



**Massachusetts Bay  
Transportation Authority**

# **FORGING AHEAD PROGRAM**

## **Environmental Notification Form**



**Submitted To:  
The Massachusetts Executive Office  
Of Energy & Environment**

**FEBRUARY 1, 2021**





Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Jamey Tesler, Acting MassDOT Secretary & CEO  
Steve Poflak, General Manager

**massDOT**  
Massachusetts Department of Transportation

To: Tori Kim  
Assistant Secretary for MEPA

From: Andrew D. Brennan <sup>ADB</sup>  
Sr. Director for Energy & Environment

Date: February 1, 2021

RE: MBTA Forging Ahead Program  
Environmental Notification Form

The MBTA is submitting the enclosed Environmental Notification Form (ENF) regarding the proposed service reductions, as described in the MBTA's Forging Ahead program. Although neither the MEPA statute nor implementing regulations require an ENF to be filed based on MBTA service reductions, the MBTA's enabling legislation, , states that *"for a system wide decrease in service of 10% or more, the decrease shall be the subject of an environmental notification form initiating review pursuant to sections 61 and 62H, inclusive of chapter 30."* (MGL 161A (5)(d)). The filing of this ENF meets MBTA's statutory obligation.

The MBTA's ENF describes the proposed service reductions designed to preserve critical transportation services. The MBTA's extensive stakeholder engagement process, and the revised service reduction proposal (which incorporates changes made in response to stakeholder comments) are also included in the ENF. Lastly, the report prepared by the Central Transportation Planning Staff (CTPS) to the Boston Region Metropolitan Planning Organization (MPO), entitled *Forging Ahead: Air Quality and Environmental Justice Analysis*, is an attachment to this ENF and describes the air quality ramifications of the service reductions as well as the impacts to Environmental Justice communities.

### **The Challenge: Protecting Essential Service for Transit-Critical Customers**

Challenged by unprecedentedly low ridership due to the COVID-19 pandemic, the MBTA is facing ridership levels never seen in its history. In 2019, MBTA riders took an average of 1.26 million daily trips. By comparison, in November 2020, (the most recent timeframe for which a full month of data is available), riders took approximately 368,000 daily trips—equaling only 26% of daily ridership compared to November 2019.

The MBTA has continued to run service at 2019 levels, even though current demand is only one-quarter of previous ridership levels. To protect the provision of essential transportation service for those who most depend upon it, the MBTA must reduce service where there are fewer riders. This will allow the MBTA to steward its resources, in anticipation of restoring service when demand starts to recover in the post-COVID future, while preserving access and quality of service to its most transit-critical customers.

In November 2020, the MBTA presented an initial service reduction proposal in a public meeting before its Fiscal Management and Control Board (FMBC) [?]. The MBTA then commenced an extensive public engagement process that included ten public meetings and one public hearing. Over the course of the stakeholder engagement, the MBTA received thousands of comments

from the public via, the public meetings, the hearing, emails, letters and voicemails. The initial plan for service changes described the need for the service reductions, the MBTA's policy approach for defining and preserving essential services. (The MBTA defines "essential services" as the services that service high transit critical population AND have high ridership potential.), and the proposal for changes in service by mode (bus, rapid transit, commuter rail and ferry). The MBTA also presented its goals for how it plans to build back service as ridership demands.

First and foremost, the MBTA's approach to service changes is to realign service to match current ridership patterns, while at the same time placing its first priority on preserving and protecting service for those who most depend on the MBTA for frequent and reliable service. The vast majority of MBTA services will continue and reductions in non-essential service [?] are not expected to be permanent

The MBTA's proposed service reductions will provide quality transit for essential trips, as well as a reduced amount of non-essential service that is still viable for many of those who depend on it. Most customers who have continued to use essential services during the pandemic will not be impacted by the proposed service reduction.

Non-essential services will generally see less frequent headways, or in some cases be temporarily eliminated, thereby allowing the MBTA to prioritize and preserve essential services. Due to lower ridership, service reductions are not expected to significantly increase crowding. Going forward, the MBTA will adjust service on a quarterly or semi-annual basis (based on mode), so it can continue to match resources with where/when there is ridership or need.

### **Public Engagement Program**

The MBTA received extensive feedback during the month-long public engagement process—including more than 7,000 comments from riders and MBTA stakeholders. Based on this feedback, the MBTA changed the initial plan to mitigate the impacts of the service changes, particularly the impacts on critical workers and the MBTA's most transit dependent communities. These changes are reflected in the revised service proposal that is the basis of this ENF. The MBTA designed a public process consistent with the MBTA's enabling legislation and its public participation policies; federal requirements under the Americans with Disabilities Act (ADA), Title VI of the Civil Rights Act of 1964, and related Presidential Executive Orders; and the Massachusetts Public Accommodations Law. A summary of the public engagement program was prepared and is included in this ENF submittal.

MBTA staff presented an updated plan to the MBTA FMCB on December 14, 2020, where the FMCB voted to approve the revised plan, conditional on the completion of the environmental review requirements, the completion of the assessment required under Title VI of the Civil Rights Act, and other matters.

### **Overview of Revised Service Proposal:**

Based on the feedback the MBTA received during the month-long public engagement process, the MBTA designed this revised proposal to better address some of the impacts anticipated under the original proposal, to better match current services with demand, and to account for

expected ridership levels in the near future. The revised proposal also allows the MBTA to be more flexible and increase its service frequency going forward, in response to ridership and revenue. Attached is a presentation laying out this initial proposal and included by reference into this ENF.

The revised service plan reserves more access to service and lengthens hours of operation and avoids some service changes that would have required customers switch modes.

The revised base service level provides:

- 85-90% of pre-COVID bus service, which serves a current demand equal to 41% of pre-COVID bus ridership,
- 75-80% of rapid transit service, which serves a current demand equal to 22% of pre-COVID ridership, and
- 70% of commuter rail service, which serves a current demand equal to 13% of pre-COVID ridership.

In each case, the base level service will accommodate ridership growth as demand grows back toward pre-COVID levels.

By focusing on reductions to service frequency, the MBTA will be better prepared to increase service when ridership returns and more revenue becomes available—in other words, when the economy reopens after widespread vaccine distribution. Any savings from service reductions will be used to increase service frequency when needed which also support social-distance goals; this is a prudent stewardship of resources which plans for the post-COVID future.

These adjustments allow the MBTA to:

- Preserve the majority of pre-pandemic service (by as much as 90%, depending on mode),
- Align current service levels with changing ridership and demand,
- Maintain service for those who depend on public transit,
- Reduce primarily non-essential services (e.g. where the MBTA currently operates nearly empty trains and buses).

These service changes do not take place simultaneously, but instead occur in the following phased series:

- Temporary changes to Commuter Rail and Ferry service started in January 2021, with more changes going into effect in March and April. The first round of commuter rail services involved reduced winter schedules including reduced weekend service. These changes were made necessary due to high levels of employees affected by COVID-19 which resulted in a reduction on employees available to safely operate the railroad at the previous level of service.
- Additionally, Charlestown ferry service was suspended as well as direct ferry service to Hingham (ferry service to Hingham via Hull continues at a reduced level).
- Changes to rapid transit and bus service may start in March 2021, with more changes going into effect in June or July



This timeline allows for further service adjustments if ridership changes in the near future, or if durable revenue becomes available. In some cases, particularly for non-essential bus routes and Commuter Rail, changes to pre-COVID service may be appropriate in order to reflect post-COVID changes in commuting and other travel patterns. The MBTA will restore service in response to ridership and in line with our planning to transform these services.

The MBTA is not proposing any fare increases at this time. The MBTA recognizes that fare increases in this economic environment would have disproportionate impact on low-income communities and the critical workers who continue to use our services. Because of that concern, the MBTA has determined that any fare increase would not be appropriate now. The MBTA will evaluate any potential fare increase in the future via a separate public process.

### **Air Quality and Environmental Justice Analysis**

The analysis performed by CTPS concludes that communities of color, low-income communities, and environmental justice communities do not bear a disparate impact or disproportionate burden due to the proposed changes. In fact, the analysis shows that the impact to these communities is significantly lower than it is for non-Title VI communities.

The CTPS report also shows that the proposed service changes result in meaningful reductions in greenhouse gases (GHG) and criteria air pollutants. This environmental benefit is due to the fact that the significant reduction in transit vehicle miles traveled and the associated reductions in criteria pollutants and GHG will far outweigh any air quality impacts resulting from the very low level of customers who divert to automobile trips.

In addition to the air quality and impacts on EJ communities report, the MBTA is preparing an assessment pursuant to Title VI of the Civil Rights Act of 1966. The MBTA anticipates that the analysis will confirm that the proposed service changes do not have a disproportionate and adverse effect on individuals based on race, color or national origin. While the Title VI analysis is very different in its focus than the environmental assessment included in this ENF and does not assess environmental impacts, it is a document that works in tandem with the environmental assessment. The Title VI assessment will be completed by early March. The MBTA will make this report available when it is completed.

### **Structure of the ENF**

When the MBTA first envisioned the Forging Ahead program, it realized that it was a complex concept could possibly include a number of key policy proposals, various service planning scenarios, competing interests and various outcomes. In light of that, the MBTA developed the initial proposal that, based on stakeholder input, was revised to mitigate some of the potential impacts. Through this process, the MBTA developed its current proposal for changes to service. For this ENF, the MBTA has described the initial proposal, the revised proposal, the stakeholder engagement process as well as the air quality and environmental justice analysis of the service changes in a series of presentation reports.

Those reports, incorporated by reference into this ENF, include:

- Initial Forging Ahead Service Scenarios
- Revised Forging Ahead Service Proposal
- Summary of the Public Engagement Program
- Forging Ahead: Air Quality and Environmental Justice Analysis

The ENF, and all of the included supplemental documents described above, will be posted to the MBTA's Forging Ahead website. The MBTA will also provide information on the website regarding how stakeholders and members of the public can participate in the MEPA process including participating in the MEPA consultation session.

We look forward to a robust review of the ENF. This public review will build upon the extremely thorough and forward reaching stakeholder engagement that the MBTA has been conducting over the past few months.

If you have any questions do not hesitate to contact me.

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

**Environmental Notification Form**

*For Office Use Only*

EEA#: \_\_\_\_\_

MEPA Analyst: \_\_\_\_\_

*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: <b>MBTA SERVICE LEVEL REDUCTION</b>		
Street Address: <b>SYSTEMWIDE</b>		
Municipality: <b>GREATER BOSTON</b>	Watershed: <b>MULTIPLE</b>	
Universal Transverse Mercator Coordinates:	Latitude:	Longitude:
Estimated commencement date: <b>SPRING '2</b>	Estimated completion date:	
Project Type: <b>SERVICE REDUCTION</b>	Status of project design: <b>NA%</b> complete	
Proponent: <b>MASSACHUSETTS BAY TRANSPORTATION AUTHORITY</b>		
Street Address: <b>10 PARK PLAZA, ROOM 6720</b>		
Municipality: <b>BOSTON</b>	State: <b>MA</b>	Zip Code: <b>02116</b>
Name of Contact Person: <b>ANDREW D BRENNAN</b>		
Firm/Agency: <b>MBTA</b>	Street Address: <b>10 PARK PLAZA, RM. 6720</b>	
Municipality: <b>BOSTON</b>	State: <b>MA</b>	Zip Code: <b>02116</b>
Phone: <b>617-222-3126</b>	Fax: <b>N/A</b>	E-mail: <b>abrennan@mbta.com</b>

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 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)?  
**None MEPA review required under MGL 161A**

Which State Agency Permits will the project require?  
**None**

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:  
**None**

<b>Summary of Project Size &amp; Environmental Impacts</b>	<b>Existing</b>	<b>Change</b>	<b>Total</b>
<b>LAND</b>			
Total site acreage	N/A		
New acres of land altered		N/A	
Acres of impervious area	N/A	N/A	N/A
Square feet of new bordering vegetated wetlands alteration		N/A	
Square feet of new other wetland alteration		N/A	
Acres of new non-water dependent use of tidelands or waterways		N/A	
<b>STRUCTURES</b>			
Gross square footage	N/A	N/A	N/A
Number of housing units	N/A	N/A	N/A
Maximum height (feet)	N/A	N/A	N/A
<b>TRANSPORTATION</b>			
Vehicle trips per day	N/A	N/A	N/A
Parking spaces	N/A	N/A	N/A
<b>WASTEWATER</b>			
Water Use (Gallons per day)	N/A	N/A	N/A
Water withdrawal (GPD)	N/A	N/A	N/A
Wastewater generation/treatment (GPD)	N/A	N/A	N/A
Length of water mains (miles)	N/A	N/A	N/A
Length of sewer mains (miles)	N/A	N/A	N/A
<p>Has this project been filed with MEPA before?  <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No</p>			
<p>Has any project on this site been filed with MEPA before? <input checked="" type="checkbox"/> Yes (EEA # _____) <input type="checkbox"/> No</p> <p>Since the service reduction proposal encompasses the 175 cities and towns in the MBTA service area, many projects have been previously filed with MEPA that are "on this site" in the literal sense of that term; none, however, are related to this service reduction proposal.</p>			



## **GENERAL PROJECT INFORMATION – all proponents must fill out this section**

### **PROJECT DESCRIPTION:**

*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.*

The COVID-19 pandemic has had a significant impact on MBTA ridership. The MBTA has not made any meaningful reduction in service levels to correspond to this drop in ridership. Continuing to provide near pre-COVID service levels is unsustainable. The MBTA needs to adjust its service levels to better address the significant drop in ridership that has occurred and to ensure that resources are held in reserve to ensure that the MBTA is able to continue to provide key service to critical workers who have continued to rely on transit over the course of the pandemic

**MEPA jurisdiction.** The MEPA regulations do not have ENF thresholds for service reductions. The MBTA's enabling legislation, however, requires that *"for a system wide decrease in service of 10% or more, the decrease shall be the subject of an environmental notification form initiating review pursuant to sections 61 and 62H, inclusive of chapter 30."* (MGL 161A (5)(d))

The MBTA statute (MGL 161A) does not provide any guidance as to how to measure or what metric to use in measuring a 10% service reduction. In the absence of such guidance, the MBTA has determined that Service Hours (*i.e.*, the total number of hours that MBTA passenger vehicles are in operation and available to customers) traveled by MBTA vehicles when in service is an appropriate metric against which to measure this reduction, since this metric measures the amount of service that the MBTA is providing. Metrics such as ridership or passenger miles are customer responses to the service levels and therefore are not appropriate metrics. The MBTA's proposed service exceed the 10% threshold in the statute.

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

The service reductions described in this ENF are across the entire MBTA service area, which covers 175 cities and towns in Eastern Massachusetts. For the purpose of this ENF, the MBTA has defined the "Project Site" to mean the entire MBTA service area, since the proposed service cuts are system-wide. A project site definition of this size does not lend itself well to the existing Environmental Notification Form format that all other site-specific MEPA projects file, because it encompasses a wide range of land uses, topographies, and natural resource areas. For example, there are multiple ACEC's, ORW's, historic resources, and mapped habitats for endangered species within this 3200+ square mile project area. It is important to highlight that the proposed service reductions do not involve any project-related "work" or "activity" within the typical usage of these terms in MEPA. No construction activity will take place nor will there be any type of land disturbance that could affect these resources. In light of these considerations, throughout this ENF, the MBTA has attempted to recognize that the project area may cover or include many of these resource areas, but noted there is no direct impact to the resource areas that results from the service reductions.

### **Describe the proposed project and its programmatic and physical elements:**

Challenged by unprecedentedly low ridership due to the COVID-19 pandemic, the MBTA is

facing a historic moment. Despite this significant drop in ridership, the MBTA has continued to run service at pre-pandemic levels, even though it does not match current demand. In order to protect essential service for those who depend upon it, the MBTA needs to reduce service where there are fewer riders. The goal of these changes is to preserve access to these transit-critical customers. The MBTA's plan to readjust service levels to current COVID era ridership is an overall program that the MBTA refers to as **Forging Ahead**.

A more detailed description of the Forging Ahead program is laid out in the Initial *Forging Ahead Service Scenarios Summary Document* attached to this ENF

**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:**

Given the MBTA's existing financial structure, including the availability of the sources of funds, the MBTA's has only two alternatives to a reduction in service:

- **No Build Alternative** or a decision to maintain the same pre-COVID-19 level of service. While this would not result in any reductions of access for the riders, the MBTA has determined that this is unsustainable. While the MBTA has received funding through the Coronavirus Aid, Relief and Economic Security (CARES) Act, as well additional funding in the recent Consolidated Appropriations Act, these funds are each a one-time infusion of monies. The MBTA anticipates that these funds will assist the MBTA, but without additional cost controls, the MBTA will need to make additional and potentially more severe cuts in service in the future. All economic forecasts indicate that a return to pre-pandemic scenarios will not occur for a few more years. As such, ridership demand – and the corresponding fare revenue – will remain low for three to four years. Were the MBTA to refrain from making reductions in services, the MBTA would be unable to marshal resources for continued operations for the critical services. In addition, the MBTA would continue to operate vehicles carrying very few passengers that would be an inefficient use of financial and labor resources, as well as emit air quality impacts that could otherwise be avoided.
- **Generate additional revenues and/or reduce operating costs to replace those lost due to the pandemic.** The MBTA has the ability to raise “own-source” revenues via activities as selling unused land, increasing advertising revenues and other measures. The MBTA is working to generate additional resources by these means, but there is a limit to how much can be raised, particularly during the economic downturn when demand for land or demand for new advertising is limited. The MBTA's other main source of revenue is fares paid by the rider. The MBTA has determined that any increase in fares would be an economic hardship to our customers, particularly the most transit dependent riders and/or critical workers. Generating additional revenues to meet the MBTA's revenue needs is unfeasible.

**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.*

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

Based on feedback received during this process, the MBTA proposed an updated plan to the Fiscal and Management Control Board in December 2020. This proposal mitigates many of the impacts of the original proposal, better matches current service demand, and accounts for expected ridership levels in the near future. This new proposal also allows the MBTA to be flexible and increase service frequency in response to ridership and revenue.

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

The Forging Ahead program does not include any construction but the service changes are being phased in over several months. The implementation schedule is fully described in the *Forging Ahead Revised Service Proposal* document that is part of this ENF.

**AREAS OF CRITICAL ENVIRONMENTAL CONCERN:**

Is the project within or adjacent to an Area of Critical Environmental Concern?

Yes (Specify: **Multiple ACEC's throughout Eastern MA**)  No

**The proposal encompasses the 175 cities and towns in the service area, which includes several ACEC's; there is, however, no work or activity affecting any of the ACEC's.**

if yes, does the ACEC have an approved Resource Management Plan?  Yes  No;  
**N/A – see above**

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](http://www.mass.gov/dfwele/dfw/nhesp/regulatory_review/priority_habitat/priority_habitat_home.htm))

Yes (Specify **Multiple mapped species areas throughout Eastern Massachusetts**)  
 No

**The proposal encompasses the 175 cities and towns in the service area, which includes multiple Endangered and/or Priority Habitats; there is, however, no work or activity affecting any of the habitat areas.**

**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: Multiple state listed Historic Resources throughout Eastern MA)**  **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

**The proposal encompasses the 175 cities and towns in the service area, which includes multiple ORWs; there is, however, no work or activity affecting any ORWs.**

*(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:

**The proposal encompasses the 175 cities and towns in the service area, which includes multiple medium or high stressed basins; there is, however, no work or activity that will directly affect any of these basins.**

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:

**There are no stormwater impacts resulting from the proposed service reductions.**

**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): \_\_\_\_\_

**The proposal encompasses the 175 cities and towns in the service area, including multiple MCP sites, as well as AUL's and potentially RC's that have not yet been reported or assigned an RTN; the proposed service reductions will not, however, affect any of these MCP issues.**

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:

**The proposal encompasses the 175 cities and towns in the service area, including multiple MCP sites, as well as AUL's and potentially RC's that have not yet been reported or assigned an RTN; the proposed service reductions will not, however, affect any of these MCP issues.**

**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:

*(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:

**The project does not involve construction; no anti-idling measures are necessary.**

**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:

**The proposal encompasses the 175 cities and towns in the service area, including multiple Wild and Scenic Rivers as well as state designated Scenic Rivers, however, no work or activity related to the proposed service reductions will directly affect any of these rivers.**

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 will 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.

**The Forging Ahead ENF includes the following attachments**

- *Initial Service Proposal*
- *Revised Service Proposal*
- *Air Quality and Environmental Justice Impacts*
- *Forging Ahead Public Engagement Summary Report*
- *Supplemental Information on Ridership, Services, Plans, and Mode Specific Issues*

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

**Given the unique nature of the project, a USGS map of the project location and boundaries would not be appropriate. Instead, the MBTA has included a map of its service territory given that the project has the potential to affect all of the communities in the MBTA service district. Additionally, a list of the 175 cities and town in the MBTA service district is attached.**

- 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.
- 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.
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).

**For each of the items listed as #3, #4 and #5 above, given the unique nature of the project, the types of plans described above are not applicable.**

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

**Given the size and the scope of the project, all of the offices on the MEPA Electronic Distribution List (attached). Additionally, the MBTA sent notifications to the City Council or Board of Directors, Planning Departments, Conservation Commissions and Boards of Health in each of the 175 communities in the MBTA service district. Attached is a list of the municipalities in the MBTA Service District.**

7. List of municipal and federal permits and reviews required by the project, as applicable.

**No state or municipal permits or approvals are required. The MBTA is required to have these service changes reviewed by the Federal Transit Administration pursuant to Title VI of the Civil Rights Act.**



**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:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Footprint of buildings	<u>0</u>	<u>0</u>	<u>0</u>
Internal roadways	<u>0</u>	<u>0</u>	<u>0</u>
Parking and other paved areas	<u>0</u>	<u>0</u>	<u>0</u>
Other altered areas	<u>0</u>	<u>0</u>	<u>0</u>
Undeveloped areas	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total: Project Site Acreage</b>	<u>0</u>	<u>0</u>	<u>0</u>

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: NA Date

**The proposal encompasses the 175 cities and towns in the service area; it is therefore not practicable to list or describe all of the applicable local plans.**

B. Describe the project's consistency with that plan with regard to:  
 1) economic development **Not Applicable**  
 2) adequacy of infrastructure **Not Applicable**  
 3) open space impacts **Not Applicable**

4) compatibility with adjacent land uses **Not Applicable**

C. Identify the current Regional Policy Plan of the applicable Regional Planning Agency (RPA)

RPA: \_\_\_\_NA\_\_\_\_\_

Title: \_\_\_\_NA\_\_\_\_\_ Date \_\_\_\_\_

**The proposal encompasses the 175 cities and towns in the service area. These communities fall within 7 of the Commonwealth's 14 Regional Planning Agencies and it is therefore not practicable to list or describe all of the applicable regional plans.**

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

- 1) economic development **Not Applicable**
- 2) adequacy of infrastructure **Not Applicable**
- 3) open space impacts **Not Applicable**

**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

D. 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

**The proposal encompasses the 175 cities and towns in the service area, including multiple mapped habitat areas; however, no work or activity related to the proposed service reductions will directly affect any habitat area.**

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? NA – See Above

4. Has the site been surveyed for rare species in accordance with the Massachusetts Endangered Species Act? \_\_\_ Yes \_\_\_ No NA – See Above

4. 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

**The service reductions are not subject to review under the Massachusetts Wetlands Protection Act, and therefore no Notice of Intent is required.**

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:

B. 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:

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:

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:

<u>Coastal Wetlands</u>	<u>Area (square feet) or Length (linear feet)</u>	<u>Temporary or Permanent Impact?</u>
Land Under the Ocean	_____	_____
Designated Port Areas	_____	_____
Coastal Beaches	_____	_____
Coastal Dunes	_____	_____
Barrier Beaches	_____	_____
Coastal Banks	_____	_____
Rocky Intertidal Shores	_____	_____
Salt Marshes	_____	_____
Land Under Salt Ponds	_____	_____
Land Containing Shellfish	_____	_____
Fish Runs	_____	_____
Land Subject to Coastal Storm Flowage	_____	_____
 <u>Inland Wetlands</u>		
Bank (If)	_____	_____
Bordering Vegetated Wetlands	_____	_____
Isolated Vegetated Wetlands	_____	_____
Land under Water	_____	_____
Isolated Land Subject to Flooding	_____	_____
Bordering Land Subject to Flooding	_____	_____
Riverfront Area	_____	_____

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) \_\_\_\_\_

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; 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:
  
- B. 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)?
  
- C. 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.
  
- D. 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:
  
- E. 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:
  
- F. 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.)
  
- G. 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? 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:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
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:

	<u>Permitted Flow</u>	<u>Existing Avg Daily Flow</u>	<u>Project Flow</u>	<u>Total</u>
Capacity of water supply well(s) (gpd)	_____	_____	_____	_____
Capacity of water treatment plant (gpd)	_____	_____	_____	_____

F. 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?

G. 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):

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Discharge of sanitary wastewater	_____	_____	_____
Discharge of industrial wastewater	_____	_____	_____
TOTAL	_____	_____	_____
	<u>Existing</u>	<u>Change</u>	<u>Total</u>
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:

	<u>Permitted</u>	<u>Existing Avg Daily Flow</u>	<u>Project Flow</u>	<u>Total</u>
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):

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
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:

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

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:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Number of parking spaces	_____	_____	_____
Number of vehicle trips per day	_____	_____	_____
ITE Land Use Code(s):	_____	_____	_____

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

	<u>Roadway</u>	<u>Existing</u>	<u>Change</u>	<u>Total</u>
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____

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

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?

C. 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 will the project will participate in the TMA:

D. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation facilities? \_\_\_\_ Yes \_\_\_\_ No; if yes, generally describe:

E. 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)?

**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:

**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:

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:

B. Will the project involve any

1. Alteration of bank or terrain (in linear feet)? \_\_\_\_\_
2. Cutting of living public shade trees (number)? \_\_\_\_\_
3. Elimination of stone wall (in linear feet)? \_\_\_\_\_

**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:



**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:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
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:

1. the facility's current and proposed fuel source(s)?
2. 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 \_\_\_X\_ 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:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
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:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
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:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
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:

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:

**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) *The Boston Globe*

DATE **February 5, 2021**

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

Signatures:

2.1.2021 

Date	Signature of Responsible Officer or Proponent	Date	Signature of person preparing ENF (if different from above)
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<u>ANDREW D. BRENNAN</u>	<u>N/A</u>
Name (print or type)	Name (print or type)

<u>MBTA</u>	
Firm/Agency	Firm/Agency

<u>10 PARK PLAZA, RM. 6720</u>	
Street	Street

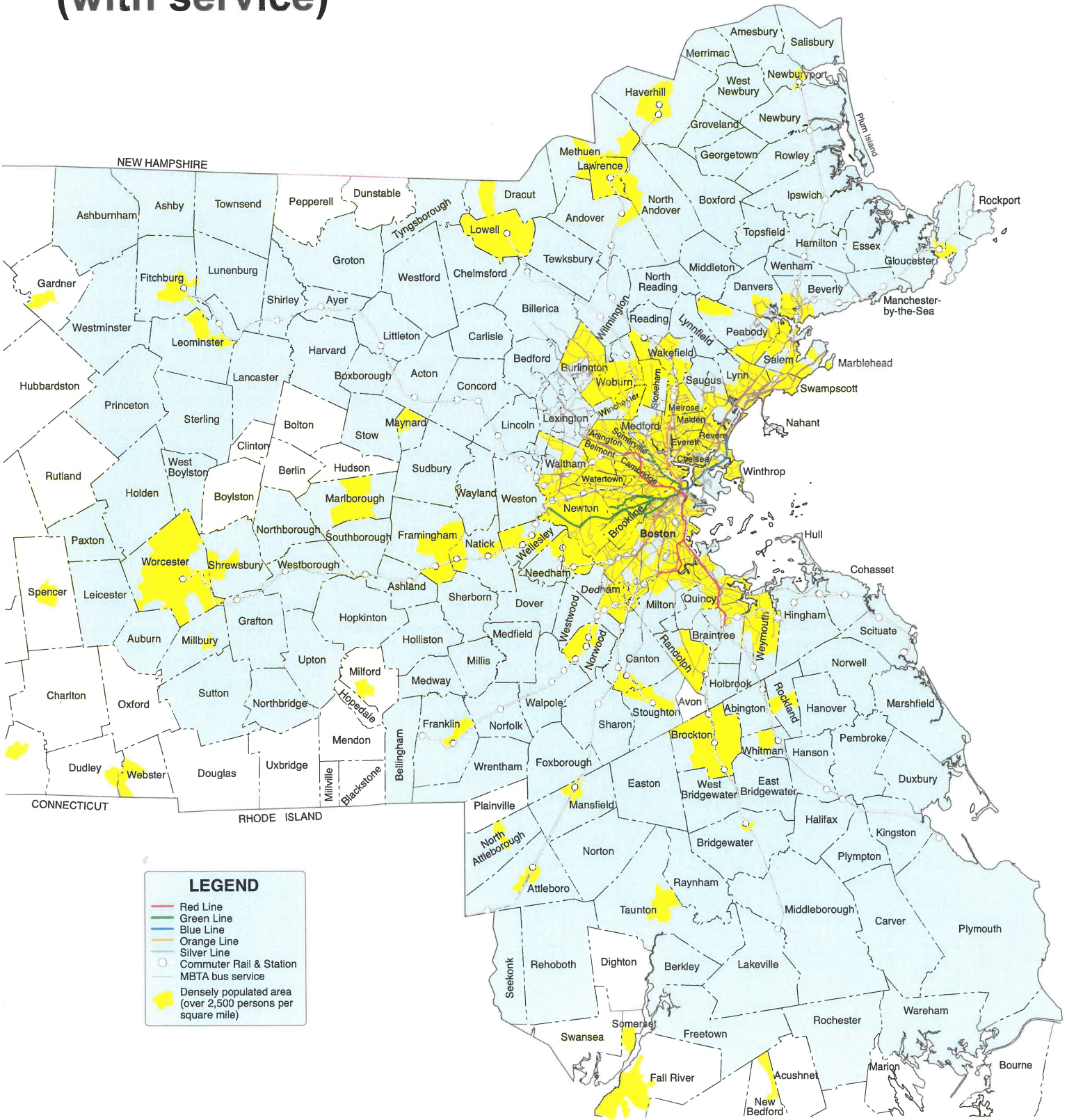
<u>BOSTON, MA 02116</u>	
Municipality/State/Zip	Municipality/State/Zip

<u>617-222-3126</u>	
Phone	Phone





# MBTA district (with service)



**LEGEND**

- Red Line
- Green Line
- Blue Line
- Orange Line
- Silver Line
- Commuter Rail & Station
- MBTA bus service
- Densely populated area (over 2,500 persons per square mile)

# CITIES AND TOWNS IN THE MBTA SERVICE DISTRICT

Abington	Chelmsford	Holbrook
Acton	Chelsea	Holden
Amesbury	Cohasset	Holliston
Andover	Concord	Hopkinton
Arlington	Danvers	Hull
Ashburnham	Dedham	Ipswich
Ashby	Dover	Kingston
Ashland	Dracut	Lakeville
Attleboro	Duxbury	Lancaster
Auburn	East Bridgewater	Lawrence
Ayer	Easton	Leicester
Bedford	Essex	Leominster
Bellingham	Everett	Lexington
Belmont	Fitchburg	Lincoln
Berkley	Foxborough	Littleton
Beverly	Framingham	Lowell
Billerica	Franklin	Lunenburg
Boston	Freetown	Lynn
Bourne	Georgetown	Lynnfield
Boxborough	Gloucester	Malden
Boxford	Grafton	Manchester
Braintree	Groton	Mansfield
Bridgewater	Groveland	Marblehead
Brockton	Halifax	Marlborough
Brookline	Hamilton	Marshfield
Burlington	Hanover	Maynard
Cambridge	Hanson	Medfield
Canton	Harvard	Medford
Carlisle	Haverhill	Medway
Carver	Hingham	Melrose

**(Note: City Council or Board of Selectmen, Planning Board, Conservation Commission and Board of Health in each community notified of the MBTA's Forging Ahead ENF Availability)**

## CITIES AND TOWNS IN THE MBTA SERVICE DISTRICT

Merrimac	Reading	Upton
Methuen	Rehoboth	Wakefield
Middleborough	Revere	Walpole
Middleton	Rochester	Waltham
Millbury	Rockland	Wareham
Millis	Rockport	Wayland
Milton	Rowley	Wellesley
Nahant	Salem	Wenham
Natick	Salisbury	West Boylston
Needham	Saugus	West Bridgewater
Newbury	Scituate	West Newbury
Newburyport	Seekonk	Westborough
Newton	Sharon	Westford
Norfolk	Sherborn	Westminster
North Andover	Shirley	Weston
North Attleborough	Shrewsbury	Westwood
North Reading	Somerville	Weymouth
Northborough	Watertown	Whitman
Northbridge	Southborough	Wilmington
Norton	Sterling	Winchester
Norwell	Stoneham	Winthrop
Norwood	Stoughton	Woburn
Paxton	Stow	
Peabody	Sudbury	
Pembroke	Sutton	
Plymouth	Swampscott	
Plympton	Taunton	
Princeton	Tewksbury	
Quincy	Topsfield	
Randolph	Townsend	
Raynham	Tyngsborough	

**(Note: City Council or Board of Selectmen, Planning Board, Conservation Commission and Board of Health in each community notified of the MBTA's Forging Ahead ENF Availability)**

Agency	Email Address	Address
<b>Massachusetts Environmental Policy Act (MEPA) Office</b>	<a href="mailto:MEPA@mass.gov">MEPA@mass.gov</a>	<b>MEPA Office</b> 100 Cambridge Street, Suite 900 Boston, MA 02144
<b>Department of Environmental Protection, Boston Office</b>	<a href="mailto:helena.boccardo@mass.gov">helena.boccardo@mass.gov</a>	<b>Commissioner's Office</b> One Winter Street Boston, MA 02108
<b>Department of Environmental Protection, Appropriate Regional Office and to each program from which a permit will be sought</b>	<a href="mailto:kathleen.fournier@mass.gov">kathleen.fournier@mass.gov</a>	<b>DEP/Western Regional Office</b> Attn: MEPA Coordinator State House West - 4th floor 436 Dwight Street Springfield, MA 01103
	<a href="mailto:george.zoto@mass.gov">george.zoto@mass.gov</a> <a href="mailto:jonathan.hobill@mass.gov">jonathan.hobill@mass.gov</a>	<b>DEP/Southeastern Regional Office</b> Attn: MEPA Coordinator 20 Riverside Drive Lakeville, MA 02347
	<a href="mailto:andrea.briggs@mass.gov">andrea.briggs@mass.gov</a>	<b>DEP/Central Regional Office</b> Attn: MEPA Coordinator 8 New Bond Street Worcester, MA 01606
	<a href="mailto:john.d.viola@mass.gov">john.d.viola@mass.gov</a>	<b>DEP/Northeast Regional Office</b> Attn: MEPA Coordinator 205B Lowell Street Wilmington, MA 01887
<b>Massachusetts Department of Transportation</b>	<a href="mailto:lionel.lucien@dot.state.ma.us">lionel.lucien@dot.state.ma.us</a> <a href="mailto:catrina.meyer@dot.state.ma.us">catrina.meyer@dot.state.ma.us</a>	<b>Public/Private Development Unit</b> 10 Park Plaza, Suite #4150 Boston, MA 02116
<b>Applicable MassDOT District Office</b>	<a href="mailto:patrick.tierney@dot.state.ma.us">patrick.tierney@dot.state.ma.us</a>	<b>District #1</b> Attn: MEPA Coordinator 270 Main Street Lenox, MA 01240
	<a href="mailto:bao.lang@dot.state.ma.us">bao.lang@dot.state.ma.us</a>	<b>District #2</b> Attn: MEPA Coordinator 811 North King Street Northampton, MA 01060
	<a href="mailto:jeffrey.r.gomes@dot.state.ma.us">jeffrey.r.gomes@dot.state.ma.us</a>	<b>District #3</b> Attn: MEPA Coordinator 499 Plantation Parkway Worcester, MA 01605
	<a href="mailto:connie.raaphael@dot.state.ma.us">connie.raaphael@dot.state.ma.us</a>	<b>District #4</b> Attn: MEPA Coordinator 519 Appleton Street Arlington, MA 02476

	<a href="mailto:barbara.lachance@dot.state.ma.us">barbara.lachance@dot.state.ma.us</a>	<b>District #5</b> Attn: MEPA Coordinator 1000 County Street Taunton, MA 02780
	<a href="mailto:amitai.lipton@dot.state.ma.us">amitai.lipton@dot.state.ma.us</a>	<b>District #6</b> Attn: MEPA Coordinator 185 Kneeland Street Boston, MA 02111
<b>Massachusetts Historical Commission</b>	Mail a hard copy of the filing to MHC.	<b>The MA Archives Building</b> 220 Morrissey Boulevard Boston, MA 02125
<b>Applicable Regional Planning Agency</b>	<a href="#">Check website.</a>	Coordinate with each Regional Planning Agency.
<b>In each municipality affected by the Project</b>	Coordinate with each municipality.	<b>City Council or Board of Selectmen</b>
		<b>Planning Board/Department</b>
		<b>Conservation Commission</b>
		<b>Department/Board of Health</b>
<b>If the project is in a Coastal Zone Community</b>	<a href="mailto:robert.boeri@mass.gov">robert.boeri@mass.gov</a> <a href="mailto:patrice.bordonaro@mass.gov">patrice.bordonaro@mass.gov</a>	<b>Coastal Zone Management</b> Attn: Project Review Coordinator 251 Causeway Street, Suite 800 Boston, MA 02114
	<a href="mailto:DMF.EnvReview-North@mass.gov">DMF.EnvReview-North@mass.gov</a>	<b>From Hull to New Hampshire Border</b> DMF – North Shore Attn: Environmental Reviewer 30 Emerson Avenue Gloucester, MA 01930



	<a href="mailto:DMF.EnvReview-South@mass.gov">DMF.EnvReview-South@mass.gov</a>	<b>From Cohasset to Rhode Island Border</b> DMF – South Shore Attn: Environmental Reviewer 836 South Rodney French Blvd New Bedford, MA, 02744
If the project site has been in agricultural use within the last fifteen years	<a href="mailto:barbara.hopson@mass.gov">barbara.hopson@mass.gov</a>	<b>Department of Agricultural Resources</b> Attn: MEPA Coordinator 138 Memorial Avenue, Suite 42 West Springfield, MA 01089
If the Project site is within or contains designated significant or estimated habitat, or priority sites of endangered or threatened species or species of special concern in accordance with the Massachusetts Endangered Species Act	<a href="mailto:melany.cheeseman@mass.gov">melany.cheeseman@mass.gov</a> <a href="mailto:emily.holt@mass.gov">emily.holt@mass.gov</a>	<b>Natural Heritage and Endangered Species Program</b> Division of Fisheries & Wildlife 1 Rabbit Hill Road Westborough, MA 01581
If the Project affects DCR roadways, watersheds or other properties or an ACEC	<a href="mailto:andy.backman@mass.gov">andy.backman@mass.gov</a>	<b>DCR</b> Attn: MEPA Coordinator 251 Causeway St. Suite 600 Boston MA 02114
If the Project implicates public health impacts	<a href="mailto:DPHToxicology@State.MA.US">DPHToxicology@State.MA.US</a>	<b>Department of Public Health</b> Director of Environmental Health 250 Washington Street Boston, MA 02115
If the Project is subject to Greenhouse Gas Emissions Policy or to review by Energy Facilities Siting Board	<a href="mailto:andrew.greene@mass.gov">andrew.greene@mass.gov</a> <a href="mailto:geneen.bartley@mass.gov">geneen.bartley@mass.gov</a>	<b>Energy Facilities Siting Board</b> Attn: MEPA Coordinator One South Station Boston, MA 02110
	<a href="mailto:paul.ormond@mass.gov">paul.ormond@mass.gov</a> <a href="mailto:brendan.place@mass.gov">brendan.place@mass.gov</a>	<b>Department of Energy Resources</b> Attn: MEPA Coordinator 100 Cambridge Street, 10th floor Boston, MA 02114
If the Project is in a municipality served by the Massachusetts Water Resources Authority (MWRA)	<a href="mailto:katherine.ronan@mwra.com">katherine.ronan@mwra.com</a>	<b>Massachusetts Water Resource Authority</b> Attn: MEPA Coordinator 100 First Avenue Charlestown Navy Yard Boston, MA 02129
If the Project affects Massachusetts Bay Transportation Authority (MBTA) facilities or properties	<a href="mailto:MEPAcoordinator@mbta.com">MEPAcoordinator@mbta.com</a>	<b>Massachusetts Bay Transit Authority</b> Attn: MEPA Coordinator 10 Park Plaza, 6th Fl. Boston, MA 02116-3966