured Parking					
Extreme Precipitation					
Lobby Facility	2070			25-yr (4%)	Tier 2
Structured Parking	2070			25-yr (4%)	Tier 2
Extreme Heat					
Lobby Facility	2070		50th		Tier 2
Structured Parking	2070		50th		Tier 2

Scoring Rationale - Project Exposure Score

The purpose of the Exposure Score output is to provide a preliminary assessment of whether the overall project site and subsequent assets are exposed to impacts of natural hazard events and/or future impacts of climate change. For each climate parameter, the Tool will calculate one of the following exposure ratings: Not Exposed, Low Exposure, Moderate Exposure, or High Exposure. The rationale behind the exposure rating is provided below.

Sea Level Rise/Storm Surge

This project received a "Not Exposed" because of the following:

- Not located within the predicted mean high water shoreline by 2030
- No historic coastal flooding at project site
- Not located within the Massachusetts Coast Flood Risk Model (MC-FRM)

Extreme Precipitation - Stormwater Flooding

This project received a "High Exposure" because of the following:

- Maximum annual daily rainfall exceeds 10 inches within the overall project's useful life
- Existing impervious area of the project site is greater than 50%
- No historic flooding at project site
- No increase to impervious area

Extreme Precipitation - Riverine Flooding

This project received a "Moderate Exposure" because of the following:

- Part of the project is within 100ft of a waterbody
- No historic riverine flooding at project site
- The project is not within a mapped FEMA floodplain [outside of the Massachusetts Coast Flood Risk Model (MC-FRM)]
- Project is not likely susceptible to riverine erosion

Extreme Heat

This project received a "High Exposure" because of the following:

- 30+ days increase in days over 90 deg. F within project's useful life
- Existing impervious area of the project site is greater than 50%
- Located within 100 ft of existing water body
- No increase to the impervious area of the project site
- No tree removal

Scoring Rationale - Asset Preliminary Climate Risk Rating

A Preliminary Climate Risk Rating is determined for each infrastructure and building asset by considering the overall project Exposure Score and responses to Step 4 questions provided by the user in the Tool. Natural Resource assets do not receive a risk rating. The following factors are what influenced the risk ratings for each asset.

Asset - Lobby Facility
Primary asset criticality factors influencing risk ratings for this asset:

- Asset can be inaccessible/inoperable more than a week after natural hazard event without consequences
- Less than 10,000 people would be directly affected by the loss/inoperability of the asset
- Inoperability of the asset would not be expected to result in injuries
- Cost to replace is between $30 million and $100 million
- There are no hazardous materials in the asset

Asset - Structured Parking
Primary asset criticality factors influencing risk ratings for this asset:

- Asset can be inaccessible/inoperable more than a week after natural hazard event without consequences
- Loss/inoperability of the asset would have regional impacts
- Inoperability of the asset would not be expected to result in injuries

- Cost to replace is between $30 million and $100 million
- Spills and/or releases of hazardous materials would be relatively easy to clean up

Project Climate Resilience Design Standards Output

Climate Resilience Design Standards and Guidance are recommended for each asset and climate parameter. The Design Standards for each climate parameter include the following: recommended planning horizon (target and/or intermediate), recommended return period (Sea Level Rise/Storm Surge and Precipitation) or percentile (Heat), and a list of applicable design criteria that are likely to be affected by climate change. Some design criteria have numerical values associated with the recommended return period and planning horizon, while others have tiered methodologies with step-by-step instructions on how to estimate design values given the other recommended design standards.

Asset: Lobby Facility — Building/Facility

Sea Level Rise/Storm Surge — Low Risk

Applicable Design Criteria

Projected Tidal Datums: NOT APPLICABLE

Projected Water Surface Elevation: NOT APPLICABLE

Projected Wave Action Water Elevation: NOT APPLICABLE

Projected Wave Heights: NOT APPLICABLE

Projected Duration of Flooding: NOT APPLICABLE

Projected Design Flood Velocity: NOT APPLICABLE

Projected Scour & Erosion: NOT APPLICABLE

Extreme Precipitation — High Risk

Target Planning Horizon: 2070
Return Period: 25-yr (4%)

LIMITATIONS: The recommended Standards for Total Precipitation Depth & Peak Intensity are determined by the user drawn polygon and relationships as defined in the Supporting Documents. The projected Total Precipitation Depth values provided through the Tool are based on the climate projections developed by Cornell University as part of EEA's Massachusetts Climate and Hydrologic Risk Project, GIS-based data as of 10/15/21. For additional information on the methodology of these precipitation outputs, see Supporting Documents.

While Total Precipitation Depth & Peak Intensity for 24-hour Design Storms are useful to inform planning and design, it is recommended to also consider additional longer- and shorter-duration precipitation events and intensities in accordance with best practices. Longer-duration, lower-intensity storms allow time for infiltration and reduce the load on infrastructure over the duration of the storm. Shorter-duration, higher-intensity storms often have higher runoff volumes because the water does not have enough time to infiltrate infrastructure systems (e.g., catch basins) and may overflow or back up during such storms, resulting in flooding. In the Northeast, short-duration high intensity rain events are becoming more frequent, and there is often little early warning for these events, making it difficult to plan operationally. While the Tool does not provide recommended design standards for these scenarios, users should still consider both short- and long-duration precipitation events and how they may impact the asset.

The projected values, standards, and guidance provided within this Tool may be used to inform plans and designs, but they do not provide guarantees for future conditions or resilience. The projected values are not to be considered final or appropriate for construction documents without supporting engineering analyses. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence.

Applicable Design Criteria

Tiered Methodology: Tier 2

Projected Total Precipitation Depth & Peak Intensity for 24-hr Design Storms: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Return Period (Design Storm)	Projected 24-hr Total Precipitation Depth (inches)	Step-by-Step Methodology for Peak Intensity
Lobby Facility	2070	25-Year (4%)	8.7	Downloadable Methodology PDF

Projected Riverine Peak Discharge & Peak Flood Elevation: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Extreme Heat High Risk

Target Planning Horizon: 2070
Percentile: 50th Percentile

LIMITATIONS: The recommended standards are determined by the user-drawn polygon and relationships as defined in the supporting Section Documents. The guidance provided within this Tool may be used to inform plans and designs, but does not provide guarantees for resilience. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence. One avenue to seek more information would be to access the comprehensive temperature and precipitation projections including additional return periods, time horizons, and seasons at the Climate Projections Dashboard.

Applicable Design Criteria

Projected Annual/Summer/Winter Average Temperatures: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Percentile	Projected Annual Average Temperature [°F]	Projected Summer Average Temperature [°F]	Projected Winter Average Temperature [°F]
Lobby Facility	2070	50th	58.50	77.70	38.71

LIMITATIONS: The recommended Standards for Projected Average Annual/Summer/Winter Temperature are determined by the user-drawn polygon and relationships as defined in the supporting Section Documents. The guidance provided within this Tool may be used to inform plans and designs, but is not comprehensive and does not provide guarantees for resilience. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence. One avenue to seek more information would be to access the comprehensive temperature and precipitation projections including additional return periods, time horizons, and seasons at the Climate Projections Dashboard.

Projected Growing Degree Days: NOT APPLICABLE

Projected Days Per Year With Max Temp > 95°F, >90°F, <32°F: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Percentile	Projected Days with Max Temp >95°F (days)	Projected Days with Max Temp >90°F (days)	Projected Days with Max Temp <32°F (days)
Lobby Facility	2070	50th	18	47	63

LIMITATIONS: The recommended Standards for ProjectedÂ Days per Year with Max Temp >95Â°F, >90Â°F, <32Â°F are determined by the user-drawn polygon and relationships as defined in the supporting Section Documents. The guidance provided within this Tool may be used to inform plans and designs, but is not comprehensive and does not provide guarantees for resilience. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence. One avenue to seek more information would be to access the comprehensive temperature and precipitation projections including additional return periods, time horizons, and seasons at the Climate Projections Dashboard.

Projected Number of Heat Waves Per Year & Average Heat Wave Duration: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Percentile	Projected Number of Heat Waves Per Year (events)	Projected Average Heat Wave Duration (days)
Lobby Facility	2070	50th	0	4

LIMITATIONS: The recommended Standards for ProjectedÂ Number of Heat Waves Per Year and Average Heat Wave DurationÂ are determined by the user-drawn polygon and relationships as defined in the supporting Section Documents. The guidance provided within this Tool may be used to inform plans and designs, but is not comprehensive and does not provide guarantees for resilience. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence. One avenue to seek more information would be to access the comprehensive temperature and precipitation projections including additional return periods, time horizons, and seasons at the Climate Projections Dashboard.

Projected Cooling Degree Days & Heating Degree Days (base = 65°F): APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Percentile	Projected Cooling Degree Days (base = 65°) (degree days)	Projected Heating Degree Days (base = 65°) (degree days)
Lobby Facility	2070	50th	1623	3999

LIMITATIONS: The recommended Standards for ProjectedÂ Cooling Degree Days and Heating Degree DaysÂ are determined by the user-drawn polygon and relationships as defined in the supporting Section Documents. The guidance provided within this Tool may be used to inform plans and designs, but is not comprehensive and does not provide guarantees for resilience. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence. One avenue to seek more information would be to access the comprehensive temperature and precipitation projections including additional return periods, time horizons, and seasons at the Climate Projections Dashboard.

Projected Heat Index: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Asset: Structured Parking — Infrastructure

Sea Level Rise/Storm Surge — Low Risk

Applicable Design Criteria

Projected Tidal Datums: NOT APPLICABLE

Projected Water Surface Elevation: NOT APPLICABLE

Projected Wave Action Water Elevation: NOT APPLICABLE

Projected Wave Heights: NOT APPLICABLE

Projected Duration of Flooding: NOT APPLICABLE

Projected Design Flood Velocity: NOT APPLICABLE

Projected Scour & Erosion: NOT APPLICABLE

Extreme Precipitation — High Risk

Target Planning Horizon: 2070
Return Period: 25-yr (4%)

LIMITATIONS: The recommended Standards for Total Precipitation Depth & Peak Intensity are determined by the user drawn polygon and relationships as defined in the Supporting Documents. The projected Total Precipitation Depth values provided through the Tool are based on the climate projections developed by Cornell University as part of EEA's Massachusetts Climate and Hydrologic Risk Project, GIS-based data as of 10/15/21. For additional information on the methodology of these precipitation outputs, see Supporting Documents.

While Total Precipitation Depth & Peak Intensity for 24-hour Design Storms are useful to inform planning and design, it is recommended to also consider additional longer- and shorter-duration precipitation events and intensities in accordance with best practices. Longer-duration, lower-intensity storms allow time for infiltration and reduce the load on infrastructure over the duration of the storm. Shorter-duration, higher-intensity storms often have higher runoff volumes because the water does not have enough time to infiltrate infrastructure systems (e.g., catch basins) and may overflow or back up during such storms, resulting in flooding. In the Northeast, short-duration high intensity rain events are becoming more frequent, and there is often little early warning for these events, making it difficult to plan operationally. While the Tool does not provide recommended design standards for these scenarios, users should still consider both short- and long-duration precipitation events and how they may impact the asset.

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Applicable Design Criteria

Tiered Methodology: Tier 2

Projected Total Precipitation Depth & Peak Intensity for 24-hr Design Storms: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Return Period (Design Storm)	Projected 24-hr Total Precipitation Depth (inches)	Step-by-Step Methodology for Peak Intensity
Structured Parking	2070	25-Year (4%)	8.7	Downloadable Methodology PDF

Projected Riverine Peak Discharge & Peak Flood Elevation: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Extreme Heat High Risk

Target Planning Horizon: 2070
Percentile: 50th Percentile

LIMITATIONS: The recommended standards are determined by the user-drawn polygon and relationships as defined in the supporting Section Documents. The guidance provided within this Tool may be used to inform plans and designs, but does not provide guarantees for resilience. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence. One avenue to seek more information would be to access the comprehensive temperature and precipitation projections including additional return periods, time horizons, and seasons at the Climate Projections Dashboard.

Applicable Design Criteria

Projected Annual/Summer/Winter Average Temperatures: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Percentile	Projected Annual Average Temperature [°F]	Projected Summer Average Temperature [°F]	Projected Winter Average Temperature [°F]
Structured Parking	2070	50th	58.50	77.70	38.71

LIMITATIONS: The recommended Standards for Projected Average Annual/Summer/Winter Temperature are determined by the user-drawn polygon and relationships as defined in the supporting Section Documents. The guidance provided within this Tool may be used to inform plans and designs, but is not comprehensive and does not provide guarantees for resilience. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence. One avenue to seek more information would be to access the comprehensive temperature and precipitation projections including additional return periods, time horizons, and seasons at the Climate Projections Dashboard.

Projected Growing Degree Days: NOT APPLICABLE

Projected Days Per Year With Max Temp > 95°F, >90°F, <32°F: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Percentile	Projected Days with Max Temp >95°F (days)	Projected Days with Max Temp >90°F (days)	Projected Days with Max Temp <32°F (days)
Structured Parking	2070	50th	18	47	63

LIMITATIONS: The recommended Standards for ProjectedÂ Days per Year with Max Temp >95Â°F, >90Â°F, <32Â°F are determined by the user-drawn polygon and relationships as defined in the supporting Section Documents. The guidance provided within this Tool may be used to inform plans and designs, but is not comprehensive and does not provide guarantees for resilience. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence. One avenue to seek more information would be to access the comprehensive temperature and precipitation projections including additional return periods, time horizons, and seasons at the Climate Projections Dashboard.

Projected Number of Heat Waves Per Year & Average Heat Wave Duration: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Percentile	Projected Number of Heat Waves Per Year (events)	Projected Average Heat Wave Duration (days)
Structured Parking	2070	50th	0	4

LIMITATIONS: The recommended Standards for ProjectedÂ Number of Heat Waves Per Year and Average Heat Wave DurationÂ are determined by the user-drawn polygon and relationships as defined in the supporting Section Documents. The guidance provided within this Tool may be used to inform plans and designs, but is not comprehensive and does not provide guarantees for resilience. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence. One avenue to seek more information would be to access the comprehensive temperature and precipitation projections including additional return periods, time horizons, and seasons at the Climate Projections Dashboard.

Projected Cooling Degree Days & Heating Degree Days (base = 65°F): NOT APPLICABLE

Projected Heat Index: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Project Inputs

Core Project Information

Name:	Braintree LEX
Given the expected useful life of the project, through what year do you estimate the project to last (i.e. before a major reconstruction/renovation)?	2086
Location of Project:	Braintree
Estimated Capital Cost:	$50,000,000
Who is the Submitting Entity?	Private Other Massport S. Kruel (skruel@vhb.com)
Is this project being submitted as part of a state grant application?	No
Which grant program?	
What stage are you in your project lifecycle?	Design
Is climate resiliency a core objective of this project?	No
Is this project being submitted as part of the state capital planning process?	No
Is this project being submitted as part of a regulatory review process or permitting?	No
Brief Project Description:	Expand existing Logan Express facility to provide parking for 5,000 vehicles.

Project Ecosystem Service Benefits

Factors Influencing Output

- ✓ Project filters stormwater using green infrastructure
- ✓ Project improves water quality

Factors to Improve Output

- ✓ Incorporate nature-based solutions that may provide flood protection
- ✓ Incorporate strategies that reduce carbon emissions

Is the primary purpose of this project ecological restoration?

No

Project Benefits

Provides flood protection through nature-based solutions	Maybe
Reduces storm damage	No
Recharges groundwater	No
Protects public water supply	No
Filters stormwater using green infrastructure	Yes
Improves water quality	Yes
Promotes decarbonization	Maybe
Enables carbon sequestration	No
Provides oxygen production	No
Improves air quality	No
Prevents pollution	No
Remediates existing sources of pollution	No
Protects fisheries, wildlife, and plant habitat	No
Protects land containing shellfish	No
Provides pollinator habitat	No
Provides recreation	No
Provides cultural resources/education	No

Project Climate Hazard Exposure

Is the primary purpose of this project ecological restoration?	No
Does the project site have a history of coastal flooding?	No
Does the project site have a history of flooding during extreme precipitation events (unrelated to water/sewer damages)?	No
Does the project site have a history of riverine flooding?	No
Does the project result in a net increase in impervious area of the site?	No
Are existing trees being removed as part of the proposed project?	No

Project Assets

Asset: Lobby Facility
Asset Type: Typically Occupied
Asset Sub-Type: Non-residential building (office, commercial, retail)
Construction Type: New Construction
Construction Year: 2026
Useful Life: 60

Identify the length of time the asset can be inaccessible/inoperable without significant consequences.

Building may be inaccessible/inoperable more than a week after natural hazard event without consequences

Identify the geographic area directly affected by permanent loss or significant inoperability of the building/facility.

Impacts would be limited to local area and/or municipality

Impacts would be limited to local area and/or municipality
Identify the population directly served that would be affected by the permanent loss of use or inoperability of the building/facility.
Less than 10,000 people
Identify if the building/facility provides services to populations that reside within Environmental Justice neighborhoods or climate vulnerable populations.
The building/facility does not provide services to populations that reside within Environmental Justice neighborhoods or climate vulnerable populations.
If the building/facility became inoperable for longer than acceptable in Question 1, how, if at all, would it be expected to impact people's health and safety?
Inoperability of the building/facility would not be expected to result in injuries
If there are hazardous materials in your building/facility, what are the extent of impacts related to spills/releases of these materials?
There are no hazardous materials in the building/facility
If the building/facility became inoperable for longer than acceptable in Question 1, what are the impacts on other facilities, assets, and/or infrastructure?
Minor – Inoperability will not likely affect other facilities, assets, or buildings
If this building/facility was damaged beyond repair, how much would it approximately cost to replace?
Between $30 million and $100 million
Is this a recreational facility which can be vacated during a natural hazard event?
No
If the building/facility became inoperable for longer than acceptable in Question 1, what are the public and/or social services impacts?
Many alternative programs and/or services are available to support the community
If the building/facility became inoperable for longer than acceptable in Question 1, what are the environmental impacts related to natural resources?
No impact on surrounding natural resources is expected
If the building/facility became inoperable for longer than acceptable in Question 1, what are the impacts to government services (i.e. the building is not able to serve or operate its intended users or function)?
Loss of building is not expected to reduce the ability to maintain government services.
If the building/facility became inoperable for longer than acceptable in Question 1, what are the impacts to loss of confidence in government (i.e. the building is not able to serve or operate its intended users or function)?
No Impact
Asset: Structured Parking
Asset Type: Transportation
Asset Sub-Type: Other Transportation
Construction Type: New Construction
Construction Year: 2026
Useful Life: 60
Identify the length of time the asset can be inaccessible/inoperable without significant consequences.
Infrastructure may be inaccessible/inoperable more than a week after natural hazard event without consequences.
Identify the geographic area directly affected by permanent loss or significant inoperability of the infrastructure.
Impacts would be regional (more than one municipality and/or surrounding region)
Identify the population directly served that would be affected by the permanent loss or significant inoperability of the infrastructure.
Less than 5,000 people
Identify if the infrastructure provides services to populations that reside within Environmental Justice neighborhoods or climate vulnerable populations.
The infrastructure does not provide services to populations that reside within Environmental Justice neighborhoods or climate vulnerable populations.
Will the infrastructure reduce the risk of flooding?
No
If the infrastructure became inoperable for longer than acceptable in Question 1, how, if at all, would it be expected to impact people's health and safety?
Inoperability of the infrastructure would not be expected to result in injuries
If there are hazardous materials in your infrastructure, what are the extents of impacts related to spills/releases of these materials?
Spills and/or releases of hazardous materials are expected with relatively easy cleanup
If the infrastructure became inoperable for longer than acceptable in Question 1, what are the impacts on other facilities, assets, and/or infrastructure?
Moderate – Inoperability may impact other facilities, assets, or buildings, but cascading impacts do not affect the ability of other facilities, assets, or buildings to operate
If the infrastructure was damaged beyond repair, how much would it approximately cost to replace?
Between $30 million and $100 million
Does the infrastructure function as an evacuation route during emergencies? This question only applies to roadway projects.
No
If the infrastructure became inoperable for longer than acceptable in Question 1, what are the environmental impacts related to natural resources?
No impact on surrounding natural resources is expected
If the infrastructure became inoperable for longer than acceptable in Question 1, what are the impacts to government services (i.e. the infrastructure is not able to serve or operate its intended users or function)?

Loss of infrastructure is not expected to reduce the ability to maintain government services

What are the impacts to loss of confidence in government resulting from loss of infrastructure functionality (i.e. the infrastructure asset is not able to serve or operate its intended users or function)?
No Impact

Report Comments

N/A

Appendix D – Environmental Justice Supporting Documentation

EJ Population Within 1-Mile Radius

No	Geographic Area Name	Municipality	EJ Criteria
1	Block Group 4, Census Tract 4191, Norfolk County, Massachusetts	Braintree	Minority
2	Block Group 1, Census Tract 4198, Norfolk County, Massachusetts	Braintree	Minority
3	Block Group 2, Census Tract 4182.01, Norfolk County, Massachusetts	Quincy	Minority
4	Block Group 3, Census Tract 4182.01, Norfolk County, Massachusetts	Quincy	Minority
5	Block Group 5, Census Tract 4191, Norfolk County, Massachusetts	Braintree	Minority
6	Block Group 1, Census Tract 4201.02, Norfolk County, Massachusetts	Randolph	Minority

EJ Population Within 5-Mile Radius

No	Geographic Area Name	Municipality	EJ Criteria
1	Block Group 4, Census Tract 4161.01, Norfolk County, Massachusetts	Milton	Income
2	Block Group 2, Census Tract 4224.02, Norfolk County, Massachusetts	Weymouth	Income
3	Block Group 2, Census Tract 1007, Suffolk County, Massachusetts	Boston	Income
4	Block Group 2, Census Tract 4152.02, Norfolk County, Massachusetts	Canton	Minority
5	Block Group 2, Census Tract 4162, Norfolk County, Massachusetts	Milton	Minority
6	Block Group 2, Census Tract 4163, Norfolk County, Massachusetts	Milton	Minority
7	Block Group 1, Census Tract 4171, Norfolk County, Massachusetts	Quincy	Minority
8	Block Group 4, Census Tract 4171, Norfolk County, Massachusetts	Quincy	Minority
9	Block Group 3, Census Tract 4172.02, Norfolk County, Massachusetts	Quincy	Minority
10	Block Group 2, Census Tract 4175.01, Norfolk County, Massachusetts	Quincy	Minority
11	Block Group 3, Census Tract 4175.01, Norfolk County, Massachusetts	Quincy	Minority
12	Block Group 2, Census Tract 4177.04, Norfolk County, Massachusetts	Quincy	Minority
13	Block Group 4, Census Tract 4179.01, Norfolk County, Massachusetts	Quincy	Minority
14	Block Group 1, Census Tract 4179.02, Norfolk County, Massachusetts	Quincy	Minority
15	Block Group 2, Census Tract 4179.02, Norfolk County, Massachusetts	Quincy	Minority
16	Block Group 3, Census Tract 4179.02, Norfolk County, Massachusetts	Quincy	Minority
17	Block Group 2, Census Tract 4180.02, Norfolk County, Massachusetts	Quincy	Minority
18	Block Group 3, Census Tract 4180.02, Norfolk County, Massachusetts	Quincy	Minority
19	Block Group 4, Census Tract 4180.02, Norfolk County, Massachusetts	Quincy	Minority
20	Block Group 2, Census Tract 4180.04, Norfolk County, Massachusetts	Quincy	Minority
21	Block Group 1, Census Tract 4181.01, Norfolk County, Massachusetts	Quincy	Minority
22	Block Group 2, Census Tract 4181.02, Norfolk County, Massachusetts	Quincy	Minority
23	Block Group 1, Census Tract 4191, Norfolk County, Massachusetts	Braintree	Minority
24	Block Group 4, Census Tract 4191, Norfolk County, Massachusetts	Braintree	Minority
25	Block Group 1, Census Tract 4196.02, Norfolk County, Massachusetts	Braintree	Minority
26	Block Group 2, Census Tract 4197, Norfolk County, Massachusetts	Braintree	Minority
27	Block Group 1, Census Tract 4198, Norfolk County, Massachusetts	Braintree	Minority
28	Block Group 1, Census Tract 4201.01, Norfolk County, Massachusetts	Randolph	Minority
29	Block Group 2, Census Tract 4201.02, Norfolk County, Massachusetts	Randolph	Minority
30	Block Group 5, Census Tract 4171, Norfolk County, Massachusetts	Quincy	Minority
31	Block Group 2, Census Tract 4172.02, Norfolk County, Massachusetts	Quincy	Minority
32	Block Group 1, Census Tract 4177.04, Norfolk County, Massachusetts	Quincy	Minority

33	Block Group 1, Census Tract 4192, Norfolk County, Massachusetts	Braintree	Minority
34	Block Group 2, Census Tract 4193, Norfolk County, Massachusetts	Braintree	Minority
35	Block Group 2, Census Tract 4152.01, Norfolk County, Massachusetts	Canton	Minority
36	Block Group 1, Census Tract 4152.01, Norfolk County, Massachusetts	Canton	Minority
37	Block Group 2, Census Tract 4182.01, Norfolk County, Massachusetts	Quincy	Minority
38	Block Group 2, Census Tract 4192, Norfolk County, Massachusetts	Braintree	Minority
39	Block Group 2, Census Tract 4201.01, Norfolk County, Massachusetts	Randolph	Minority
40	Block Group 4, Census Tract 4181.01, Norfolk County, Massachusetts	Quincy	Minority
41	Block Group 1, Census Tract 4172.02, Norfolk County, Massachusetts	Quincy	Minority
42	Block Group 1, Census Tract 4162, Norfolk County, Massachusetts	Milton	Minority
43	Block Group 3, Census Tract 4171, Norfolk County, Massachusetts	Quincy	Minority
44	Block Group 1, Census Tract 4179.01, Norfolk County, Massachusetts	Quincy	Minority
45	Block Group 1, Census Tract 4180.04, Norfolk County, Massachusetts	Quincy	Minority
46	Block Group 1, Census Tract 4196.01, Norfolk County, Massachusetts	Braintree	Minority
47	Block Group 3, Census Tract 4180.04, Norfolk County, Massachusetts	Quincy	Minority
48	Block Group 5, Census Tract 4162, Norfolk County, Massachusetts	Milton	Minority
49	Block Group 6, Census Tract 4162, Norfolk County, Massachusetts	Milton	Minority
50	Block Group 7, Census Tract 4162, Norfolk County, Massachusetts	Milton	Minority
51	Block Group 3, Census Tract 4163, Norfolk County, Massachusetts	Boston	Minority
52	Block Group 2, Census Tract 4171, Norfolk County, Massachusetts	Quincy	Minority
53	Block Group 1, Census Tract 4193, Norfolk County, Massachusetts	Braintree	Minority
54	Block Group 2, Census Tract 4194, Norfolk County, Massachusetts	Braintree	Minority
55	Block Group 1, Census Tract 4172.01, Norfolk County, Massachusetts	Quincy	Minority
56	Block Group 3, Census Tract 4181.02, Norfolk County, Massachusetts	Quincy	Minority
57	Block Group 4, Census Tract 4172.01, Norfolk County, Massachusetts	Quincy	Minority
58	Block Group 2, Census Tract 4180.03, Norfolk County, Massachusetts	Quincy	Minority
59	Block Group 1, Census Tract 4173, Norfolk County, Massachusetts	Quincy	Minority
60	Block Group 2, Census Tract 4177.02, Norfolk County, Massachusetts	Quincy	Minority
61	Block Group 1, Census Tract 4180.02, Norfolk County, Massachusetts	Quincy	Minority
62	Block Group 2, Census Tract 4175.02, Norfolk County, Massachusetts	Quincy	Minority
63	Block Group 4, Census Tract 4175.02, Norfolk County, Massachusetts	Quincy	Minority
64	Block Group 1, Census Tract 4176.01, Norfolk County, Massachusetts	Quincy	Minority
65	Block Group 2, Census Tract 4176.01, Norfolk County, Massachusetts	Quincy	Minority
66	Block Group 1, Census Tract 4176.02, Norfolk County, Massachusetts	Quincy	Minority
67	Block Group 2, Census Tract 4176.02, Norfolk County, Massachusetts	Quincy	Minority

68	Block Group 6, Census Tract 4179.01, Norfolk County, Massachusetts	Quincy	Minority
69	Block Group 4, Census Tract 4192, Norfolk County, Massachusetts	Braintree	Minority
70	Block Group 1, Census Tract 4180.03, Norfolk County, Massachusetts	Quincy	Minority
71	Block Group 2, Census Tract 4181.01, Norfolk County, Massachusetts	Quincy	Minority
72	Block Group 3, Census Tract 4182.01, Norfolk County, Massachusetts	Quincy	Minority
73	Block Group 3, Census Tract 4191, Norfolk County, Massachusetts	Braintree	Minority
74	Block Group 5, Census Tract 4191, Norfolk County, Massachusetts	Braintree	Minority
75	Block Group 4, Census Tract 4193, Norfolk County, Massachusetts	Braintree	Minority
76	Block Group 3, Census Tract 4194, Norfolk County, Massachusetts	Braintree	Minority
77	Block Group 1, Census Tract 4197, Norfolk County, Massachusetts	Braintree	Minority
78	Block Group 1, Census Tract 4195, Norfolk County, Massachusetts	Braintree	Minority
79	Block Group 2, Census Tract 4195, Norfolk County, Massachusetts	Braintree	Minority
80	Block Group 3, Census Tract 4201.01, Norfolk County, Massachusetts	Randolph	Minority
81	Block Group 1, Census Tract 4201.02, Norfolk County, Massachusetts	Randolph	Minority
82	Block Group 1, Census Tract 4202.01, Norfolk County, Massachusetts	Randolph	Minority
83	Block Group 1, Census Tract 4202.02, Norfolk County, Massachusetts	Randolph	Minority
84	Block Group 2, Census Tract 4202.02, Norfolk County, Massachusetts	Randolph	Minority
85	Block Group 5, Census Tract 4202.02, Norfolk County, Massachusetts	Randolph	Minority
86	Block Group 3, Census Tract 4203.01, Norfolk County, Massachusetts	Randolph	Minority
87	Block Group 4, Census Tract 4203.01, Norfolk County, Massachusetts	Randolph	Minority
88	Block Group 2, Census Tract 4212, Norfolk County, Massachusetts	Holbrook	Minority
89	Block Group 4, Census Tract 4212, Norfolk County, Massachusetts	Holbrook	Minority
90	Block Group 4, Census Tract 4221, Norfolk County, Massachusetts	Weymouth	Minority
91	Block Group 1, Census Tract 4223.03, Norfolk County, Massachusetts	Weymouth	Minority
92	Block Group 2, Census Tract 4223.03, Norfolk County, Massachusetts	Weymouth	Minority
93	Block Group 3, Census Tract 4223.03, Norfolk County, Massachusetts	Weymouth	Minority
94	Block Group 1, Census Tract 4224.01, Norfolk County, Massachusetts	Weymouth	Minority
95	Block Group 3, Census Tract 4224.01, Norfolk County, Massachusetts	Weymouth	Minority
96	Block Group 1, Census Tract 4225.02, Norfolk County, Massachusetts	Weymouth	Minority
97	Block Group 1, Census Tract 4571, Norfolk County, Massachusetts	Avon	Minority
98	Block Group 2, Census Tract 4202.01, Norfolk County, Massachusetts	Randolph	Minority
99	Block Group 3, Census Tract 4202.02, Norfolk County, Massachusetts	Randolph	Minority
100	Block Group 1, Census Tract 4203.01, Norfolk County, Massachusetts	Randolph	Minority
101	Block Group 2, Census Tract 4203.01, Norfolk County, Massachusetts	Randolph	Minority
102	Block Group 1, Census Tract 4203.02, Norfolk County, Massachusetts	Randolph	Minority

103	Block Group 3, Census Tract 4203.02, Norfolk County, Massachusetts	Randolph	Minority
104	Block Group 4, Census Tract 4203.02, Norfolk County, Massachusetts	Randolph	Minority
105	Block Group 1, Census Tract 4211, Norfolk County, Massachusetts	Holbrook	Minority
106	Block Group 2, Census Tract 4211, Norfolk County, Massachusetts	Holbrook	Minority
107	Block Group 3, Census Tract 4211, Norfolk County, Massachusetts	Holbrook	Minority
108	Block Group 4, Census Tract 4211, Norfolk County, Massachusetts	Holbrook	Minority
109	Block Group 3, Census Tract 4212, Norfolk County, Massachusetts	Holbrook	Minority
110	Block Group 3, Census Tract 4225.02, Norfolk County, Massachusetts	Weymouth	Minority
111	Block Group 4, Census Tract 4225.02, Norfolk County, Massachusetts	Weymouth	Minority
112	Block Group 2, Census Tract 4225.02, Norfolk County, Massachusetts	Weymouth	Minority
113	Block Group 4, Census Tract 4227, Norfolk County, Massachusetts	Weymouth	Minority
114	Block Group 1, Census Tract 4562, Norfolk County, Massachusetts	Stoughton	Minority
115	Block Group 1, Census Tract 1003, Suffolk County, Massachusetts	Boston	Minority
116	Block Group 3, Census Tract 1003, Suffolk County, Massachusetts	Boston	Minority
117	Block Group 1, Census Tract 1004, Suffolk County, Massachusetts	Boston	Minority
118	Block Group 1, Census Tract 1005, Suffolk County, Massachusetts	Boston	Minority
119	Block Group 2, Census Tract 1004, Suffolk County, Massachusetts	Boston	Minority
120	Block Group 3, Census Tract 1004, Suffolk County, Massachusetts	Boston	Minority
121	Block Group 4, Census Tract 1004, Suffolk County, Massachusetts	Boston	Minority
122	Block Group 2, Census Tract 1005, Suffolk County, Massachusetts	Boston	Minority
123	Block Group 4, Census Tract 1005, Suffolk County, Massachusetts	Boston	Minority
124	Block Group 1, Census Tract 1006.01, Suffolk County, Massachusetts	Boston	Minority
125	Block Group 2, Census Tract 1006.01, Suffolk County, Massachusetts	Boston	Minority
126	Block Group 4, Census Tract 1006.01, Suffolk County, Massachusetts	Boston	Minority
127	Block Group 1, Census Tract 1006.03, Suffolk County, Massachusetts	Boston	Minority
128	Block Group 2, Census Tract 1006.03, Suffolk County, Massachusetts	Boston	Minority
129	Block Group 3, Census Tract 1006.01, Suffolk County, Massachusetts	Boston	Minority
130	Block Group 1, Census Tract 1008, Suffolk County, Massachusetts	Boston	Minority
131	Block Group 2, Census Tract 1008, Suffolk County, Massachusetts	Boston	Minority
132	Block Group 3, Census Tract 1008, Suffolk County, Massachusetts	Boston	Minority
133	Block Group 1, Census Tract 1009, Suffolk County, Massachusetts	Boston	Minority
134	Block Group 4, Census Tract 1008, Suffolk County, Massachusetts	Boston	Minority
135	Block Group 5, Census Tract 1008, Suffolk County, Massachusetts	Boston	Minority
136	Block Group 2, Census Tract 1009, Suffolk County, Massachusetts	Boston	Minority
137	Block Group 3, Census Tract 1009, Suffolk County, Massachusetts	Boston	Minority

138	Block Group 4, Census Tract 1009, Suffolk County, Massachusetts	Boston	Minority
139	Block Group 2, Census Tract 1010.01, Suffolk County, Massachusetts	Boston	Minority
140	Block Group 3, Census Tract 1010.01, Suffolk County, Massachusetts	Boston	Minority
141	Block Group 5, Census Tract 1010.01, Suffolk County, Massachusetts	Boston	Minority
142	Block Group 6, Census Tract 1010.01, Suffolk County, Massachusetts	Boston	Minority
143	Block Group 2, Census Tract 1011.02, Suffolk County, Massachusetts	Boston	Minority
144	Block Group 3, Census Tract 1010.02, Suffolk County, Massachusetts	Boston	Minority
145	Block Group 2, Census Tract 1401.02, Suffolk County, Massachusetts	Boston	Minority
146	Block Group 2, Census Tract 1402.01, Suffolk County, Massachusetts	Boston	Minority
147	Block Group 1, Census Tract 1402.02, Suffolk County, Massachusetts	Boston	Minority
148	Block Group 3, Census Tract 1402.02, Suffolk County, Massachusetts	Boston	Minority
149	Block Group 4, Census Tract 1402.02, Suffolk County, Massachusetts	Boston	Minority
150	Block Group 5, Census Tract 1402.02, Suffolk County, Massachusetts	Boston	Minority
151	Block Group 1, Census Tract 1403, Suffolk County, Massachusetts	Boston	Minority
152	Block Group 2, Census Tract 1404, Suffolk County, Massachusetts	Boston	Minority
153	Block Group 3, Census Tract 1404, Suffolk County, Massachusetts	Boston	Minority
154	Block Group 5, Census Tract 1404, Suffolk County, Massachusetts	Boston	Minority
155	Block Group 3, Census Tract 1403, Suffolk County, Massachusetts	Boston	Minority
156	Block Group 5, Census Tract 1403, Suffolk County, Massachusetts	Boston	Minority
157	Block Group 2, Census Tract 4172.01, Norfolk County, Massachusetts	Quincy	Minority and English isolation
158	Block Group 3, Census Tract 4172.01, Norfolk County, Massachusetts	Quincy	Minority and English isolation
159	Block Group 4, Census Tract 4172.02, Norfolk County, Massachusetts	Quincy	Minority and English isolation
160	Block Group 1, Census Tract 4175.01, Norfolk County, Massachusetts	Quincy	Minority and English isolation
161	Block Group 4, Census Tract 4175.01, Norfolk County, Massachusetts	Quincy	Minority and English isolation
162	Block Group 4, Census Tract 4176.01, Norfolk County, Massachusetts	Quincy	Minority and English isolation
163	Block Group 1, Census Tract 4194, Norfolk County, Massachusetts	Braintree	Minority and English isolation
164	Block Group 6, Census Tract 1008, Suffolk County, Massachusetts	Boston	Minority and English isolation
165	Block Group 1, Census Tract 1402.01, Suffolk County, Massachusetts	Boston	Minority and English isolation
166	Block Group 1, Census Tract 1404, Suffolk County, Massachusetts	Boston	Minority and English isolation
167	Block Group 6, Census Tract 1403, Suffolk County, Massachusetts	Boston	Minority and English isolation
168	Block Group 5, Census Tract 4163, Norfolk County, Massachusetts	Milton	Minority and income
169	Block Group 1, Census Tract 4175.02, Norfolk County, Massachusetts	Quincy	Minority and income
170	Block Group 2, Census Tract 4177.03, Norfolk County, Massachusetts	Quincy	Minority and income
171	Block Group 3, Census Tract 4179.01, Norfolk County, Massachusetts	Quincy	Minority and income
172	Block Group 3, Census Tract 4181.01, Norfolk County, Massachusetts	Quincy	Minority and income

173	Block Group 1, Census Tract 4178.02, Norfolk County, Massachusetts	Quincy	Minority and income
174	Block Group 1, Census Tract 4182.01, Norfolk County, Massachusetts	Quincy	Minority and income
175	Block Group 3, Census Tract 4176.02, Norfolk County, Massachusetts	Quincy	Minority and income
176	Block Group 6, Census Tract 4171, Norfolk County, Massachusetts	Quincy	Minority and income
177	Block Group 1, Census Tract 4177.03, Norfolk County, Massachusetts	Quincy	Minority and income
178	Block Group 3, Census Tract 4193, Norfolk County, Massachusetts	Braintree	Minority and income
179	Block Group 2, Census Tract 4179.01, Norfolk County, Massachusetts	Quincy	Minority and income
180	Block Group 5, Census Tract 4179.01, Norfolk County, Massachusetts	Quincy	Minority and income
181	Block Group 2, Census Tract 4198, Norfolk County, Massachusetts	Braintree	Minority and income
182	Block Group 1, Census Tract 4181.02, Norfolk County, Massachusetts	Quincy	Minority and income
183	Block Group 2, Census Tract 4203.02, Norfolk County, Massachusetts	Randolph	Minority and income
184	Block Group 5, Census Tract 4203.02, Norfolk County, Massachusetts	Randolph	Minority and income
185	Block Group 1, Census Tract 4212, Norfolk County, Massachusetts	Holbrook	Minority and income
186	Block Group 2, Census Tract 4224.01, Norfolk County, Massachusetts	Weymouth	Minority and income
187	Block Group 2, Census Tract 1003, Suffolk County, Massachusetts	Boston	Minority and income
188	Block Group 2, Census Tract 1002, Suffolk County, Massachusetts	Boston	Minority and income
189	Block Group 4, Census Tract 1003, Suffolk County, Massachusetts	Boston	Minority and income
190	Block Group 4, Census Tract 1010.01, Suffolk County, Massachusetts	Boston	Minority and income
191	Block Group 3, Census Tract 1011.02, Suffolk County, Massachusetts	Boston	Minority and income
192	Block Group 4, Census Tract 1011.02, Suffolk County, Massachusetts	Boston	Minority and income
193	Block Group 1, Census Tract 1010.02, Suffolk County, Massachusetts	Boston	Minority and income
194	Block Group 2, Census Tract 1010.02, Suffolk County, Massachusetts	Boston	Minority and income
195	Block Group 2, Census Tract 1011.01, Suffolk County, Massachusetts	Boston	Minority and income
196	Block Group 2, Census Tract 1402.02, Suffolk County, Massachusetts	Boston	Minority and income
197	Block Group 4, Census Tract 1404, Suffolk County, Massachusetts	Boston	Minority and income
198	Block Group 3, Census Tract 4176.01, Norfolk County, Massachusetts	Quincy	Minority, income and English isolation
199	Block Group 3, Census Tract 4177.03, Norfolk County, Massachusetts	Quincy	Minority, income and English isolation
200	Block Group 2, Census Tract 4178.02, Norfolk County, Massachusetts	Quincy	Minority, income and English isolation
201	Block Group 3, Census Tract 4175.02, Norfolk County, Massachusetts	Quincy	Minority, income and English isolation

Language Spoken by Populations Who Do Not Speak English Very Well in 1-Mile

No	Geographic Area Name	Language Spoken
		Chinese
1	Census Tract 4180.03, Norfolk County, Massachusetts	6.15
2	Census Tract 4182, Norfolk County, Massachusetts	6.22

Language Spoken by Populations Who Do Not Speak English Very Well in 5-Mile

No	Geographic Area Name	Language Spoken			
		Spanish/Spanish Creole	French Creole	Chinese	Vietnamese
1	Census Tract 1011.01, Suffolk County, Massachusetts	14.8	6.7	0.0	0.8
2	Census Tract 4180.03, Norfolk County, Massachusetts	1.6	0.0	6.2	1.7
3	Census Tract 4203.02, Norfolk County, Massachusetts	2.1	5.7	2.3	0.4
4	Census Tract 1009, Suffolk County, Massachusetts	0.7	2.6	0.0	6.1
5	Census Tract 4172, Norfolk County, Massachusetts	0.2	0.0	19.6	1.7
6	Census Tract 4180.02, Norfolk County, Massachusetts	0.0	0.4	6.8	1.9
7	Census Tract 4181.01, Norfolk County, Massachusetts	0.4	0.0	11.2	2.4
8	Census Tract 4178.02, Norfolk County, Massachusetts	0.4	0.6	25.6	4.3
9	Census Tract 4179.02, Norfolk County, Massachusetts	0.4	0.0	5.6	2.3
10	Census Tract 4171, Norfolk County, Massachusetts	0.4	0.0	15.0	0.2
11	Census Tract 4175.02, Norfolk County, Massachusetts	0.0	0.0	36.5	1.0
12	Census Tract 1003, Suffolk County, Massachusetts	2.6	5.2	0.3	1.5
13	Census Tract 1010.01, Suffolk County, Massachusetts	3.1	15.5	0.0	0.0
14	Census Tract 4179.01, Norfolk County, Massachusetts	1.0	0.8	6.2	4.6
15	Census Tract 4202.02, Norfolk County, Massachusetts	0.2	6.8	0.4	4.0
16	Census Tract 4211, Norfolk County, Massachusetts	5.5	0.0	0.0	0.0
17	Census Tract 1402.02, Suffolk County, Massachusetts	7.2	2.4	0.0	0.0
18	Census Tract 1401.02, Suffolk County, Massachusetts	4.3	7.2	0.9	0.0
19	Census Tract 1005, Suffolk County, Massachusetts	7.6	5.7	0.0	5.3
20	Census Tract 1006.03, Suffolk County, Massachusetts	1.4	0.0	0.0	5.5
21	Census Tract 1008, Suffolk County, Massachusetts	0.0	2.8	0.2	6.6
22	Census Tract 1011.02, Suffolk County, Massachusetts	5.4	11.7	0.0	0.3
23	Census Tract 4176.01, Norfolk County, Massachusetts	0.7	0.0	19.1	0.2
24	Census Tract 4177.01, Norfolk County, Massachusetts	0.3	0.8	11.6	1.1
25	Census Tract 4180.04, Norfolk County, Massachusetts	0.9	0.0	12.6	4.5
26	Census Tract 4181.02, Norfolk County, Massachusetts	2.0	0.0	5.9	1.8
27	Census Tract 4182, Norfolk County, Massachusetts	1.5	2.4	6.2	0.7
28	Census Tract 1006.01, Suffolk County, Massachusetts	2.5	1.0	0.0	13.8
29	Census Tract 4176.02, Norfolk County, Massachusetts	0.0	0.0	21.8	1.3
30	Census Tract 1010.02, Suffolk County, Massachusetts	9.0	10.1	0.2	0.0

31	Census Tract 1402.01, Suffolk County, Massachusetts	3.6	7.7	0.0	0.4
32	Census Tract 1403, Suffolk County, Massachusetts	8.5	10.0	0.0	0.0
33	Census Tract 4173, Norfolk County, Massachusetts	0.8	0.0	6.5	0.4
34	Census Tract 4175.01, Norfolk County, Massachusetts	0.7	0.0	23.4	3.1
35	Census Tract 1404, Suffolk County, Massachusetts	4.0	7.0	0.0	0.0

EJAM Report

Site 1 (ejam_uniq_id 1)
with 1 mile buffer
Population: 1,283

EJScreen Multisite Report

This report summarizes environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

					PERCENTILE IN USA
					10
					32
					57
					54
Toxic Releases to Air	3,800	2,800	76	4,600	82
Traffic Proximity and Volume (daily traffic count/distance to road)	7,700,000	6,100,000	71	1,700,000	97
Lead Paint Indicator (% pre-1960s housing)	0.65	0.51	64	0.3	83
Superfund Proximity (site count/km distance)	0.38	0.34	79	0.39	80
RMP Proximity (facility count/km distance)	0.19	0.37	49	0.57	43
Hazardous Waste Proximity (facility count/km distance)	7.7	11.2	60	3.5	86
Underground Storage Tanks (UST) indicator	2.4	3.3	57	3.6	66
Wastewater Discharge Indicator (toxicity-weighted concentration/distance)	36	760	54	700,000	47
Drinking Water Non-Compliance	2.0	3.17	70	2.2	84
SOCIOECONOMIC INDICATORS					
Demographic Index USA	1.05	1.19	64	1.34	45
Supplemental Demographic Index USA	0.98	1.52	29	1.64	15
% Low Income	11%	22%	34	30%	20
% in limited English-speaking Households	0%	6%	45	5%	57
% Unemployed	6%	5%	63	6%	63
% with Less Than High School Education	5%	9%	48	11%	37
% under Age 5	5%	5%	58	5%	52
% over Age 64	13%	18%	37	18%	39
% People of Color	50%	31%	78	40%	65

Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. For each of the environmental indicators in EJScreen, there is an EJ Index and a Supplemental EJ Index. The indexes fo selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

SELECTED VARIABLES	PERCENTILE IN STATE	PERCENTILE IN USA
EJ INDEXES		
Particulate Matter EJ Index	60	15
Ozone EJ Index	53	35
Nitrogen Dioxide (NO2) EJ Index	59	56
Diesel Particulate Matter EJ Index	66	55
Toxic Releases to Air EJ Index	78	71
Traffic Proximity and Volume EJ Index	71	72
Lead Paint EJ Index	71	71
Superfund Proximity EJ Index	84	74
RMP Proximity EJ Index	64	50
Hazardous Waste Proximity EJ Index	66	70
Underground Storage Tanks EJ Index	64	64
Wastewater Discharge EJ Index	66	51
Drinking Water Non-Compliance EJ Index	81	84
SUPPLEMENTAL EJ INDEXES		
Particulate Matter Supplemental EJ Index	38	7
Ozone Supplemental EJ Index	31	18
Nitrogen Dioxide (NO2) Supplemental EJ Index	43	43
Diesel Particulate Matter Supplemental EJ Index	50	40
Toxic Releases to Air Supplemental EJ Index	65	57
Traffic Proximity and Volume Supplemental EJ Index	57	67
Lead Paint Supplemental EJ Index	52	54
Superfund Proximity Supplemental EJ Index	67	65
RMP Proximity Supplemental EJ Index	45	35
Hazardous Waste Proximity Supplemental EJ Index	49	61
Underground Storage Tanks Supplemental EJ Index	47	47
Wastewater Discharge Supplemental EJ Index	46	33
Drinking Water Non-Compliance Supplemental EJ Index	68	76

SELECTED VARIABLES	VALUE
BREAKDOWN BY RACE	
% Hispanic or Latino	1%
% Black or African American (non-Hispanic, single race)	1%
% Asian (non-Hispanic, single race)	38%
% American Indian and Alaska Native (non-Hispanic, single race)	0%
% Native Hawaiian and Other Pacific Islander (non-Hispanic, single race)	0%
% Other race (non-Hispanic, single race)	0%
% Two or more races (non-Hispanic)	10%
% White (non-Hispanic, single race)	50%
BREAKDOWN BY GENDER	
% Male	53%
% Female	47%
LIMITED ENGLISH SPEAKING BREAKDOWN	
%Spanish lang (as %of limited English hhlds)	0%
%Other Indo-European lang (as %of limited English hhlds)	0%
%Asian-Pacific Island lang (as %of limited English hhlds)	100%
%Other lang (as %of limited English hhlds)	0%

Note: Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update