DRAFT ENVIRONMENTAL ASSESSMENT (EA)
FOR
AIR FORCE PERSONNEL RELOCATION

PREPARED BY:

Department of the Air Force
AFLCMC HBN
66 ABG/CEIE

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GLOSSARY OF ABBREVIATIONS AND ACRONYMS

AAQS	Ambient Air Quality Standards
ABG	Air Base Group
ACM	Asbestos Containing Material
AF	Air Force
AFB	Air Force Base
AFCEC	Air Force Civil Engineering Center
AFI	Air Force Instruction
AFLCMC	Air Force Life Cycle Management
AFSAC	Air Force Security Assistance and Cooperation Directorate
AICUZ	Air Installation compatible Use Zone
ATFP	Antiterrorism/Force Protection
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CO2	Carbon Monoxide
DOD	Department of Defense
DOPAA	Description of the Proposed Action and Alternatives
DSCA	State Department Defense Security Cooperation Agency
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
ESOH	Environmental, Safety, and Occupational Health
EO	Executive Order
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FMS	Foreign Military Sales
FONPA	Finding of No Practicable Alternative
GHG	Greenhouse Gas
GSA	General Services Administration
HAFB	Hanscom Air Force Base
HAZMAT	Hazardous Material
HAZWASTE	Hazardous Waste
HMMP	Hazardous Material Management Program
FONSI	Finding of No Significant Impact
MAJCOM	Major Command
MILCON	Military Construction
MOA	Memorandum of Agreement
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NOA	Notice of Availability
NOI	Notice of Intent

NOx	Nitrous oxide
NDPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
OSHA	Occupational Safety and Health Administration
PREIAP	Planning Requirements for the Environmental Impact Analysis Process
PA	Preferred Alternative
PM	Project Manager
PCB	Polychlorinated Biphenyls
R&D	Research and Development
ROD	Record of Decision
ROI	Regions of Influence
RCRA	Resource Conservation and Recovery Act
SAF/IA	Air Force/International Affairs
SF	Square Feet
SHPO	State Historic Preservation Office(r)
SWPPP	Storm water Pollution Prevention Plan
TSCA	Toxic Substances Control Act
USACE	United States Army Corps of Engineers
USAF	United States Air Force
USC	United States Code
USG	United States Government
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
VOC	Volatile Organic Compound

1.0 PURPOSE OF AND NEED FOR ACTION

1.1 INTRODUCTION

The Air Force Life Cycle Management Center (AFLCMC) Foreign Military Sales (FMS) Division (HBN/HBV) is currently located at Hanscom Air Force Base (HAFB). HBN/HBV provides a fundamental policy tool that is critical in supporting technological, political, and financial complexities between the United States Government (USG) and the foreign purchasers. HBN/HBV must provide space to support customers to streamline interface and coordination. They provide a link between the international community, Air Force Security Assistance and Cooperation Directorate (AFSAC) leadership, tactical leads, and subject matter experts.

1.2 PURPOSE OF THE ACTION

The purpose for action is to provide HBN/HBV adequate administrative office space to meet mission requirements.

1.3 NEED FOR THE ACTION

Currently, HBN/HBV does not have adequate capacity for projected growth and requires additional administrative space in the immediate future. The current facility occupies ~145 individuals and there are no facilities available for the additional ~44 projected personnel to support the growing FMS portfolio. Clientele currently do not have guaranteed access on HAFB and it is essential that they have access to their FMS counterparts. Embedding FMS customers in integrated product teams, and day-to-day business processes is important in order to execute these programs.

Given installation-wide facility constraints, the lead time to pursue Military Construction (MILCON) and the growing portfolio the Air Force is undertaking, the best alternative is to relocate the HBN/HBV to a larger off-base facility. HAFB does not have the facilities to house the additional personnel nor does the Air Force have the option to refuse these space requirements. Doing so would preclude HBN/HBV from meeting State Department Defense Security Cooperation Agency (DSCA) and Secretary of the Air Force/International Affairs (SAF/IA) International agreements.

1.4 DECISION TO BE MADE

The decision to be made is the selection of an alternative for Hanscom AFB to support HBN/HBV in providing adequate administrative office space to meet mission requirements. The decision options are:

1) To continue with current operations (the No-Action Alternative);
2) Selecting an alternative and preparing a Finding of No Significant Impact (FONSI); or
3) Preparing an Environmental Impact Statement if the alternatives would result in significant environmental impacts.

1.5 INTERGOVERNMENTAL COORDINATION/ CONSULTATIONS

1.5.1 Interagency and Intergovernmental Coordination and Consultations

Federal, state, and local agencies with jurisdiction that could be affected by the alternative actions were notified and consulted during the development of this EA.

Section 6.0 contains the list of agencies consulted during this analysis and *Appendix A* contains copies of correspondence.

1.5.2 Government to Government Consultations

Executive Order (EO) 13175, Consultation and Coordination with Indian Tribal Governments (6 November 2000), directs Federal agencies to coordinate and consult with Native American tribal governments whose interests might be directly and substantially affected by activities on federally administered lands. The Proposed action will not affect federally administered lands that Native American tribal governments might have interest. No government to government consultation will be necessary.

1.6 PUBLIC AND AGENCY REVIEW OF EA

A Notice of Availability (NOA) of the Draft EA and FONSI was published in the newspapers of record (listed below), announcing the availability of the EA for review during the week of 9 August 2019. The NOA invited the public to review and comment on the Draft EA. The public and agency review period ended on 23 August 2019. Public and agency comments are provided in Appendix A.

The NOA was published in the following newspapers: Maynard Beacon-Villager, Lexington Minuteman, Billerica Minuteman, and Burlington Union.

Copies of the Draft EA and FONSI were also made available for review and downloading on the internet at:

https://www.hanscom.af.mil/About-Us/Fact-Sheets/Display/Article/379486/civil-engineering/

1.7 APPLICABLE ENVIRONMENTAL REGULATIONS AND REQUIRED COORDINATION

This EA addresses the Proposed Action and the No Action alternative in accordance with the National Environmental Policy Act (NEPA; 42 United States Code [USC] 4321-4347), Council on Environmental Quality (CEQ, 1978) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] §§ 1500-1508), and 32 CFR 989 et seq., Environmental Impact Analysis Process. In addition, this EA evaluates the compliance of the Proposed Action with potential requirements of the following federal environmental laws and regulations:

- Clean Air Act

- Clean Water Act
- Pollution Prevention Act of 1990
- National Historic Preservation Act
- Archaeological Resources Protection Act
- Endangered Species Act of 1973
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)
- Resource Conservation and Recovery Act (RCRA)
- Toxic Substances Control Act (TSCA) of 1970
- Occupational Safety and Health Administration (OSHA) regulations
- Executive Order (EO) 11988 (Floodplain Management)
- EO 11990 (Protection of Wetlands)
- EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations)
  EO 13514 (Federal Leadership in Environmental, Energy, and Economic Performance)

1.8 REQUIRED PERMITS AND LICENSES

The Proposed Action must consider the following permits and licenses. Not all and possibly none of the permits or licenses would be required.

- *Dig Safe Permit 811* – A dig safe permit is required for any excavation. It may be required to connect to existing communication infrastructure.
- *Hazardous Waste Manifest and Land Disposal Restriction Form* – These forms are required for disposal of hazardous building materials (i.e. lead based paint, mercury, PCBs, etc.) disturbed during building modification. The forms provide notification to federal and state regulators and track delivery to licensed treatment, storage and disposal facilities.
- *Massachusetts Department of Environmental Protection (Mass DEP) 10 Day Asbestos Removal Notification* – Required if interior construction would disturb building materials containing asbestos (not anticipated).
- *Wetland Notice of Intent/Order of Conditions* – The Proposed Action would not occur in a wetland resource area or buffer zone.
- *Section 7 Endangered Species Consultation* – The Proposed Action would not require consultation.
- *Section 106 Historic Preservation Act Consultation* - The Proposed Action would not require consultation.
- *National Pollution Discharge Elimination System (NPDES) Construction General Permit, including Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP*) – Not applicable because construction activities would not disturb greater than one acre.
- *NPDES Dewatering General Permit* - Required for facilities with construction dewatering of groundwater intrusion and/or storm water accumulation from sites less than one acre and short-term and long-term dewatering of foundation sumps into waters of the Commonwealth of Massachusetts (not anticipated).
- *Mass DEP Hazardous Material Storage Permit* – Required for the storage of toxic and reactive highly hazardous chemicals (not anticipated).

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 PROPOSED ACTION

Relocate AFLCMC HBN/HBV to administrative workspace in a location within 10 miles of Hanscom AFB, MA. The required space is anticipated to be approximately 30,000 Square Feet (SF) for approximately 189 personnel. The space will include parking to accommodate personnel and meet Antiterrorism/Force Protection (ATFP) requirements.

2.2 SELECTION STANDARDS

The National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) regulations mandate the consideration of reasonable alternatives for the proposed action. "Reasonable alternatives" are those that also could be utilized to meet the purpose of and need for the proposed action. Per the requirements of 32 Code of Federal Regulations (CFR) §989, the USAF Environmental Impact Analysis Process (EIAP) regulations, selection standards are used to identify alternatives for meeting the purpose and need for the USAF action.

The proposed action alternatives must meet the following selection standards:

- Provide approximately 30,000 SF of administrative office space for approximately 189 people with adequate parking
- Provide accessibility to clientele
- Office space available in immediate future
- Located within a 10-mile radius of HAFB
- Provide secure space for mission needs
- Ensure public safety
- Minimize traffic congestion in the chosen locations
- Minimize adverse effects to minority populations and low-income populations
- Minimize adverse effects to local businesses
- Avoid impacts to historic districts and facilities
- Avoid impacts to Tribal organizations
- Minimize adverse effects to air and water quality
- Avoid actions that would involve wetlands, floodplains, and protected species
- Avoid actions that would involve HAZMAT, HAZWASTE, and Asbestos
- Facility provided must meet Air Force (AF) Anti-Terrorism Regulations
- Facility must allow for information technology (IT) and communications upgrades
- HBN/HBV require that employees work together in the same physical workspace
- HBN/HBV require that their missions are not designated to another base

2.3 SCREENING OF ALTERNATIVES

The following potential alternatives that might meet the purpose and need for providing administrative office space for HBN/HBV were considered:

1) Alternative 1 – Leasing Off-base Space
2) Alternative 2 - Constructing New Base Facilities
3) Alternative 3 - On-base Lease and/or Purchase of Modular Trailers
4) Alternative 4 - Teleworking
5) Alternative 5 - Designate HBN/HBV Missions to Another Base

The selection standards described in *Section 2.2* were applied to these alternatives to determine which alternative(s) could meet providing administrative office space for HBN/HBV and would fulfill the purpose and need for the action.

Table 2-1: Selection Standards

Alternative Descriptions	Selection Standards								
	Provide 30,000 SF Space	Accessibility to clientele	Immediately Available	10 mile radius of HAFB	Secure space	Public Safety	No Traffic Congestion Issues	No Major Env Concerns	Mission stay within HAFB
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Alternative 1 Leasing Off-Base	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Alternative 2 New Construction	Yes	No	No	Yes	Yes	Yes	Yes	Partial	Yes
Alternative 3 Modular Trailers	No	No	No	Yes	Yes	Yes	Yes	Partial	Yes
Alternative 4 Teleworking	No	No	Yes	No	No	Yes	Yes	Yes	Yes
Alternative 5 Designate to Another Base	Partially	No	No	No	Yes	Yes	Yes	Partial	No

2.4 DETAILED DESCRIPTION OF THE ALTERNATIVE(S)

Constructing new base facilities, on-base and/or purchase of modular trailers, teleworking, and designating HBN/HBV missions to another base were alternatives that were considered but leasing administrative off-base workspace was determined to be the only reasonable alternative that meets the selection standards described in *Section 2.2*. Therefore, the Proposed Action is to relocate AFLCMC HBN/HBV to administrative workspace in an off-base commercial building in a location within 10 miles of Hanscom AFB, MA.

The Proposed Action and No-Action Alternative are analyzed in the detailed description of the alternatives. The analysis of the Proposed Action to lease administrative workspace within 10 miles of Hanscom AFB includes four (4) Alternatives based on the four (4) Regions shown in the *Figure 2-1*: *Regions of Influence (ROI)* below.

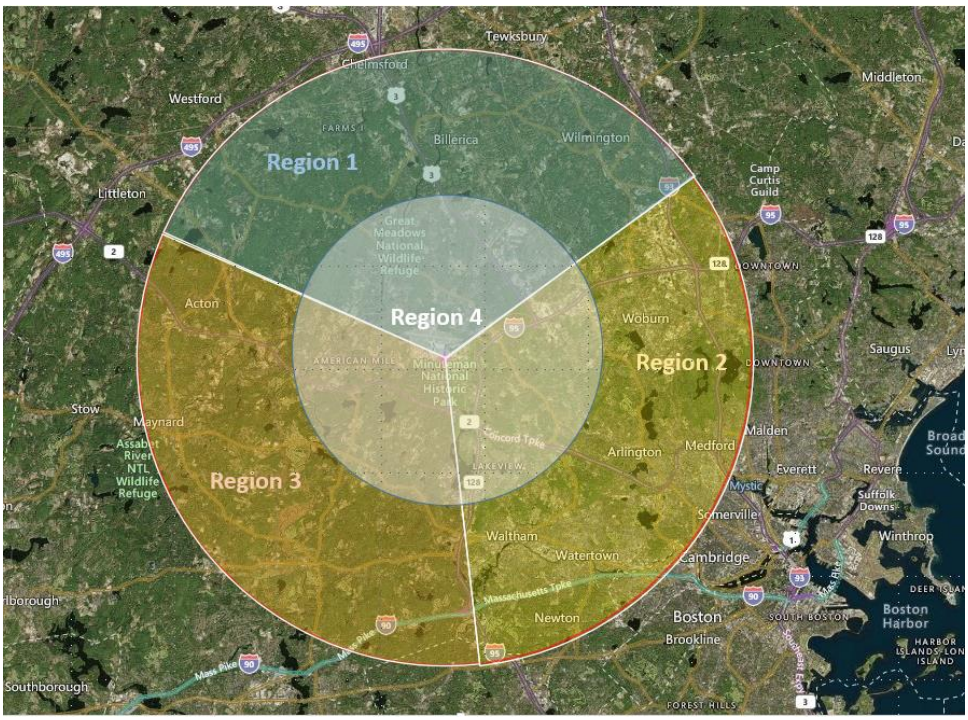

Figure 2-1: Regions of Influence

The leased space is anticipated to be approximately 30,000 SF for approximately 189 personnel. The leased space would already have existing parking to accommodate personnel. Off-base leased space would be modified to provide required administrative interior configuration, communications and Antiterrorism/Force Protection (ATFP) requirements. The lease would be for a base year and four (4) option years, as per Air Force Civil Engineering Center (AFCEC) and General Services Administration (GSA) guidance. HBN/HBV would obtain the lease through a Firm Fixed Price (FFP) contract.

2.4.1 Alternative 1a – Lease Property in Region 1

Relocate AFLCMC HBN/HBV to leased administrative workspace in an off-base commercial building in a location within Region 1 as the Proposed Action is defined in *Section 2.4.* Region 1 includes areas along the United States (US) Route 3 traffic corridor as shown in *Figure 2-1*.

2.4.2 Alternative 1b – Lease Property in Region 2

Relocate AFLCMC HBN/HBV to leased administrative workspace in an off-base commercial building in a location within Region 2 as the Proposed Action is defined in *Section 2.4.* Region 2 includes areas along the Interstate 95 and Massachusetts Route 128 traffic corridor as shown in *Figure 2-1*.

2.4.3 Alternative 1c – Lease Property in Region 3

Relocate AFLCMC HBN/HBV to leased administrative workspace in an off-base commercial building in a location within Region 3 as the Proposed Action is defined in *Section 2.4.* Region 3 includes areas along the Massachusetts Route 2 traffic corridor as shown in *Figure 2-1*.

2.4.4 Alternative 1d – Lease Property in Region 4

Relocate AFLCMC HBN/HBV to leased administrative workspace in an off-base commercial building in a location within Region 4 as the Proposed Action is defined in *Section 2.4.* Region 4 includes areas within 5 miles of Hanscom AFB as shown in *Figure 2-1*.

2.4.5 No-Action Alternative

Status quo will not provide the space necessary for HBN/HBV to accomplish its mission. Under the No-Action Alternative, none of the additional 44 personnel would be added and the remaining existing personnel would remain in the current facility. Clientele access will continue to be restricted and available space will not accommodate projected growth in personnel. Per the Council of Environmental Quality (CEQ), the No-Action Alternative will be used as a baseline to determine impacts the Proposed Action and/or any other alternative will have on the environment and will be carried forward for further analysis.

2.5 ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

As none of the other alternatives that were considered would meet the purpose and need, the following alternatives have been eliminated from further consideration:

1. *Construct New Base Facilities.* This alternative was eliminated from further study because it would not be able to provide adequate accessibility to clientele and the office space could not be available in the immediate future. Military Construction (MILCON) projects are very costly and the construction process would take a minimum of five years. Temporary off-base leasing would also be necessary during construction. Additionally, construction on-base has the potential to impact natural and cultural resources.

2. *On-base lease and/or purchase of modular trailers.* This alternative was eliminated from further study because it would not be able to provide adequate accessibility to clientele and there is not enough modular space available in the immediate future.

3. *Teleworking.* This alternative was eliminated from further analysis because it would not provide accessibility to clientele, it would not meet Air Force (AF) Anti-Terrorism Regulations/provide secure space, and it would not meet the HBN/HBV requirement that employees work together in the same physical workspace for high level collaboration.

4. *Designate HBN/HBV missions to another base.* This alternative was eliminated from further analysis because it would not provide accessibility to clientele, would not be immediately available, would not be within 10 miles of Hanscom AFB, and would not meet HBN/HBV requirement that their missions stay within Hanscom AFB and are not designated to another base.

These alternatives are not carried forward for analysis in this EA.

3.0 AFFECTED ENVIRONMENT

The Regions of Influence (ROI) for the Proposed Action are shown in *Figure 2-1* in *Section 2.4*, unless otherwise specified below for a particular resource area where a resource would have a different ROI.

3.1 SCOPE OF THE ANALYSIS

This chapter describes the current conditions of the environmental resources, either man-made or natural, that would be affected by implementing Alternative 1a, Alternative 1b, Alternative 1c, Alternative 1d or the No-Action Alternative. Based on the scope of the Proposed Action, issues with minimal or no impacts were identified through a preliminary screening process. The following describes those resource areas not carried forward for a detailed analysis, along with the rationale for their elimination. Regardless of the alternative selected, the following resources would not be affected by the Proposed Action and are not discussed in detail in this EA: Air installation compatible use zone/ land use, water resources, safety and occupational health, hazardous materials/waste, biological resources, cultural resources, and geology.

Air Installation Compatible Use Zone (AICUZ)/Land Use. The properties that have been/will be considered are not located within an AICUZ and are located outside the 65 dB noise contour. The Proposed Action will have no impact to this resource as re-classification of the existing land-use is not required and the action falls outside the AICUZ noise contours.

Water Resources.

Surface Water. Leased space will not be selected in an area that could potentially impact surface water. No exterior construction is anticipated. If exterior construction was necessary then proper stormwater management controls would be in place to protect any nearby surface water.

Wetlands. Leased space will not be selected in a wetlands area. Existing communication lines will be utilized so that no new trenching/construction would be required. Construction within the buffer zone (typically 100 feet) of wetland area, as defined by the Local Conservation's Commission (LCC), would require coordination with the LCC. Minor buffer zone projects can usually be adequately reviewed via a permit application process called a Request for a Determination of Applicability (RDA). The Determination of Applicability process is appropriate as a permitting option only for minor projects located within the buffer zone. Larger buffer zone projects or any project involving work within wetland resource areas requires the filing of a Notice of Intent (NOI). The NOI process involves advertisement in the local newspaper at the expense of the applicant, filing fees, abutter notification, a public hearing, and issuance of a permit called an Order of Conditions (OOC). Adherence to the OOC will ensure no impact to the wetland resource area. This project would not require an RDA or the filing of an NOI.

Floodplains. Leased space will not be intentionally selected in a floodplain location.

Safety and Occupational Health. Leased spaced will meet all safety and occupational health requirements. There are no anticipated issues with safety and occupational health related to the interior construction in leased office space. All ATFP requirements will be evaluated by the appropriate organizations. Occupational safety and health procedures would be implemented as part of the Proposed Action to ensure the safety and health of individuals at the worksite. Implementation of the Proposed Action would result in no direct or indirect impact on the safety and health of AF employees and others at the site. Interior construction activities would comply with all applicable federal, state, local, and AF regulatory safety standards.

Hazardous Materials/Waste. Any wastes generated during renovations for leased space would be handled and disposed of according to state and local regulations. The storage or disposal of hazardous materials/waste, including Asbestos Containing Material (ACM), Lead-Based Paint (LBP), Mercury, and Polychlorinated Biphenyls (PCBs), must be in accordance with all federal, state, and local laws and regulations. Prior to the leasing of any property, an environmental site assessment (also called environmental baseline survey) would be conducted indicating the presence of ACM, LBP, Mercury, PCBs and Radon on the property. The proposed action would not impact hazardous materials or wastes because federal, state, and local regulations and procedures would be followed.

Pollution Prevention. Pollution prevention is any practice that reduces, eliminates or prevents pollution at its source. Waste management costs, health problems, and environmental damage can be reduced by re-using existing building materials/equipment before recycling, treating or disposing of the materials/equipment. The Proposed Action will consider measures that conserve natural resources, minimize energy use, decrease exposure to toxics, and decrease release of toxics to the environment. Pollution prevention measures including recycling, energy recovery, treatment, and environmentally safe disposal actions for construction waste and hazardous materials/waste shall be used when re-use is not possible. Implementing water and energy conservation practices, and using less toxic construction and office materials/equipment are examples of feasible pollution prevention measures that the Proposed Action can implement.

Biological Resources. Leased space will not be intentionally located near threatened or endangered species. All building modification will be within existing buildings and infrastructure, and would not impact threatened or endangered species.

Cultural Resources. Space identified for lease will not be located in a site known to have any cultural resources such as Native American burial sites, archaeological sites or historical significance. Space that has the potential to adversely affect historic properties would require coordination with the State Historical Preservation Office (SHPO) in accordance with Section 306108 of the National Historic Preservation Act (NHPA). Implementing regulations at 36 CFR Part 800, the Air Force, Hanscom AFB, would have to advise the SHPO of the proposed undertaking that has the potential to affect historic properties, and provide the determination of whether an adverse effect, no adverse effect, or no historic properties affected would occur. If an adverse effect would occur then resolution of the adverse effect through further consultations

with the SHPO and agreed mitigations would be necessary. SHPO concurrence is required to proceed with the Proposed Action when there is the potential to affect historic resources. The leased space related to the Proposed Action will not have historic significance, so SHPO concurrence will not be necessary.

Geology and Soils. No ground disturbance is anticipated for leased space, so there will be no impacts to the geology and soils resource area from the Proposed Action. Existing communication lines will be utilized so that no new trenching/construction would be required. If any digging were to occur than proper dig permitting and stormwater management procedures would be followed.

3.2 AIR QUALITY

Air Conformity Applicability Models (ACAM) were conducted for all four (4) Alternatives, in accordance with NEPA (42 USC §4321) and AF regulations (32 CFR 989). Areas of the country where air pollution levels persistently exceed the National Ambient Air Quality Standards (NAAQS) may be designated "Nonattainment" or “Maintenance.” Alternative 1a, Alternative 1b, Alternative 1c, and Alternative 1d are all located in the Boston-Lawrence-Worcester (E. MA), United States Environmental Protection Agency (EPA) NAAQS regulatory area. This area is not classified as either Nonattainment or Maintenance. Boston-Lawrence-Worcester (E. MA), Massachusetts was a moderate Nonattainment area for Ozone under the recently rescinded 1997 8-hour standard. This area is currently in attainment for the 2008 8-hour ozone standard (75 ppb) and attainment determinations are not yet available for the 2015 8-hour Ozone standard (70 ppb). The worst case 8-hour Ozone threshold levels for 1997, 2008, and 2015 were applied in the ACAM to all four (4) Alternatives. If a Region exceeded NAAQS for additional pollutant(s), then that threshold was added to the ACAM for that Region. A summary of the existing air quality levels of the Alternatives (Regions) are provided below.

3.2.1 Alternative 1a – Lease Property in Region 1

Region 1 is located in the Boston-Lawrence-Worcester (E. MA) regulatory area. Conservative Ozone limits were applied in the ACAM. Results of the ACAM for Alternative 1a are discussed in *Section 4.2.1.*

3.2.2 Alternative 1b – Lease Property in Region 2

In addition to Boston-Lawrence-Worcester (E. MA) conservative Ozone limits, Region 2 also includes the 1971 Carbon Monoxide (CO) standard because parts of Waltham, MA are within Region 2. Results of the ACAM for Alternative 1b are discussed in *Section 4.2.2.*

3.2.3 Alternative 1c – Lease Property in Region 3

In addition to Boston-Lawrence-Worcester (E. MA) conservative Ozone limits, Region 3 also includes the 1971 Carbon Monoxide (CO) standard because parts of Waltham, MA are within Region 3. Results of the ACAM for Alternative 1c are discussed in *Section 4.2.3.*

3.2.4 Alternative 1d – Lease Property in Region 4

Region 4 is located in the Boston-Lawrence-Worcester (E. MA) regulatory area. Conservative Ozone limits were applied in the ACAM. Results of the ACAM for Alternative 1d are discussed in *Section 4.2.4.*

3.2.5 No-Action Alternative

Hanscom AFB is located in the Boston-Lawrence-Worcester (E. MA) regulatory area. No ACAM was conducted because no action would occur if the No-Action Alternative were to occur.

3.3 SOCIOECONOMIC RESOURCES/ENVIRONMENTAL JUSTICE

The Environmental Protection Agency (EPA) EJSCREEN: Environmental Justice Screening and Mapping Tool was used to analyze socioeconomic resources/environmental justice for all Alternatives. The demographic indicators in EJSCREEN are a way to indicate which communities may be more susceptible to a given level of exposure to environmental pollutants. For example, individuals may be more susceptible when they are already in poor health, have reduced access to care, lack resources or language skills or education that would help them avoid exposures or obtain treatment, or are at susceptible life stages (EPA 2018).

A wide range of demographic descriptors have been used by researchers and in EJ screening tools to represent the “social vulnerability” characteristics of a disadvantaged population. Minority Population, Low-Income Population, Linguistically Isolated Population, Population with less than a High School Education, Population less than 5 years of Age, and Population greater than 65 years of age were demographic indicators that were analyzed in each Alternatives’ Region (EPA 2018).

Representative samples of the four (4) Regions, including the Towns of Billerica, Burlington, Concord, and Maynard, were also researched. Demographic information derived from EJSCREEN and representative samples for each Region are summarized in the following sections.

3.3.1 Alternative 1a – Lease Property in Region 1

Region 1 includes areas along the US Route 3 traffic corridor as shown in *Figure 3-1* below. EJSCREEN was used to analyze socioeconomic resources/environmental justice in Region 1.

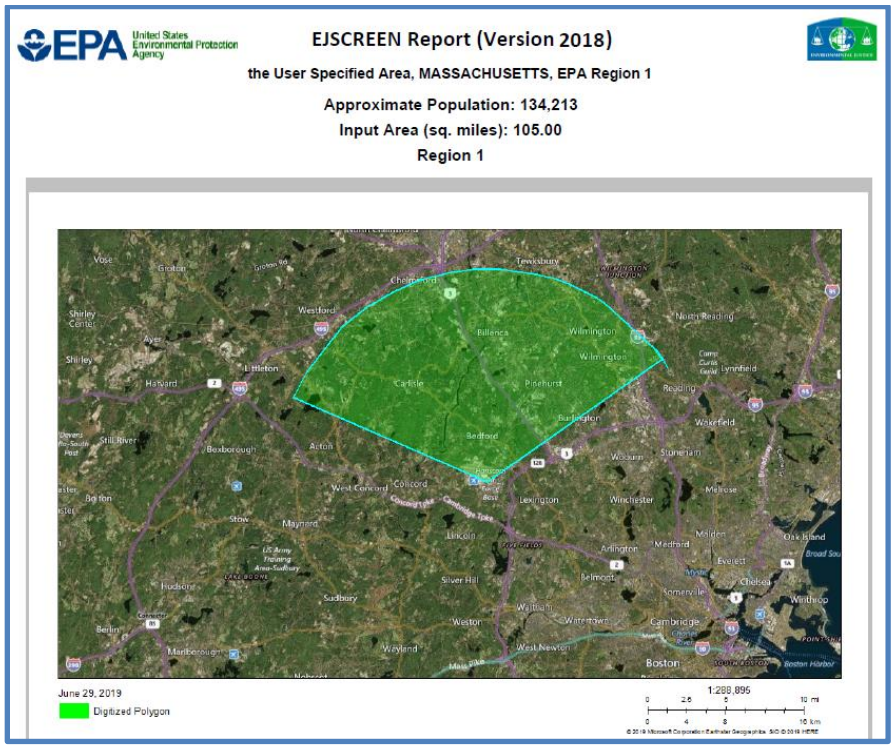

Figure 3-1: EJSCREEN Report – Region 1 Map (EPA 2018)

Table 3-1: Demographic Indicators – Region 1 (EPA 2018)

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Demographic Indicators							
Demographic Index	13%	25%	32	24%	33	36%	13
Minority Population	15%	26%	46	23%	54	38%	31
Low Income Population	10%	24%	25	25%	22	34%	12
Linguistically Isolated Population	2%	6%	51	4%	58	4%	57
Population With Less Than High School Education	5%	10%	42	10%	39	13%	29
Population Under 5 years of age	5%	5%	49	5%	52	6%	39
Population over 64 years of age	15%	15%	57	16%	53	14%	61

The Town of Billerica, MA was researched as a representative sample of Region 1. When compared to Massachusetts State averages, the Town of Billerica has:
-Unemployed percentage significantly below state average.
-Minority population percentage significantly below state average.
-Foreign-born population percentage significantly below state average (OI 2019a).

3.3.2 Alternative 1b – Lease Property in Region 2

Region 2 includes areas along the Interstate 95 and Massachusetts Route 128 traffic corridor as shown in *Figure 3-2* below. EJSCREEN was used to analyze socioeconomic resources/environmental justice in Region 2.

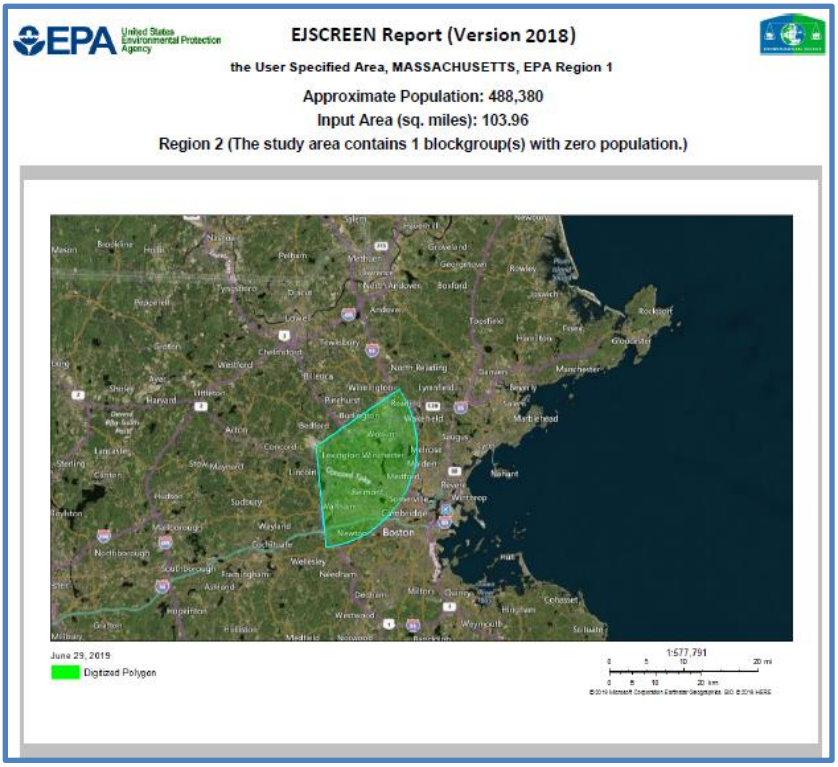

Figure 3-2: EJSCREEN Report – Region 2 Map (EPA 2018)

Table 3-2: Demographic Indicators – Region 2 (EPA 2018)

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Demographic Indicators							
Demographic Index	20%	25%	55	24%	57	36%	30
Minority Population	24%	26%	61	23%	67	38%	44
Low Income Population	16%	24%	42	25%	39	34%	23
Linguistically Isolated Population	4%	6%	64	4%	71	4%	70
Population With Less Than High School Education	5%	10%	42	10%	39	13%	28
Population Under 5 years of age	6%	5%	58	5%	60	6%	47
Population over 64 years of age	15%	15%	56	16%	52	14%	60

The Town of Burlington, MA was researched as a representative sample of Region 2. When compared to Massachusetts State averages, the Town of Burlington has:
-Unemployed percentage significantly below state average.
-Minority population percentage below state average.
-Foreign-born population percentage above state average.
-Percentage of population with a bachelor's degree or higher above state average (OI 2019b).

3.3.3 Alternative 1c – Lease Property in Region 3

Region 3 includes areas along the Massachusetts Route 2 corridor as shown in *Figure 3-3* below. EJSCREEN was used to analyze socioeconomic resources/environmental justice in Region 3.

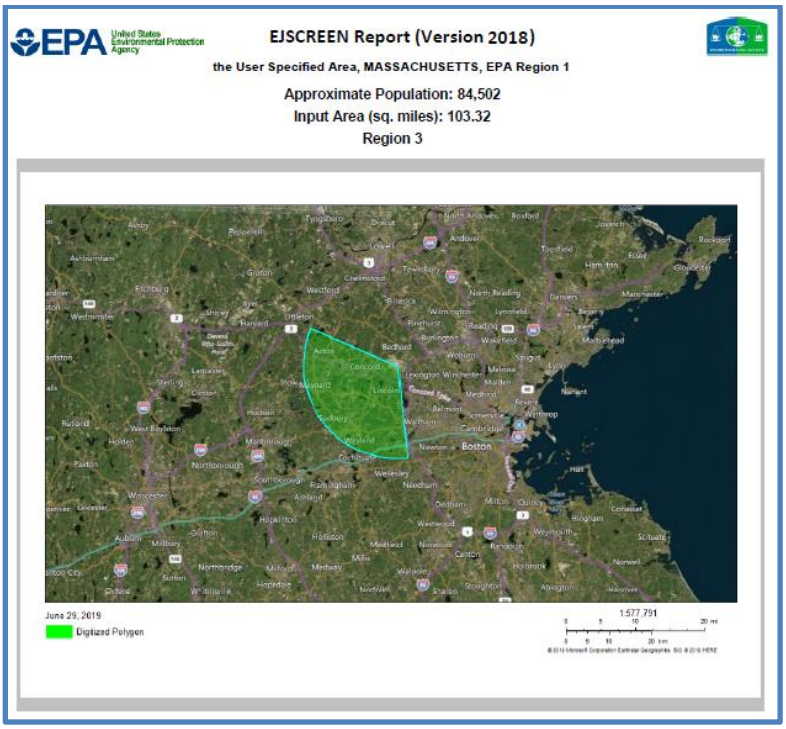

Figure 3-3: EJSCREEN Report – Region 3 Map (EPA 2018)

Table 3-3: Demographic Indicators – Region 3 (EPA 2018)

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Demographic Indicators							
Demographic Index	13%	25%	35	24%	36	36%	14
Minority Population	18%	26%	51	23%	59	38%	36
Low Income Population	8%	24%	19	25%	17	34%	9
Linguistically Isolated Population	2%	6%	48	4%	55	4%	54
Population With Less Than High School Education	3%	10%	25	10%	22	13%	16
Population Under 5 years of age	5%	5%	56	5%	59	6%	46
Population over 64 years of age	17%	15%	65	16%	61	14%	67

The Town of Maynard, MA was researched as a representative sample of Region 3. When compared to Massachusetts State averages, the Town of Maynard has:
-Unemployed percentage significantly below state average.
-Minority population percentage significantly below state average.
-Foreign-born population percentage below state average.
-Percentage of population with a bachelor's degree or higher above state average (OI 2019c).

3.3.4 Alternative 1d – Lease Property in Region 4

Region 4 includes areas within 5 miles of Hanscom AFB as shown in *Figure 3-4* below. EPA EJSCREEN was used to analyze socioeconomic resources/environmental justice in Region 4.

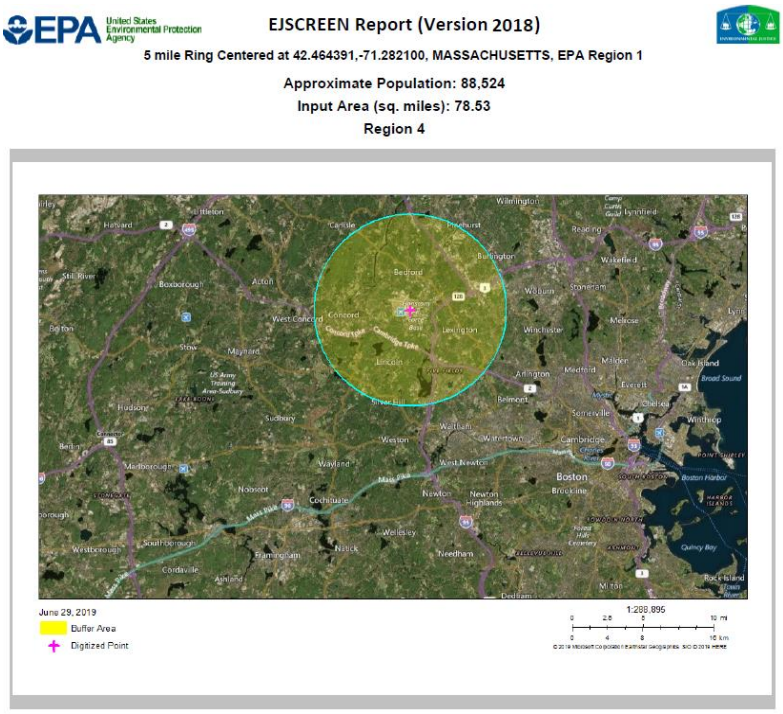

Figure 3-4: EJSCREEN Report – Region 4 Map (EPA 2018)

Table 3-4: Demographic Indicators – Region 4 (EPA 2018)

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Demographic Indicators							
Demographic Index	18%	25%	51	24%	52	36%	26
Minority Population	25%	26%	62	23%	68	38%	45
Low Income Population	11%	24%	29	25%	26	34%	14
Linguistically Isolated Population	3%	6%	57	4%	64	4%	63
Population With Less Than High School Education	4%	10%	31	10%	27	13%	20
Population Under 5 years of age	5%	5%	55	5%	58	6%	45
Population over 64 years of age	18%	15%	70	16%	66	14%	72

The Town of Concord, MA was researched as a representative sample of Region 4. When compared to Massachusetts State averages, the Town of Concord has:
-Median household income above state average.
-Minority population percentage below state average.
-Foreign-born population percentage below state average.
-Percentage of population with a bachelor's degree or higher above state average (OI 2019d).

3.3.5 No Action Alternative

The affected environment for the No-Action Alternative is similar to Region 4.

3.4 TRANSPORTATION – TRAFFIC

The EPA EJSCREEN tool also provides values for traffic proximity and volume. These values are calculated from US Department of Transportation (DOT) traffic data. Measures of traffic proximity in EJSCREEN are based on average annual daily traffic (AADT) estimates in the Highway Performance Monitoring System (HPMS) dataset in the Department of Transportation (DOT) National Transportation Atlas Database (NTAD). The HPMS highway data is maintained by states and compiled by DOT. The Traffic Proximity/Volume value is the count of vehicles (average annual daily traffic) at major roads within 500 meters, divided by distance in kilometers (km). Proximity to motor vehicle traffic is associated with increased exposures to ambient noise, toxic gas and particulate matter. EJSCREEN puts each indicator or index value in perspective by reporting the value as a percentile. For example, a place at the 80th percentile nationwide, means 80% of the US population has lower Traffic Proximity/Volume (EPA 2018). The Traffic Proximity/Volume values and percentiles for each alternative are provided in *Table 3-5*.

Table 3-5: Traffic Proximity and Volume (EPA 2018)

ALTERNATIVE	VALUE	PERCENTILE IN STATE	PERCENTILE IN USA
1	84	48	48
2	390	82	74
3	150	62	57
4	160	63	58
NO-ACTION	160	63	58

In order to evaluate traffic pattern impacts to various Alternatives, the commuting habits of the Hanscom AFB workforce was analyzed. Total employment at Hanscom AFB, including military, Federal civilian employees, non-appropriated fund employees, and contractors consists of approximately 6,065 personnel. This does not include the 3,950 personnel employed at MIT Lincoln Lab. The following data is also used to analyze traffic impacts within each of the Alternatives as presented in *Section 4.0* of this EA.

HOME OF RECORD. A review of personnel records indicates that the home of record for the total workforce at Hanscom AFB consists of the following:

Table 3-6: Home Residency of Hanscom AFB Workforce

HOME RESIDENCY (TOTAL WORK FORCE)	PERCENTAGE OF TOTAL WORKFORCE	NUMBER OF PERSONNEL
In HAFB on-base housing	7.1%	431
Within Region 1 (excluding on-base residents)	14.2%	859
Within Region 2 (excluding on-base residents)	13.2%	802
Within Region 3 (excluding on-base residents)	3.3%	202
Within Region 4 (excluding on-base residents)	5.8%	354
Outside the Region of Influence	56.4%	3,417

We used these overall figures to extrapolate the most likely make up of the 189 personnel affected by this undertaking. As a result, we estimate the following home of record for the 189 personnel who will be relocated to the off-base commercial facility:

Table 3-7: Home Residency Estimate of Proposed 189 Personnel

HOME RESIDENCY (TOTAL WORK FORCE)	PERCENTAGE OF WORKFORCE	NUMBER OF PERSONNEL
In HAFB on-base housing	7.1%	13
Within Region 1 (excluding on-base residents)	14.2%	26
Within Region 2 (excluding on-base residents)	13.2%	25
Within Region 3 (excluding on-base residents)	3.3%	6
Within Region 4 (excluding on-base residents)	5.8%	11
Outside the Region of Influence	56.4%	108

TIME OF COMMUTE HABITS. In addition to the home of record for Hanscom employees, we considered the working hours of each employee to estimate the traffic on local roadways at certain commute times. Per bargaining unit agreements on Hanscom AFB, all employees on Hanscom AFB must work the core hours of 9:00 AM to 3:00 PM. Outside of those hours, employees are free to choose their specific start and end time for the work day. Some employees choose to work a 9/5/4 schedule in which they work 9-hour days and get one day off during the two-week pay period. This is known as compressed work schedule. Exceptions to these policies are rare, made on a case-by-case basis, and only granted as necessary to support mission requirements. For all employees on Hanscom AFB, time reporting records indicate the following average daily commuting figures at the times noted:

Table 3-8: Morning Commute Time (Total Workforce)

MORNING COMMUTE TIME (TOTAL WORKFORCE)	PERCENTAGE OF TOTAL WORKFORCE	NUMBER OF PERSONNEL
Before 6:00 AM	15.2%	923
Between 6:00 AM and 7:00 AM	37.3%	2,261
Between 7:00 AM and 8:00 AM	35.8%	2,169
Between 8:00 AM and 9:00 AM	11.7%	712
After 9:00 AM	0.0%	0

Table 3-9: Evening Commute Time (Total Workforce)

EVENING COMMUTE TIME (TOTAL WORKFORCE)	PERCENTAGE OF TOTAL WORKFORCE	NUMBER OF PERSONNEL
Before 2:00 PM	0.0%	0
Between 2:00 PM and 3:00 PM	2.1%	125
Between 3:00 PM and 4:00 PM	26.1%	1,581
Between 4:00 PM and 5:00 PM	45.3%	2,749
Between 5:00 PM and 6:00 PM	19.3%	1,172
After 6:00 PM	7.2%	438

We used these overall figures to extrapolate the most likely commuting habits of the 189 personnel affected by this undertaking. As a result, we estimate the following daily commuting figures at the times noted for these 189 personnel:

Table 3-10: Morning Commute Time (189 Affected Employees)

MORNING COMMUTE TIME (189 AFFECTED EMPLOYEES)	PERCENTAGE OF WORKFORCE	NUMBER OF PERSONNEL
Before 6:00 AM	15.2%	29
Between 6:00 AM and 7:00 AM	37.3%	70
Between 7:00 AM and 8:00 AM	35.8%	68
Between 8:00 AM and 9:00 AM	11.7%	22
After 9:00 AM	0.0%	0

Table 3-11: Evening Commute Time (189 Affected Employees)

EVENING COMMUTE TIME (189 AFFECTED EMPLOYEES)	PERCENTAGE OF WORKFORCE	NUMBER OF PERSONNEL
Before 2:00 PM	0.0%	0
Between 2:00 PM and 3:00 PM	2.1%	4
Between 3:00 PM and 4:00 PM	26.1%	49
Between 4:00 PM and 5:00 PM	45.3%	86
Between 5:00 PM and 6:00 PM	19.3%	36
After 6:00 PM	7.2%	14

3.4.1 Alternative 1a – Lease Property in Region 1

Region 1 includes areas along the US Route 3 traffic corridor as shown in *Figure 3-1*. The EJSCREEN tool calculated that the Region 1 traffic proximity/volume is in the 48th percentile for the State and 48th percentile for the United States. The estimated population for Region 1 is 134,213 people. The traffic proximity/volume percentile(s), population for the Region, plus residency and commuting time estimates show in *Tables 3-7*, *3-10 and 3-11* were used to determine the context and intensity of environmental effects in traffic for Alternative 1a in *Section 4.4.1.*

3.4.2 Alternative 1b – Lease Property in Region 2

Region 2 includes areas along the Interstate 95 and Massachusetts Route 128 traffic corridor as shown in *Figure 3-2*. The EJSCREEN tool calculated that the Region 2 traffic proximity/volume is in the 82nd percentile for the State and 74th percentile for the United States. The estimated population for Region 2 is 488,380 people. The traffic proximity/volume percentile(s), population for the Region, plus residency and commuting time estimates show in *Tables 3-7*, *3-10 and 3-11* were used to determine the context and intensity of environmental effects in traffic for Alternative 1b in *Section 4.4.2.*

3.4.3 Alternative 1c – Lease Property in Region 3

Region 3 includes areas along the Massachusetts Route 2 traffic corridor as shown in *Figure 3-3*. The EJSCREEN tool calculated that the Region 3 traffic proximity/volume is in the 62nd percentile for the State and 57th percentile for the United States. The estimated population for Region 3 is 84,502 people. The traffic proximity/volume percentile(s), population for the Region, plus residency and commuting time estimates show in *Tables 3-7, 3-10 and 3-11* were used to determine the context and intensity of environmental effects in traffic for Alternative 1c in *Section 4.4.3.*

3.4.4 Alternative 1d – Lease Property in Region 4

Region 4 includes areas within 5 miles of Hanscom AFB as shown in *Figure 3-4*. The EJSCREEN tool calculated that the Region 4 traffic proximity/volume is in the 63rd percentile for the State and 58th percentile for the United States. The estimated population for Region 4 is 88,824 people. The traffic proximity/volume percentile(s), population for the Region, plus residency and commuting time estimates show in *Tables 3-7*, *3-10 and 3-11* were used to determine the context and intensity of environmental effects in traffic for Alternative 1d in *Section 4.4.4.*

3.4.5 No-Action Alternative

Hanscom AFB is located in Region 1, Region 2, Region 3 and Region 4.

4.0 ENVIRONMENTAL CONSEQUENCES

4.1 INTRODUCTION

This chapter describes the potential environmental consequences that are likely to occur as a result of implementation of all Alternatives that are being considered and analyzed. Impacts described in this chapter are evaluated in terms of type (positive/beneficial or adverse), context (setting or location), intensity (none, negligible, minor, moderate, severe), and duration (short-term/temporary or long-term/permanent). The type, context, and intensity of an impact on a resource are explained under each resource area. Unless otherwise noted, short-term impacts are those that would result from the activities associated with a project's construction and/or demolition phase, and that would end upon the completion of those phases. Long-term impacts are generally those resulting from the operation of a proposed project.

4.2 AIR QUALITY

Construction vehicles and some equipment required to implement the Proposed Action (Alternative 1a, Alternative 1b, Alternative 1c, or Alternative 1d) would produce air/Greenhouse gas (GHG) emissions that could temporarily affect air quality. The Proposed Action's construction activities have the potential to generate negligible fugitive dust because the Proposed Action primarily includes interior construction.

Climate change refers to shifts in weather patterns resulting from an increase in the average global temperature. These changes have both natural and manmade causes, and the latter are thought to be the result of increasing atmospheric concentrations of GHGs carbon dioxide (CO2), methane (CH4), nitrous oxides (N2O) and other heat-trapping gases. The Proposed Action would create negligible GHG emissions in the short-term for construction, and negligible GHG emissions in the long-term from personnel vehicle traffic and heating the facility. The Proposed Action is not considered vulnerable to the effects of climate change (i.e. increasing sea level, drought, extreme weather, ecological change, etc.). The Proposed Action's contribution to climate change, regardless of its minor collective impact to air quality/GHG emissions, must be considered when deciding between the Proposed Action and the No-Action Alternative.

Air Conformity Applicability Models (ACAM) were conducted for all four (4) alternatives, in accordance with NEPA (42 USC §4321) and AF regulations (32 CFR 989). The worst case 8-hour Ozone threshold levels for 1997, 2008, and 2015 were applied to all four (4) Alternatives as a conservative measure. If a Region exceeded any other NAAQS for additional pollutant(s), then that threshold was added to the ACAM for that Region. A summary of the findings of the ACAM studies are provided below.

4.2.1 Alternative 1a – Lease Property in Region 1

Table 4-1: ACAM Alternative 1a, Region 1

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

Conformity Analysis Summary:

2019

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.213	50	No
NOx	0.236	100	No
CO	2.339		
SOx	0.002		
PM 10	0.009		
PM 2.5	0.008		
Pb	0.000		
NH3	0.014		
CO2e	259.2		

2020 - (Steady State)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.639	50	No
NOx	0.708	100	No
CO	7.017		
SOx	0.005		
PM 10	0.027		
PM 2.5	0.025		
Pb	0.000		
NH3	0.041		
CO2e	777.6		

None of estimated emissions associated with this action are above the conformity threshold values established at 40 CFR 93.153 (b); Therefore, the requirements of the General Conformity Rule are not applicable.

Alternative 1a would result in negligible direct/indirect impacts in air quality/GHG emissions in the short-term and long-term.

4.2.2 Alternative 1b – Lease Property in Region 2

Table 4-2: ACAM Alternative 1b, Region 2

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

Conformity Analysis Summary:

2019

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.213	50	No
NOx	0.236	100	No
CO	2.339		
SOx	0.002		
PM 10	0.009		
PM 2.5	0.008		
Pb	0.000		
NH3	0.014		
CO2e	259.2		
Waltham, MA			
VOC	0.213		
NOx	0.236		
CO	2.339	100	No
SOx	0.002		
PM 10	0.009		
PM 2.5	0.008		
Pb	0.000		
NH3	0.014		
CO2e	259.2		

2020 - (Steady State)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.639	50	No
NOx	0.708	100	No
CO	7.017		
SOx	0.005		
PM 10	0.027		
PM 2.5	0.025		
Pb	0.000		
NH3	0.041		
CO2e	777.6		
Waltham, MA			
VOC	0.639		
NOx	0.708		
CO	7.017	100	No
SOx	0.005		
PM 10	0.027		
PM 2.5	0.025		
Pb	0.000		
NH3	0.041		
CO2e	777.6		

None of estimated emissions associated with this action are above the conformity threshold values established at 40 CFR 93.153 (b); Therefore, the requirements of the General Conformity Rule are not applicable.

Alternative 1b would result in negligible direct/indirect impacts in air quality/GHG emissions in the short-term and long-term.

4.2.3 Alternative 1c – Lease Property in Region 3

Table 4-3: ACAM Alternative 1c, Region 3

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

Conformity Analysis Summary:

2019

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.213	50	No
NOx	0.236	100	No
CO	2.339		
SOx	0.002		
PM 10	0.009		
PM 2.5	0.008		
Pb	0.000		
NH3	0.014		
CO2e	259.2		
Waltham, MA			
VOC	0.213		
NOx	0.236		
CO	2.339	100	No
SOx	0.002		
PM 10	0.009		
PM 2.5	0.008		
Pb	0.000		
NH3	0.014		
CO2e	259.2		

2020 - (Steady State)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.639	50	No
NOx	0.708	100	No
CO	7.017		
SOx	0.005		
PM 10	0.027		
PM 2.5	0.025		
Pb	0.000		
NH3	0.041		
CO2e	777.6		
Waltham, MA			
VOC	0.639		
NOx	0.708		
CO	7.017	100	No
SOx	0.005		
PM 10	0.027		
PM 2.5	0.025		
Pb	0.000		
NH3	0.041		
CO2e	777.6		

None of estimated emissions associated with this action are above the conformity threshold values established at 40 CFR 93.153 (b); Therefore, the requirements of the General Conformity Rule are not applicable.

Alternative 1c would result in negligible direct/indirect impacts in air quality/GHG emissions in the short-term and long-term.

4.2.4 Alternative 1d – Lease Property in Region 4

Table 4-4: ACAM Alternative 1d, Region 4

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

Conformity Analysis Summary:

2019

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.213	50	No
NOx	0.236	100	No
CO	2.339		
SOx	0.002		
PM 10	0.009		
PM 2.5	0.008		
Pb	0.000		
NH3	0.014		
CO2e	259.2		

2020 - (Steady State)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.639	50	No
NOx	0.708	100	No
CO	7.017		
SOx	0.005		
PM 10	0.027		
PM 2.5	0.025		
Pb	0.000		
NH3	0.041		
CO2e	777.6		

None of estimated emissions associated with this action are above the conformity threshold values established at 40 CFR 93.153 (b); Therefore, the requirements of the General Conformity Rule are not applicable.

Alternative 1d would result in negligible direct/indirect impacts in air quality/GHG emissions in the short-term and long-term*.*

4.2.5 No-Action Alternative

The ***No-Action Alternative would result in no direct/indirect impacts*** in air quality/GHG emissions in the short-term and long-term*.*

4.3 SOCIOECONOMIC RESOURCES/ENVIRONMENTAL JUSTICE

4.3.1 Alternative 1a – Lease Property in Region 1

Socioeconomic resources/environmental justice analysis summarized in *Section 3.3.1* found no demographic indicators of concern in Region 1 when compared with Alternative 1a. Implementing ***Alternative 1a would not adversely impact minorities, low-income families, people at susceptible life stages***, ***or local businesses.*** Local businesses, particularly restaurants, convenience stores, and fueling stations would benefit from the increase in workforce in the local area.

4.3.2 Alternative 1b – Lease Property in Region 2

Socioeconomic resources/environmental justice analysis summarized in *Section 3.3.2* found no demographic indicators of concern in Region 2 when compared with Alternative 1b. Implementing ***Alternative 1b would not adversely impact minorities, low-income families, people at susceptible life stages***, ***or local businesses.*** Local businesses, particularly restaurants, convenience stores, and fueling stations would benefit from the increase in workforce in the local area.

4.3.3 Alternative 1c – Lease Property in Region 3

Socioeconomic resources/environmental justice analysis summarized in *Section 3.3.3* found no demographic indicators of concern in Region 3 when compared with Alternative 1c. Implementing ***Alternative 1c would not adversely impact minorities, low-income families, people at susceptible life stages***, ***or local businesses.*** Local businesses, particularly restaurants, convenience stores, and fueling stations would benefit from the increase in workforce in the local area.

4.3.4 Alternative 1d – Lease Property in Region 4

Socioeconomic resources/environmental justice analysis summarized in *Section 3.3.4* found no demographic indicators of concern in Region 4 when compared with Alternative 1d. Implementing ***Alternative 1d would not adversely impact minorities, low-income families, people at susceptible life stages***, ***or local businesses.*** Local businesses, particularly restaurants, convenience stores, and fueling stations would benefit from the increase in workforce in the local area.

4.3.5 No-Action Alternative

The No-Action Alternative would not adversely impact minorities, low-income families, or local businesses.

4.4 TRANSPORTATION - TRAFFIC

The EPA EJSCREEN traffic proximity/volume calculations, population estimates for each Alternative (Region), and HAFB commuting habits data were used to determine the context and intensity of effects in traffic.

As a large employer, Hanscom AFB operates a robust commuter management program compliant with the Massachusetts Ride Share Regulation, to reduce the number of single occupant vehicles during commuting times. Through this program, a total of 14% of the Hanscom total workforce participates in programs that include carpooling, vanpooling, public transit, bicycling to work, or walking to work. This is achievable due to the large workforce and greater opportunities to match individual employees together with similar commuting habits. For purposes of this EA, however, since there are only 189 in the affected workforce that will be relocating to the off-base commercial facility, we have assumed that opportunities for this type of rideshare matching will be less favorable due to the small number of employees. We have therefore assumed a worst case scenario that all 189 employees will commute to work in single occupancy vehicles.

This increase of traffic within the region would result in an equivalent reduction in traffic in the immediate vicinity of Hanscom AFB since these personnel would no longer be commuting to the base. As a result, the traffic in the immediate vicinity of the base would decrease slightly, however, we conclude that this decrease is negligible as compared to the total workforce and as a result there would be no significant positive impact on traffic surrounding Hanscom AFB.

4.4.1 Alternative 1a – Lease Property in Region 1

Region 1 has an average traffic proximity/volume in the 48th percentile for the State and 48th percentile for the United States. The estimated population for Region 1, 134,213 people, is average for the area (EPA 2018).

As previously presented in *Section 3.4. Table 3-7*, the USAF has estimated that 26 of the 189 workers would be commuting from Region 1. We assume that under Alternative 1a, that is, leasing off-base property within Region 1, that personnel already residing within Region 1 will not add to additional traffic. These 26 individuals will be commuting within the region under all alternatives evaluated as their homes are located within the region and already contribute to the average traffic. That means 163 additional people (calculated as 189-26 = 163) would be commuting to the region from outside the region or from on-base housing. Based on the distribution of working hours, it is estimated that the following additional traffic would be realized within Region 1 at the listed times:

Table 4-5: Additional Morning Commute Traffic - Alternative 1a, Region 1

ADDITIONAL MORNING COMMUTE TRAFFIC (163 PERSONS)	PERCENTAGE OF WORKFORCE	NUMBER OF PERSONNEL
Before 6:00 AM	15.2%	25
Between 6:00 AM and 7:00 AM	37.3%	61
Between 7:00 AM and 8:00 AM	35.8%	58
Between 8:00 AM and 9:00 AM	11.7%	19
After 9:00 AM	0.0%	0

Table 4-6: Additional Evening Commute Traffic - Alternative 1a, Region 1

ADDITIONAL EVENING COMMUTE TRAFFIC (163 PERSONS)	PERCENTAGE OF WORKFORCE	NUMBER OF PERSONNEL
Before 2:00 PM	0.0%	0
Between 2:00 PM and 3:00 PM	2.1%	3
Between 3:00 PM and 4:00 PM	26.1%	42
Between 4:00 PM and 5:00 PM	45.3%	74
Between 5:00 PM and 6:00 PM	19.3%	32
After 6:00 PM	7.2%	12

Based on the above data, we estimate that at peak morning commuting times (between 6:00 AM and 7:00 AM) a maximum of an additional 61 vehicle trips per hour on arteries and supporting roads within the region would be realized. Similarly, we estimate that at peak evening commuting times (between 4:00 PM and 5:00 PM) a maximum of an additional 74 vehicle trips per hour on arteries and supporting roads within the region would be realized.

An increase of 163 personnel is 0.12% (163/134,213) of the population in Region 1. We conclude that based on level of service for the current road network within the region, this negligible increase will not have a significant impact on traffic at the leased facility or within the region as a whole. ***Alternative 1a would have minor impacts related to traffic*** because the increase in personnel is very small compared to the Region's population and the average scores for traffic proximity/volume show that the area would not be greatly affected by small increases in commuters. Personnel utilizing the Hanscom AFB commuter incentive program would further reduce traffic impact.

4.4.2 Alternative 1b – Lease Property in Region 2

Region 2 has a very high traffic proximity/volume in the 82nd percentile for the State and 74th percentile for the United States, showing that the traffic in Region 2 is very sensitive to small increases in commuters. The estimated population for Region 2, 488,380 people, is high for the area (EPA 2018).

As previously presented in *Section 3.4. Table 3-7*, the USAF has estimated that 25 of the 189 workers would be commuting from Region 2. We assume that under Alternative 1b, that is, leasing off-base property within Region 2, that personnel already residing within Region 2 will not add to additional traffic. These 25 individuals will be commuting within the region under all alternatives evaluated as their homes are located within the region and already contribute to the average traffic. That means 164 additional people (calculated as 189-25 = 164) would be commuting to the region from outside the region or from on-base housing. Based on the distribution of working hours, it is estimated that the following additional traffic would be realized within Region 2 at the listed times:

Table 4-7: Additional Morning Commute Traffic - Alternative 1b, Region 2

ADDITIONAL MORNING COMMUTE TRAFFIC (164 PERSONS)	PERCENTAGE OF WORKFORCE	NUMBER OF PERSONNEL
Before 6:00 AM	15.2%	25
Between 6:00 AM and 7:00 AM	37.3%	61
Between 7:00 AM and 8:00 AM	35.8%	59
Between 8:00 AM and 9:00 AM	11.7%	19
After 9:00 AM	0.0%	0

Table 4-8: Additional Evening Commute Traffic - Alternative 1b, Region 2

ADDITIONAL EVENING COMMUTE TRAFFIC (164 PERSONS)	PERCENTAGE OF WORKFORCE	NUMBER OF PERSONNEL
Before 2:00 PM	0.0%	0
Between 2:00 PM and 3:00 PM	2.1%	3
Between 3:00 PM and 4:00 PM	26.1%	43
Between 4:00 PM and 5:00 PM	45.3%	74
Between 5:00 PM and 6:00 PM	19.3%	32
After 6:00 PM	7.2%	12

Based on the above data, we estimate that at peak morning commuting times (between 6:00 AM and 7:00 AM) a maximum of an additional 61 vehicle trips per hour on arteries and supporting roads within the region would be realized. Similarly, we estimate that at peak evening commuting times (between 4:00 PM and 5:00 PM) a maximum of an additional 74 vehicle trips per hour on arteries and supporting roads within the region would be realized.

An increase of 164 personnel is an extremely small, $3.36e^{-4}$ % (164/488,380) of the population in Region 2. We conclude that based on level of service for the current road network within the region, this negligible increase will not have a significant impact on traffic at the leased facility or within the region as a whole. ***Alternative 1b would have minor impacts related to traffic*** because the increase in personnel is extremely small compared to the Region's population. Even though the Region has a high score for traffic proximity/volume, the extremely small increase would only cause a minor impact to traffic. Personnel utilizing the Hanscom AFB commuter incentive program could further reduce traffic impact.

4.4.3 Alternative 1c – Lease Property in Region 3

Region 3 has an average traffic proximity/volume in the 62nd percentile for the State and 57th percentile for the United States. The estimated population for Region 3, 84,502 people, is average for the area (EPA 2018).

As previously presented in *Section 3.4. Table 3-7*, the USAF has estimated that 6 of the 189 workers would be commuting from Region 3. We assume that under Alternative 1c, that is, leasing off-base property within Region 3, that personnel already residing within Region 3 will not add to additional traffic. These 6 individuals will be commuting within the region under all alternatives evaluated as their homes are located within the region and already contribute to the average traffic. That means 183 additional people (calculated as 189-6 = 183) would be commuting to the region from outside the region or from on-base housing. Based on the distribution of working hours, it is estimated that the following additional traffic would be realized within Region 3 at the listed times:

Table 4-9: Additional Morning Commute Traffic - Alternative 1c, Region 3

ADDITIONAL MORNING COMMUTE TRAFFIC (183 PERSONS)	PERCENTAGE OF WORKFORCE	NUMBER OF PERSONNEL
Before 6:00 AM	15.2%	28
Between 6:00 AM and 7:00 AM	37.3%	68
Between 7:00 AM and 8:00 AM	35.8%	65
Between 8:00 AM and 9:00 AM	11.7%	22
After 9:00 AM	0.0%	0

Table 4-10: Additional Evening Commute Traffic - Alternative 1c, Region 3

ADDITIONAL EVENING COMMUTE TRAFFIC (183 PERSONS)	PERCENTAGE OF WORKFORCE	NUMBER OF PERSONNEL
Before 2:00 PM	0.0%	0
Between 2:00 PM and 3:00 PM	2.1%	4
Between 3:00 PM and 4:00 PM	26.1%	48
Between 4:00 PM and 5:00 PM	45.3%	83
Between 5:00 PM and 6:00 PM	19.3%	35
After 6:00 PM	7.2%	13

Based on the above data, we estimate that at peak morning commuting times (between 6:00 AM and 7:00 AM) a maximum of an additional 68 vehicle trips per hour on arteries and supporting roads within the region would be realized. Similarly, we estimate that at peak evening commuting times (between 4:00 PM and 5:00 PM) a maximum of an additional 83 vehicle trips per hour on arteries and supporting roads within the region would be realized.

An increase of 183 personnel is 0.22% (183/84,502) of the population in Region 3. We conclude that based on level of service for the current road network within the region, this negligible increase will not have a significant impact of traffic at the leased facility or within the region as a whole. ***Alternative 1c would have minor impacts related to traffic*** because the increase in personnel is very small compared to the Region's population and the average scores for traffic proximity/volume show that the area would not be greatly affected by small increases in commuters. Personnel utilizing the Hanscom AFB commuter incentive program could further reduce traffic impact.

4.4.4 Alternative 1d – Lease Property in Region 4

Region 4 has an average traffic proximity/volume in the 63rd percentile for the State and 58th percentile for the United States. The estimated population for Region 4, 88,824 people, is average for the area (EPA 2018).

As previously presented in *Section 3.4. Table 3-7*, the USAF has estimated that 11 of the 189 workers would be commuting from Region 4. We assume that under Alternative 1d, that is, leasing off-base property within Region 4, that personnel already residing within Region 4 will not add to additional traffic. These 11 individuals will be commuting within the region under all alternatives evaluated as their homes are located within the region and already contribute to the average traffic. That means 178 additional people (calculated as 189-11 = 178) would be commuting to the region from outside the region or from on-base housing. Based on the distribution of working hours, it is estimated that the following additional traffic could be realized within Region 4 at the listed times:

Table 4-11: Additional Morning Commute Traffic - Alternative 1d, Region 4

ADDITIONAL MORNING COMMUTE TRAFFIC (178 PERSONS)	PERCENTAGE OF WORKFORCE	NUMBER OF PERSONNEL
Before 6:00 AM	15.2%	27
Between 6:00 AM and 7:00 AM	37.3%	66
Between 7:00 AM and 8:00 AM	35.8%	64
Between 8:00 AM and 9:00 AM	11.7%	21
After 9:00 AM	0.0%	0

Table 4-12: Additional Evening Commute Traffic - Alternative 1d, Region 4

ADDITIONAL EVENING COMMUTE TRAFFIC (178 PERSONS)	PERCENTAGE OF WORKFORCE	NUMBER OF PERSONNEL
Before 2:00 PM	0.0%	0
Between 2:00 PM and 3:00 PM	2.1%	4
Between 3:00 PM and 4:00 PM	26.1%	46
Between 4:00 PM and 5:00 PM	45.3%	81
Between 5:00 PM and 6:00 PM	19.3%	34
After 6:00 PM	7.2%	13

Based on the above data, we estimate that at peak morning commuting times (between 6:00 AM and 7:00 AM) a maximum of an additional 66 vehicle trips per hour on arteries and supporting roads within the region would be realized. Similarly, we estimate that at peak evening commuting times (between 4:00 PM and 5:00 PM) a maximum of an additional 81 vehicle trips per hour on arteries and supporting roads within the region would be realized.

An increase of 178 personnel is 0.20% (178/88,824) of the population in Region 4. We conclude that based on level of service for the current road network within the region, this negligible increase will not have a significant impact of traffic at the leased facility or within the region as a whole. ***Alternative 1d would have minor impacts related to traffic*** because the increase in personnel is very small compared to the Region's population and the average scores for traffic proximity/volume show that the area would not be greatly affected by small increases in commuters. Personnel utilizing the Hanscom AFB commuter incentive program could further reduce traffic impact.

4.4.5 No-Action Alternative

The No-Action Alternative would result in no effect in traffic.

4.5 OTHER NEPA CONSIDERATIONS

4.5.1 Unavoidable Adverse Effects

This EA identifies any unavoidable adverse impacts that would be required to implement the Proposed Action and the significance of the potential impacts to resources and issues. Title 40 of the *Code of Federal Regulations* §1508.27 specifies that a determination of significance requires consideration of context and intensity. If the Proposed Action were implemented, there might be negligible impacts to air and minor impacts to traffic due to the increase in personnel. There are no unavoidable significant adverse impacts associated with the Proposed Action or the No-Action Alternative.

4.5.2 Relationship of Short-Term Uses and Long-Term Productivity

The relationship between short-term uses and enhancement of long-term productivity from implementation of the Proposed Action is evaluated from the standpoint of short-term effects and long-term effects. Short-term effects of the Proposed Action would be those associated with the construction activities to modify the interior administrative office of a commercial building. The long-term enhancement of productivity would be those effects associated with a more complete and efficient HBN/HBV workforce.

The Proposed Action represents an enhancement of long-term productivity for AFLCMC and Hanscom AFB. The negative effects of short-term construction activities would be minor compared to the positive benefits from relocating HBN/HBV. Immediate and long-term benefits would be realized for HBN/HBV after completion of the Proposed Action.

4.5.3 Irreversible and Irretrievable Commitments of Resources

This EA identifies any irreversible and irretrievable commitments of resources that would be involved in the Proposed Action if implemented. An irreversible effect results from the use or destruction of resources (e.g., energy) that cannot be replaced within a reasonable time. An irretrievable effect results from loss of resources (e.g., endangered species) that cannot be restored as a result of the Proposed Action. Capital, energy, materials, and labor would be required for the Proposed Action. These resources are not retrievable.

4.6 CUMULATIVE EFFECTS

This EA also considers the effects of cumulative impacts as required in 40 CFR 1508.7 and concurrent actions as required in 40 CFR 1508.25[1]. A cumulative impact, as defined by the CEQ (40 CFR 1508.7) is the "…impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of which agency (Federal or non-Federal) or person undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time."

The following projects have occurred at HAFB within the last 5 years:

- Defense Contract Management Agency (DCMA) Relocation; FONSI issued in 2017;
- Energy Efficient Upgrades [Cogeneration (COGEN) Plant], FONSI issued in 2017;
- Photovoltaic Panel Additions Environmental Assessment, FONSI issued in 2016;
- MIT Lincoln Laboratory Campus Expansion – Phase II, FONSI issued in 2016;
- Vandenberg Gate Complex Construction Dorm Construction and Demolition, FONSI issued in 2015;
- Land Acquisition at Vandenberg Gate, FONSI issued in 2014;
- FamCamp Campground Renovation, FONSI issued in 2014;

Future anticipated projects on HAFB not addressed by this EA include:

- Reconfiguration of the Ruiz (aka Hartwell) Gate Complex (Estimated in 2023);
- Air Force Cambridge Research Laboratory Historic District Master Plan (Estimated in 2021);
- AFLCMC HNI Personnel Relocation (Estimated in 2020);
- Renovation and Addition to Buildings 1107/1109 for Army Corps of Engineers (Estimated in 2020).

Master Plans for the Towns of Billerica, Burlington, Maynard, and Concord were researched:

- Billerica – Town of Billerica, MA: 2018 Master Plan (TOB 2018);
- Burlington – Comprehensive Master Plan Elements: Draft (TOBU 2018);
- Maynard – Master Plan Informational Website (TOM 2019);
- Concord – Envision Concord: Bridge to 2030: Balancing Change with Transition. Comprehensive Long Range Plan. July 30, 2018 (TOC 2018).

For this EA analysis, these announced actions are addressed from a cumulative perspective and are analyzed in this section. These announced future actions would be evaluated under separate NEPA actions conducted by the appropriate involved federal agency. Based on the best available information for these proposals by others, the AF cumulative impact analysis does consider them.

Descriptions of the cumulative effects for the resource areas follow:

Air Quality

Alternative 1a – Lease Property in Region 1 – No significant effect

Alternative 1b – Lease Property in Region 2 – No significant effect

Alternative 1c – Lease Property in Region 3 – No significant effect

Alternative 1d – Lease Property in Region 4 – No significant effect

No-Action Alternative – No effect

Socioeconomic Resources

Alternative 1a – Lease Property in Region 1 – No significant effect

Alternative 1b – Lease Property in Region 2 – No significant effect

Alternative 1c – Lease Property in Region 3 – No significant effect

Alternative 1d – Lease Property in Region 4 – No significant effect

No-Action Alternative – No effect

Transportation

Alternative 1a – Lease Property in Region 1 – No significant effect

Alternative 1b – Lease Property in Region 2 – No significant effect

Alternative 1c – Lease Property in Region 3 – No significant effect

Alternative 1d – Lease Property in Region 4 – No significant effect

No-Action Alternative – No effect

5.0 LIST OF PREPARERS

This EA has been prepared under the direction of the Air Force Civil Engineer Center, USAF, AFLCMC, AFMC, and Hanscom AFB.

The individuals that contributed to the preparation of this EA are listed below.

Table 5-1: List of Preparers

Name/Organization	Education	Resource Area	Years of Experience
James Maravelias/ AFLCMC HBN	MA Sustainability and Environmental Management; BS Business Administration	NEPA; Hazardous Waste; Safety and Occupational Health; Air Quality; Socioeconomic Resources/ Environmental Justice; Natural Resources; Cultural Resources	16
Scott Sheehan/ 66 ABG/CEIE	BS Civil Engineering	Natural Resources; Cultural Resources; Water Quality; Transportation; NEPA	18
Taylor O'Brien/ 66 ABG/CEIE	BS Civil Engineering	NEPA & Toxic Substances	4
Renata Welch/ 66 ABG/CEIE	MS Civil Engineering	Environmental Element Chief	25
Charles N. Strickland III/ 66 ABG/CEI	BS Civil Engineering	Installation Management Flight Chief	20
Michael Anderson/ AFLCMC HBN	BS Marketing; MBA Management; MBA Acquisitions & Contract Management	FAR; DFAR; SOFAR	17

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6.0 PERSONS AND AGENCIES CONSULTED/COORDINATED

The following Persons and Agencies were contacted in the preparation of this EA

Table 6-1: Persons and Agencies Consulted/Coordinated

Per 32 CFR Part 989.14(l), "The Air Force will involve other federal agencies, state, Tribal, and local governments, and the public in the preparation of EAs (40 CFR 1501.4(b) and 1506.6)."

COMMUNITY LEADERSHIP

Maynard Board of Selectmen
Attn: Mr. Chris DiSilva, Chair
195 Main Street
Maynard, MA 01754-2509
Phone: 978-897-1301

Maynard Town Administrator
Attn: Mr. Greg Johnson
195 Main Street
Maynard, MA 01754-2509
Phone: 978-897-1375

Billerica Board of Selectmen
Attn: Mr. Ed Giroux, Chairman
365 Boston Road
Office #203
Billerica, MA 01821-1892
Phone: 978-294-9743
Phone: 978-671-0939

Billerica Town Manager
Attn: Mr. John C. Curran
365 Boston Road
Office #207
Billerica, MA 01821-1892
Phone: 978-671-0942

Burlington Board of Selectmen
Attn: Mr. Joseph E. Morandi, Chairman
29 Center Street
Burlington, MA 01803-3058
Phone: 781-273-1189

Burlington Town Administrator
Attn: Paul F. Sagarino, Jr.
29 Center Street
Burlington, MA 01803-3058
Phone: 781-270-1614
Phone: 781-270-1850

Concord Select Board
Attn: Mr. Michael Lawson, Chair
P.O. Box 535
Concord, MA 01742-0535
Phone: 978-318-3000

Concord Town Manager
Attn: Mr. Christopher Whelan, Town Manager
Attn: Ms. Kate Hodges, Deputy Town Manager
P.O. Box 535
Concord, MA 01742-0535
Phone: 978-318-3000

Lexington Board of Selectmen
Attn: Mr. Douglas M. Lucente, Chair
1625 Massachusetts Avenue
Lexington, MA 02420-3801
Phone: 781-698-4580

Lexington Town Manager
Mr. James J. Malloy
1625 Massachusetts Avenue
Lexington, MA 02420-3801
Phone: 781-698-4580

Bedford Town Manager
Ms. Sarah Stanton
10 Mudge Way
Bedford, MA 01730-2193

Carlisle Town Administrator
Mr. Timothy D. Goddard
66 Westford Street
Carlisle, Ma 01741-1582

Lincoln Town Administrator
Mr. Timothy S. Higgins
Lincoln Town Administrator
16 Lincoln Road
Lincoln, MA 01773-2009

TRANSPORTATION MANAGEMENT ASSOCIATION

Middlesex 3 TMA
c/o Middlesex 3 Coalition
Attn: Ms. Stephanie Cronin, Executive Director
Billerica Town Hall, Room 207
365 Boston Road
Billerica, MA 01821-1892
Phone: (978) 808-5281

Cross Town Connect TMA
Attn: Mr. Scott Zadakis, Executive Director
2 Mill & Main Place
Maynard, MA 01754-2667
Phone: 978-929-6457

128 Business Council
Attn: Ms. Monica Tibbits-Nutt, Executive Director
395 Totten Pond Road, Suite 302
Waltham, MA 02451-2012
Phone: 781-890-0093

METROPOLITAN PLANNING

Metropolitan Area Planning Council
Attn: Mr. Eric Bourassa, Transportation Director
Attn: Mr. Martin Pillsbury, Environmental Planning Director
60 Temple Place, Suite 600
Boston, MA 02111-1379
Phone: 617-933-0740
Phone: 617-933-0747

Northern Middlesex Council of Governments
Attn: Ms. Beverly A. Woods, Executive Director
40 Church Street, Suite 200
Lowell, MA 01852-2686
Phone: 978-454-8021

7.0 REFERENCES

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APPENDIX A

Interagency/Intergovernmental Coordination and Public Participation

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Chris DiSilva, Chair
Maynard Board of Selectmen
195 Main Street
Maynard, MA 01754-2509

Dear Mr. DiSilva,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

The Air Force requires approximately 30,000 square feet to accommodate approximately 189 personnel. The facility would be expected to have existing parking to accommodate personnel. The leased space would be expected to meet the required administrative interior configuration, communications and Air Force security requirements which may require modifications to interior spaces and supporting infrastructure. The duration of the lease would be an initial base year and four (4) option years, as per Air Force Civil Engineer Center (AFCEC) and General Services Administration (GSA) guidance, and may be extended, as needed, to meet Air Force mission requirements. The analysis of the proposed action includes evaluating four alternatives based on the four regions shown in the attached *Regions of Influence Map*. A final selection on the specific location would be chosen based on an open-competition solicitation.

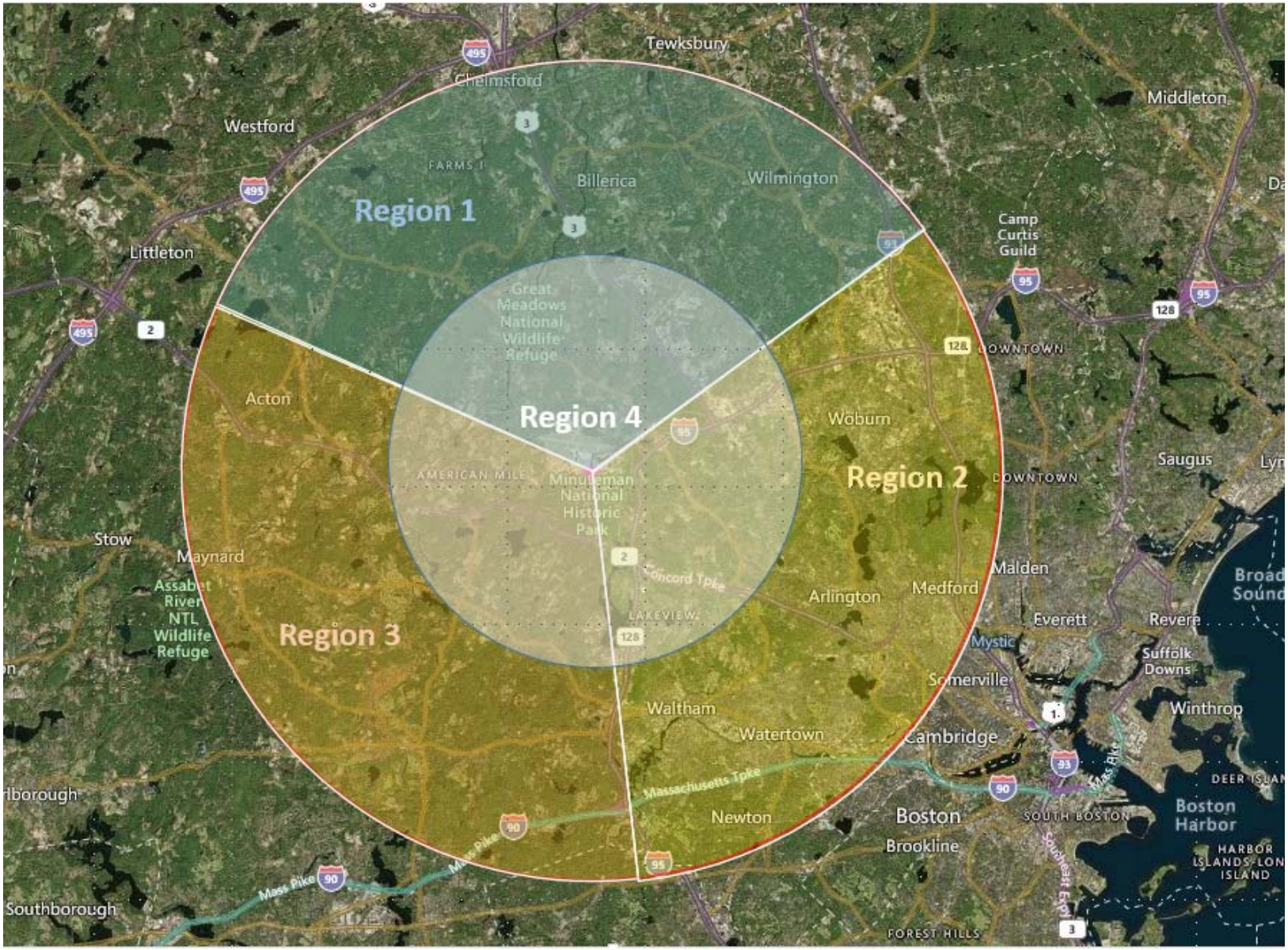
We expect that the EA will evaluate potential impacts related primarily to air quality, traffic, and economic/environmental justice. With this letter, we seek your input on the proposed action in order to assist the Air Force in fully developing the range of issues to consider. If you choose to provide input, we ask that you respond within 14 days from the receipt of this letter. If you have any questions or need any additional information, please do not hesitate to contact me anytime at (781) 225-6144 or via email at scott.sheehan.1@us.af.mil.

Sincerely,

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

2 Attachments:
1. Regions of Influence Map
2. List of Parties Contacted

ATTACHMENT 1 – REGIONS OF INFLUENCE MAP



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Greg Johnson
Maynard Town Administrator
195 Main Street
Maynard, MA 01754-2509

Dear Mr. Johnson,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

The Air Force requires approximately 30,000 square feet to accommodate approximately 189 personnel. The facility would be expected to have existing parking to accommodate personnel. The leased space would be expected to meet the required administrative interior configuration, communications and Air Force security requirements which may require modifications to interior spaces and supporting infrastructure. The duration of the lease would be an initial base year and four (4) option years, as per Air Force Civil Engineer Center (AFCEC) and General Services Administration (GSA) guidance, and may be extended, as needed, to meet Air Force mission requirements. The analysis of the proposed action includes evaluating four alternatives based on the four regions shown in the attached *Regions of Influence Map*. A final selection on the specific location would be chosen based on an open-competition solicitation.

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Sincerely,

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Ed Giroux, Chairman
Billerica Board of Selectmen
365 Boston Road, Office 203
Billerica, MA 01821-1892

Dear Mr. Giroux,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

The Air Force requires approximately 30,000 square feet to accommodate approximately 189 personnel. The facility would be expected to have existing parking to accommodate personnel. The leased space would be expected to meet the required administrative interior configuration, communications and Air Force security requirements which may require modifications to interior spaces and supporting infrastructure. The duration of the lease would be an initial base year and four (4) option years, as per Air Force Civil Engineer Center (AFCEC) and General Services Administration (GSA) guidance, and may be extended, as needed, to meet Air Force mission requirements. The analysis of the proposed action includes evaluating four alternatives based on the four regions shown in the attached *Regions of Influence Map*. A final selection on the specific location would be chosen based on an open-competition solicitation.

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Sincerely,

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

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1. Regions of Influence Map
2. List of Parties Contacted

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. John C. Curran
Billerica Town Manager
365 Boston Road, Office 203
Billerica, MA 01821-1892

Dear Mr. Curran,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

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We expect that the EA will evaluate potential impacts related primarily to air quality, traffic, and economic/environmental justice. With this letter, we seek your input on the proposed action in order to assist the Air Force in fully developing the range of issues to consider. If you choose to provide input, we ask that you respond within 14 days from the receipt of this letter. If you have any questions or need any additional information, please do not hesitate to contact me anytime at (781) 225-6144 or via email at scott.sheehan.l@us.af.mil.

Sincerely,

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

2 Attachments:
1. Regions of Influence Map
2. List of Parties Contacted

Town of Billerica

Community Development Office
365 Boston Road
Billerica, MA 01821
Phone: 978-671-0963
Cell: 978-408-7827
randerson@town.billerica.ma.us

John C. Curran
Town Manager

Rob Anderson
Community Development Director

July 22, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Re: Environmental Impacts (administrative workspace within 10 miles of Hanscom AFB)

Dear Mr. Sheehan,

Thank you so much for the letter dated July 9 soliciting input on the environmental impact of finding 30,000 square feet of commercial space off-base. As a neighbor to Bedford, we appreciate the opportunity to comment and provide feedback at this early stage. Billerica has recently been deemed a *Green Community* by the Massachusetts Executive Office of Energy and Environmental Affairs; protecting the climate is an initiative important to our community.

One of the most pressing environmental issues in the region is **traffic**, and we realize that a long commute can sometimes affect the "work/life" balance of employees. Billerica's Technology Park (located at the junction of Route 3 and Concord Road – see map) is easily accessible from employees that may not live near Bedford. The Technology Park location is also only a 7.5 mile (18 minute drive) from Hanscom.

A further environmental consideration to more traffic is the **carbon footprint** left by commuters. Lessening the impact by shortening commutes and getting people out of their cars sooner could be a benefit to finding new space. This is one reason why the proximity to Route 3 could be beneficial to the Air Force.

There are further ways to mitigate the carbon output, such as carpooling, having housing opportunities nearby, and **biking**. In fact, Technology Park is located at the end of the Narrow Gauge Rail Trail which connects into the large bike network in the region and there apartment (the Villas at Old Concord with 324 units) within half a mile.

Additionally, there is a large contingent of veterans living in Billerica, and any chance to increase the **job options** would help enhance the economic development environment for these residents. Billerica has a full-time Veteran's Agent dedicated to helping our service members; frankly, the possibility of having the military with a location in town would be welcomed with open arms.

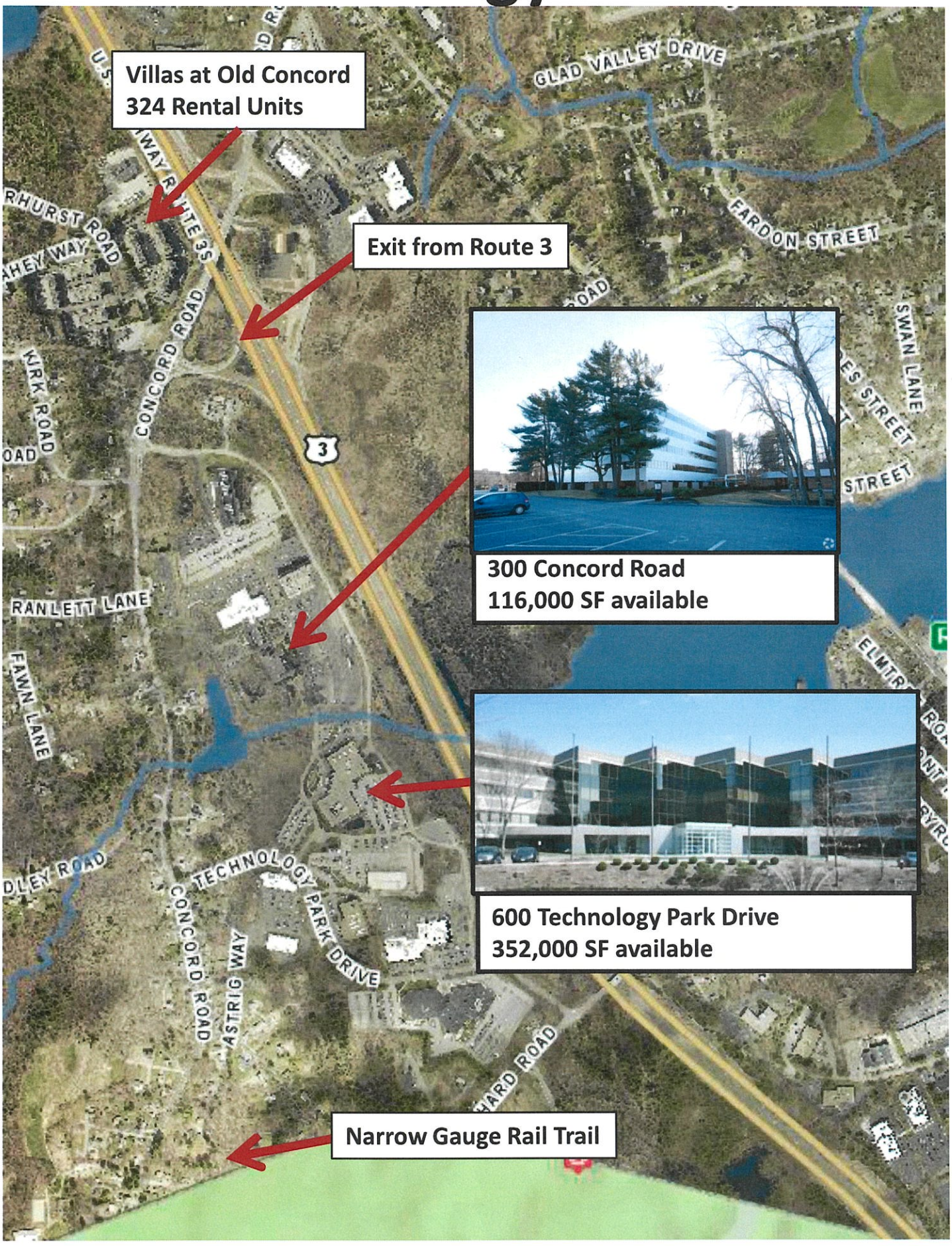
We believe that – given the 10-mile radius around Hanscom AFB identified in the letter – Billerica is an optimal choice for that administrative workspace and can address some of environmental issues that may arise.

Sincerely,

Robert D. Anderson

Rob Anderson
Community Development Director

Technology Park



SHEEHAN, SCOTT E GS-12 USAF AFMC 66 ABG/CEIE

From: Rob Anderson <randerson@town.billerica.ma.us>
Sent: Tuesday, July 23, 2019 1:29 PM
To: SHEEHAN, SCOTT E GS-12 USAF AFMC 66 ABG/CEIE
Cc: John Curran; Joseph Ruggiero; Chris Reilly
Subject: [Non-DoD Source] Hanscom AFB - Environmental Impact Response
Attachments: Air_Force_Response.pdf

Dear Mr. Sheehan,

The Town of Billerica (and our Board of Selectmen) received your letter asking for feedback on the potential environmental impacts of moving some Air Force personnel off base. Since Billerica is within the search area for the relocation we appreciate the chance to submit. We hope that we have included information that is useful for you to consider, as well as inform you about the benefits of Billerica. A scanned copy of our letter is attached, and a hard copy will be going out in the mail as well.

We look forward to hearing about the open-competition solicitation for space, and can coordinate with our property owners for submissions if they're interested.

Thanks,
Rob

Rob Anderson
Community Development Director
Town of Billerica
365 Boston Road
Billerica, MA 01821
978-671-0963
Cell: 978-408-7827
randerson@town.billerica.ma.us

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Joseph E. Morandi, Chairman
Burlington Board of Selectmen
29 Center Street
Burlington, MA 01803-3058

Dear Mr. Morandi,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

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Sincerely,

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

2 Attachments:
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Paul F. Sagarino, Jr.
Burlington Town Administrator
29 Center Street
Burlington, MA 01803-3058

Dear Mr. Sagarino,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

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Sincerely,

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Michael Lawson, Chair
Concord Select Board
P.O. Box 535
Concord, MA 01742-0535

Dear Mr. Lawson,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

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Sincerely,

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Christopher Whelan
Concord Town Manager
P.O. Box 535
Concord, MA 01742-0535

Dear Mr. Whelan,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

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Sincerely,

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

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OLD NORTH BRIDGE 1775

TOWN OF CONCORD
SELECT BOARD'S OFFICE
22 MONUMENT SQUARE – P.O. BOX 535
CONCORD, MASSACHUSETTS 01742

TELEPHONE (978) 318-3001
FAX (978) 318-3002

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Dear Mr. Sheehan,

Thank you for your note and the opportunity to respond to the United States Air Force (Air Force) proposal to relocate, off-base, 189 personnel into existing administrative space.

As I understand your proposal, you would require 30,000 square feet of administrative space in the four areas outlined in your attachment. I further understand that the space may need to be modified, internally, to meet certain Air Force requirements. Is it the case that you plan to relocate all 189 personnel to a single facility and/or only one of the four areas?

We look forward to the results of your Environmental Assessment. Whether or not space is available in Concord, there is the potential for an impact from the increase in traffic that might accompany the relocation of personnel if they are existing base personnel that would be traveling to the new site. Route 2A is already quite congested in the morning and late afternoon. Added traffic would likely compound the situation.

As you might suspect, the Town of Concord does not own any space that could accommodate your proposed action. However, there are a number of 'office park's located in Concord, some on which have current vacancies. I would be more that happy to forward you email and the attached proposal to the property owners.

For your information, Christopher Whelan has retired as Town Manager, effective June 30th. The new Town Manager is Stephen Crane. His employment begins August 12th. He can be reached at the same mailing address as Mr. Whelan. His email address is scrane@concordma.gov. I might also note that I do not see the superintendent of Minuteman National Historical Park listed as one of the parties contacted. Because route 2A runs directly through the park, it might be worth asking for the superintendent's input. His name is BJ Dunn and his email address is bj_dunn@nps.gov.

If there is an additional information I can provide, please don't hesitate to contact me directly.

Regards,

Michael Lawson, Chair
Concord Select Board

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Douglas M. Lucente, Chair
Lexington Board of Selectmen
1625 Massachusetts Avenue
Lexington, MA 02420-3801

Dear Mr. Lucente,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

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Sincerely,

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. James J. Malloy
Lexington Town Manager
1625 Massachusetts Avenue
Lexington, MA 02420-3801

Dear Mr. Malloy,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

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HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Ms. Stephanie Cronin, Executive Director
Middlesex 3 TMA
365 Boston Road, Room 207
Billerica, MA 01821-1892

Dear Ms. Cronin,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Scott Zadakis, Executive Director
Cross Town Connect TMA
2 Mill & Main Place
Maynard, MA 01754-2667

Dear Mr. Zadakis,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

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Hanscom AFB Natural Resources Manager

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Ms. Monica Tibbits-Nutt, Executive Director
128 Business Council
395 Totten Pond Road, Suite 302
Waltham, MA 02451-2012

Dear Ms. Tibbits-Nutt,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

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HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Eric Bourassa, Transportation Director
Metropolitan Area Planning Council
60 Temple Place, Suite 600
Boston, MA 02111-1379

Dear Mr. Bourassa,

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Hanscom AFB Natural Resources Manager

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Martin Pillsbury, Environmental Planning Director
Metropolitan Area Planning Council
60 Temple Place, Suite 600
Boston, MA 02111-1379

Dear Mr. Pillsbury,

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Hanscom AFB Natural Resources Manager

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HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 9, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Ms. Beverly A. Woods, Executive Director
Northern Middlesex Council of Governments
40 Church Street, Suite 200
Lowell, MA 01852-2686

Dear Ms. Woods,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 11, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Ms. Sarah Stanton
Bedford Town Manager
10 Mudge Way
Bedford, MA 01730-2193

Dear Ms. Stanton,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

The Air Force requires approximately 30,000 square feet to accommodate approximately 189 personnel. The facility would be expected to have existing parking to accommodate personnel. The leased space would be expected to meet the required administrative interior configuration, communications and Air Force security requirements which may require modifications to interior spaces and supporting infrastructure. The duration of the lease would be an initial base year and four (4) option years, as per Air Force Civil Engineer Center (AFCEC) and General Services Administration (GSA) guidance, and may be extended, as needed, to meet Air Force mission requirements. The analysis of the proposed action includes evaluating four alternatives based on the four regions shown in the attached *Regions of Influence Map*. A final selection on the specific location would be chosen based on an open-competition solicitation.

We expect that the EA will evaluate potential impacts related primarily to air quality, traffic, and economic/environmental justice. With this letter, we seek your input on the proposed action in order to assist the Air Force in fully developing the range of issues to consider. If you choose to provide input, we ask that you respond within 14 days from the receipt of this letter. If you have any questions or need any additional information, please do not hesitate to contact me anytime at (781) 225-6144 or via email at scott.sheehan.1@us.af.mil.

Sincerely,

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

Attachments:
Regions of Influence Map

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 11, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Timothy D. Goddard
Carlisle Town Administrator
66 Westford Street
Carlisle, MA 01741-1582

Dear Mr. Goddard,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

The Air Force requires approximately 30,000 square feet to accommodate approximately 189 personnel. The facility would be expected to have existing parking to accommodate personnel. The leased space would be expected to meet the required administrative interior configuration, communications and Air Force security requirements which may require modifications to interior spaces and supporting infrastructure. The duration of the lease would be an initial base year and four (4) option years, as per Air Force Civil Engineer Center (AFCEC) and General Services Administration (GSA) guidance, and may be extended, as needed, to meet Air Force mission requirements. The analysis of the proposed action includes evaluating four alternatives based on the four regions shown in the attached *Regions of Influence Map*. A final selection on the specific location would be chosen based on an open-competition solicitation.

We expect that the EA will evaluate potential impacts related primarily to air quality, traffic, and economic/environmental justice. With this letter, we seek your input on the proposed action in order to assist the Air Force in fully developing the range of issues to consider. If you choose to provide input, we ask that you respond within 14 days from the receipt of this letter. If you have any questions or need any additional information, please do not hesitate to contact me anytime at (781) 225-6144 or via email at scott.sheehan.1@us.af.mil.

Sincerely,

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

Attachments:
Regions of Influence Map

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 66TH AIR BASE GROUP
HANSCOM AIR FORCE BASE MASSACHUSETTS

July 11, 2019

Mr. Scott E. Sheehan
66 ABG/CEIE
120 Grenier Street, Bldg 1825
Hanscom AFB MA 01731-1910

Mr. Timothy S. Higgins
Lincoln Town Administrator
16 Lincoln Road
Lincoln, MA 01773-2009

Dear Mr. Higgins,

The United States Air Force (Air Force) is proposing to relocate a number of Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom Air Force Base, Massachusetts. We are preparing an Environmental Assessment (EA) to evaluate the potential impacts of such an undertaking and expect to publish it in late summer 2019. We respectfully request your review and comment on the proposed action.

The Air Force requires approximately 30,000 square feet to accommodate approximately 189 personnel. The facility would be expected to have existing parking to accommodate personnel. The leased space would be expected to meet the required administrative interior configuration, communications and Air Force security requirements which may require modifications to interior spaces and supporting infrastructure. The duration of the lease would be an initial base year and four (4) option years, as per Air Force Civil Engineer Center (AFCEC) and General Services Administration (GSA) guidance, and may be extended, as needed, to meet Air Force mission requirements. The analysis of the proposed action includes evaluating four alternatives based on the four regions shown in the attached *Regions of Influence Map*. A final selection on the specific location would be chosen based on an open-competition solicitation.

We expect that the EA will evaluate potential impacts related primarily to air quality, traffic, and economic/environmental justice. With this letter, we seek your input on the proposed action in order to assist the Air Force in fully developing the range of issues to consider. If you choose to provide input, we ask that you respond within 14 days from the receipt of this letter. If you have any questions or need any additional information, please do not hesitate to contact me anytime at (781) 225-6144 or via email at scott.sheehan.1@us.af.mil.

Sincerely,

SCOTT E. SHEEHAN, GS-12, DAF
Hanscom AFB Natural Resources Manager

Attachments:
Regions of Influence Map

APPENDIX B

Air Conformity Applicability Models (ACAM)

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Instruction 32-7040, Air Quality Compliance And Resource Management; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

a. Action Location:

Base: HANSCOM AFB
State: Massachusetts
County(s): Middlesex
Regulatory Area(s): Boston-Lawrence-Worcester (E. MA), MA

b. Action Title: AFLCMC Personnel Relocation

c. Project Number/s (if applicable):

d. Projected Action Start Date: 9 / 2019

e. Action Description:

Alternative 1a, Region 1

See EA

f. Point of Contact:

Name: James Maravelias
Title: CTR/Environmental Engineer
Organization: AFLCMC HBN
Email: james.maravelias.ctr@us.af.mil
Phone Number: 781-225-1865

2. Analysis: Total combined direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the "worst-case" and "steady state" (net gain/loss upon action fully implemented) emissions. General Conformity under the Clean Air Act, Section 1.76 has been evaluated for the action described above according to the requirements of 40 CFR 93, Subpart B.

Based on the analysis, the requirements of this rule are: _____ applicable
__X__ not applicable

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

Conformity Analysis Summary:

2019

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.213	50	No
NOx	0.236	100	No
CO	2.339		
SOx	0.002		
PM 10	0.009		
PM 2.5	0.008		
Pb	0.000		
NH3	0.014		
CO2e	259.2		

2020 - (Steady State)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.639	50	No
NOx	0.708	100	No
CO	7.017		
SOx	0.005		
PM 10	0.027		
PM 2.5	0.025		
Pb	0.000		
NH3	0.041		
CO2e	777.6		

None of estimated emissions associated with this action are above the conformity threshold values established at 40 CFR 93.153 (b); Therefore, the requirements of the General Conformity Rule are not applicable.

James P Maravelias

Digitally signed by James P Maravelias
DN: cn=James P Maravelias, o, ou, email=maraveliasjp@gmail.com, c=US
Date: 2019.07.14 15:27:42 -04'00'

7/14/2019

James Maravelias, CTR/Environmental Engineer — DATE

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Instruction 32-7040, Air Quality Compliance And Resource Management; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

a. Action Location:

Base: HANSCOM AFB
State: Massachusetts
County(s): Middlesex
Regulatory Area(s): Boston-Lawrence-Worcester (E. MA), MA; Waltham, MA

b. Action Title: AFLCMC Personnel Relocation

c. Project Number/s (if applicable):

d. Projected Action Start Date: 9 / 2019

e. Action Description:

Alternative 1b, Region 2

See EA

f. Point of Contact:

Name: James Maravelias
Title: CTR/Environmental Engineer
Organization: AFLCMC HBN
Email: james.maravelias.ctr@us.af.mil
Phone Number: 781-225-1865

2. Analysis: Total combined direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the "worst-case" and "steady state" (net gain/loss upon action fully implemented) emissions. General Conformity under the Clean Air Act, Section 1.76 has been evaluated for the action described above according to the requirements of 40 CFR 93, Subpart B.

Based on the analysis, the requirements of this rule are: _____ applicable
__X__ not applicable

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

Conformity Analysis Summary:

2019

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.213	50	No
NOx	0.236	100	No
CO	2.339		
SOx	0.002		
PM 10	0.009		
PM 2.5	0.008		
Pb	0.000		
NH3	0.014		
CO2e	259.2		
Waltham, MA			
VOC	0.213		
NOx	0.236		
CO	2.339	100	No
SOx	0.002		
PM 10	0.009		
PM 2.5	0.008		
Pb	0.000		
NH3	0.014		
CO2e	259.2		

2020 - (Steady State)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.639	50	No
NOx	0.708	100	No
CO	7.017		
SOx	0.005		
PM 10	0.027		
PM 2.5	0.025		
Pb	0.000		
NH3	0.041		
CO2e	777.6		
Waltham, MA			
VOC	0.639		
NOx	0.708		
CO	7.017	100	No
SOx	0.005		
PM 10	0.027		
PM 2.5	0.025		
Pb	0.000		
NH3	0.041		
CO2e	777.6		

None of estimated emissions associated with this action are above the conformity threshold values established at 40 CFR 93.153 (b); Therefore, the requirements of the General Conformity Rule are not applicable.

James P Maravelias

Digitally signed by James P Maravelias
DN: cn=James P Maravelias, o, ou, email=maraveliasjp@gmail.com, c=US
Date: 2019.07.14 15:28:10 -04'00'

James Maravelias, CTR/Environmental Engineer

7/14/2019

DATE

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Instruction 32-7040, Air Quality Compliance And Resource Management; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

a. Action Location:

Base: HANSCOM AFB
State: Massachusetts
County(s): Middlesex
Regulatory Area(s): Boston-Lawrence-Worcester (E. MA), MA; Waltham, MA

b. Action Title: AFLCMC Personnel Relocation

c. Project Number/s (if applicable):

d. Projected Action Start Date: 9 / 2019

e. Action Description:

Alternative 1c, Region 3

See EA

f. Point of Contact:

Name: James Maravelias
Title: CTR/Environmental Engineer
Organization: AFLCMC HBN
Email: james.maravelias.ctr@us.af.mil
Phone Number: 781-225-1865

2. Analysis: Total combined direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the "worst-case" and "steady state" (net gain/loss upon action fully implemented) emissions. General Conformity under the Clean Air Act, Section 1.76 has been evaluated for the action described above according to the requirements of 40 CFR 93, Subpart B.

Based on the analysis, the requirements of this rule are: _____ applicable
__X__ not applicable

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

Conformity Analysis Summary:

2019

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.213	50	No
NOx	0.236	100	No
CO	2.339		
SOx	0.002		
PM 10	0.009		
PM 2.5	0.008		
Pb	0.000		
NH3	0.014		
CO2e	259.2		
Waltham, MA			
VOC	0.213		
NOx	0.236		
CO	2.339	100	No
SOx	0.002		
PM 10	0.009		
PM 2.5	0.008		
Pb	0.000		
NH3	0.014		
CO2e	259.2		

2020 - (Steady State)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.639	50	No
NOx	0.708	100	No
CO	7.017		
SOx	0.005		
PM 10	0.027		
PM 2.5	0.025		
Pb	0.000		
NH3	0.041		
CO2e	777.6		
Waltham, MA			
VOC	0.639		
NOx	0.708		
CO	7.017	100	No
SOx	0.005		
PM 10	0.027		
PM 2.5	0.025		
Pb	0.000		
NH3	0.041		
CO2e	777.6		

None of estimated emissions associated with this action are above the conformity threshold values established at 40 CFR 93.153 (b); Therefore, the requirements of the General Conformity Rule are not applicable.

James P Maravelias

Digitally signed by James P Maravelias
DN: cn=James P Maravelias, o, ou, email=maravelias jp@gmail.com, c=US
Date: 2019.07.14 15:28:49 -04'00'

7/14/2019

James Maravelias, CTR/Environmental Engineer — DATE

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Instruction 32-7040, Air Quality Compliance And Resource Management; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

a. Action Location:

Base: HANSCOM AFB
State: Massachusetts
County(s): Middlesex
Regulatory Area(s): Boston-Lawrence-Worcester (E. MA), MA

b. Action Title: AFLCMC Personnel Relocation

c. Project Number/s (if applicable):

d. Projected Action Start Date: 9 / 2019

e. Action Description:

Alternative 1d, Region 4

See EA

f. Point of Contact:

Name: James Maravelias
Title: CTR/Environmental Engineer
Organization: AFLCMC HBN
Email: james.maravelias.ctr@us.af.mil
Phone Number: 781-225-1865

2. Analysis: Total combined direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the "worst-case" and "steady state" (net gain/loss upon action fully implemented) emissions. General Conformity under the Clean Air Act, Section 1.76 has been evaluated for the action described above according to the requirements of 40 CFR 93, Subpart B.

Based on the analysis, the requirements of this rule are: _____ applicable
__X__ not applicable

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

Conformity Analysis Summary:

2019

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.213	50	No
NOx	0.236	100	No
CO	2.339		
SOx	0.002		
PM 10	0.009		
PM 2.5	0.008		
Pb	0.000		
NH3	0.014		
CO2e	259.2		

2020 - (Steady State)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Boston-Lawrence-Worcester (E. MA), MA			
VOC	0.639	50	No
NOx	0.708	100	No
CO	7.017		
SOx	0.005		
PM 10	0.027		
PM 2.5	0.025		
Pb	0.000		
NH3	0.041		
CO2e	777.6		

None of estimated emissions associated with this action are above the conformity threshold values established at 40 CFR 93.153 (b); Therefore, the requirements of the General Conformity Rule are not applicable.

James P Maravelias

Digitally signed by James P Maravelias
DN: cn=James P Maravelias, o, ou, email=maraveliasjp@gmail.com, c=US
Date: 2019.07.14 15:29:25 -04'00'

James Maravelias, CTR/Environmental Engineer

7/14/2019

DATE

APPENDIX C

EJSCREEN Reports

EJSCREEN Report (Version 2018)

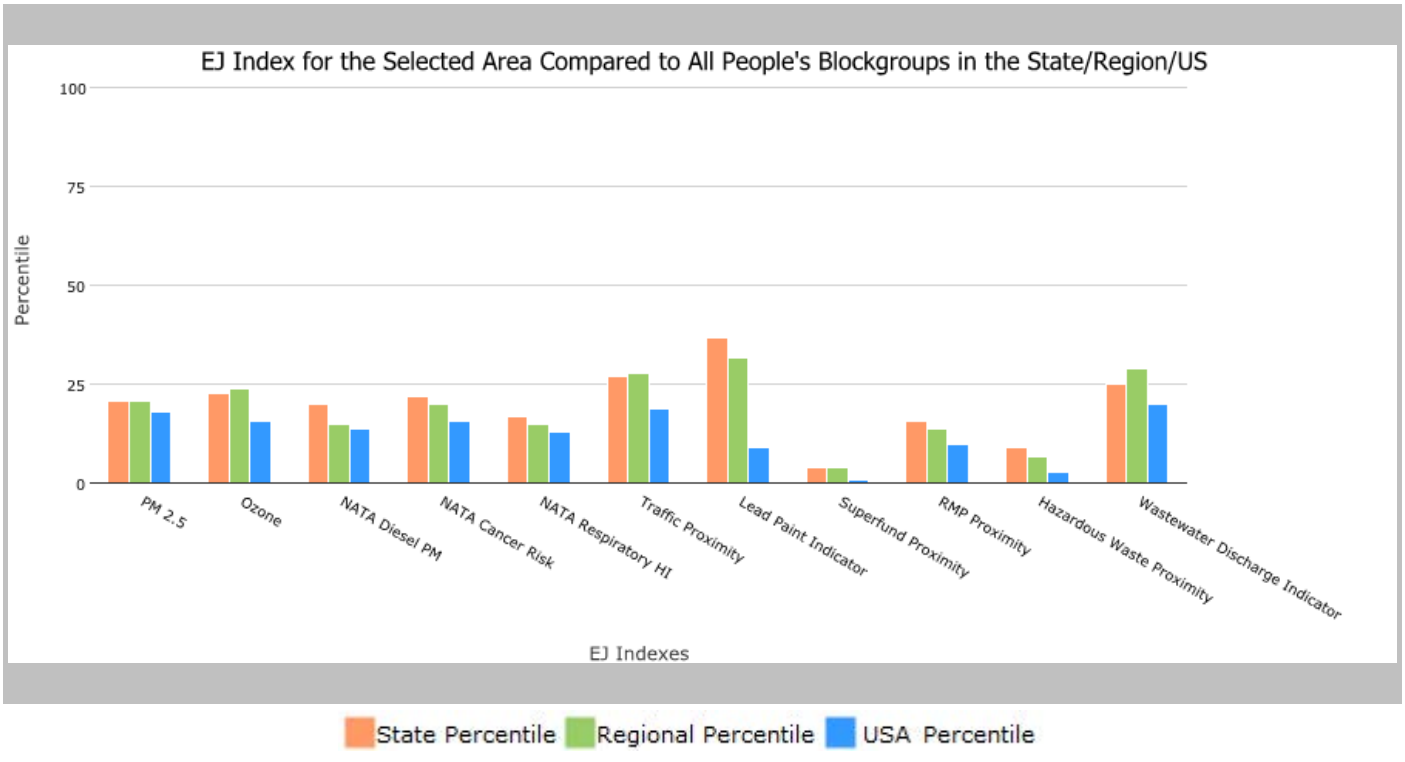
the User Specified Area, MASSACHUSETTS, EPA Region 1

Approximate Population: 134,213

Input Area (sq. miles): 105.00

Region 1

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	21	21	18
EJ Index for Ozone	23	24	16
EJ Index for NATA* Diesel PM	20	15	14
EJ Index for NATA* Air Toxics Cancer Risk	22	20	16
EJ Index for NATA* Respiratory Hazard Index	17	15	13
EJ Index for Traffic Proximity and Volume	27	28	19
EJ Index for Lead Paint Indicator	37	32	9
EJ Index for Superfund Proximity	4	4	1
EJ Index for RMP Proximity	16	14	10
EJ Index for Hazardous Waste Proximity	9	7	3
EJ Index for Wastewater Discharge Indicator	25	29	20



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

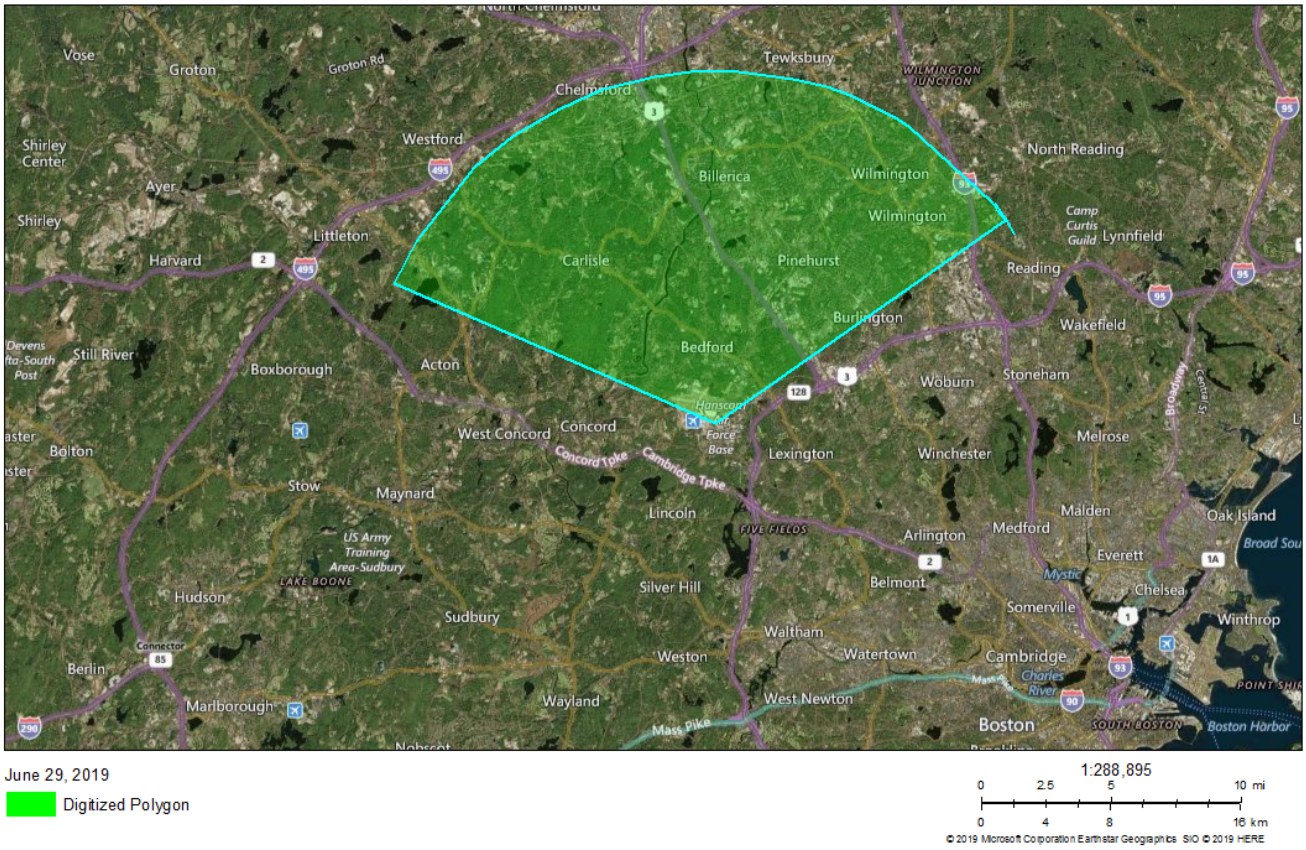
EJSCREEN Report (Version 2018)

the User Specified Area, MASSACHUSETTS, EPA Region 1

Approximate Population: 134,213

Input Area (sq. miles): 105.00

Region 1



Sites reporting to EPA	
Superfund NPL	4
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	23

EJSCREEN Report (Version 2018)

the User Specified Area, MASSACHUSETTS, EPA Region 1

Approximate Population: 134,213

Input Area (sq. miles): 105.00

Region 1

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in µg/m^3)	7.71	7.27	91	7.37	74	9.53	18
Ozone (ppb)	38.3	38.6	33	39.6	33	42.5	21
NATA* Diesel PM (µg/m^3)	0.651	0.872	44	0.713	50-60th	0.938	<50th
NATA* Cancer Risk (lifetime risk per million)	32	35	43	33	<50th	40	<50th
NATA* Respiratory Hazard Index	1.6	1.6	53	1.5	60-70th	1.8	<50th
Traffic Proximity and Volume (daily traffic count/distance to road)	84	290	48	320	51	600	48
Lead Paint Indicator (% Pre-1960 Housing)	0.29	0.51	26	0.45	32	0.29	61
Superfund Proximity (site count/km distance)	0.39	0.14	91	0.14	92	0.12	93
RMP Proximity (facility count/km distance)	0.49	0.66	60	0.56	65	0.72	59
Hazardous Waste Proximity (facility count/km distance)	2.6	3.3	70	2.5	74	4.3	81
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	0.0003	0.082	60	0.11	56	30	61
Demographic Indicators							
Demographic Index	13%	25%	32	24%	33	36%	13
Minority Population	15%	26%	46	23%	54	38%	31
Low Income Population	10%	24%	25	25%	22	34%	12
Linguistically Isolated Population	2%	6%	51	4%	58	4%	57
Population With Less Than High School Education	5%	10%	42	10%	39	13%	29
Population Under 5 years of age	5%	5%	49	5%	52	6%	39
Population over 64 years of age	15%	15%	57	16%	53	14%	61

* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: https://www.epa.gov/national-air-toxics-assessment.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN Report (Version 2018)

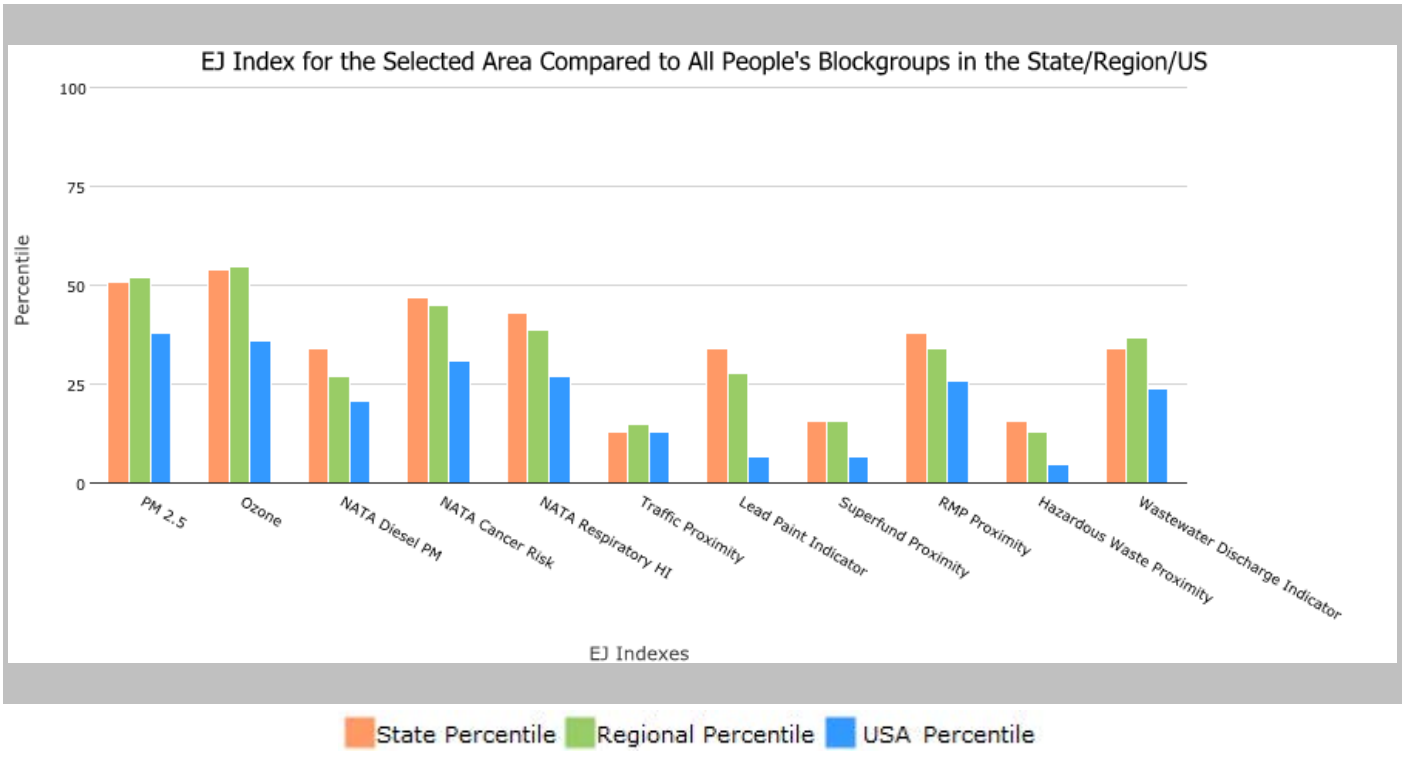
the User Specified Area, MASSACHUSETTS, EPA Region 1

Approximate Population: 488,380

Input Area (sq. miles): 103.96

Region 2 (The study area contains 1 blockgroup(s) with zero population.)

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	51	52	38
EJ Index for Ozone	54	55	36
EJ Index for NATA* Diesel PM	34	27	21
EJ Index for NATA* Air Toxics Cancer Risk	47	45	31
EJ Index for NATA* Respiratory Hazard Index	43	39	27
EJ Index for Traffic Proximity and Volume	13	15	13
EJ Index for Lead Paint Indicator	34	28	7
EJ Index for Superfund Proximity	16	16	7
EJ Index for RMP Proximity	38	34	26
EJ Index for Hazardous Waste Proximity	16	13	5
EJ Index for Wastewater Discharge Indicator	34	37	24



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

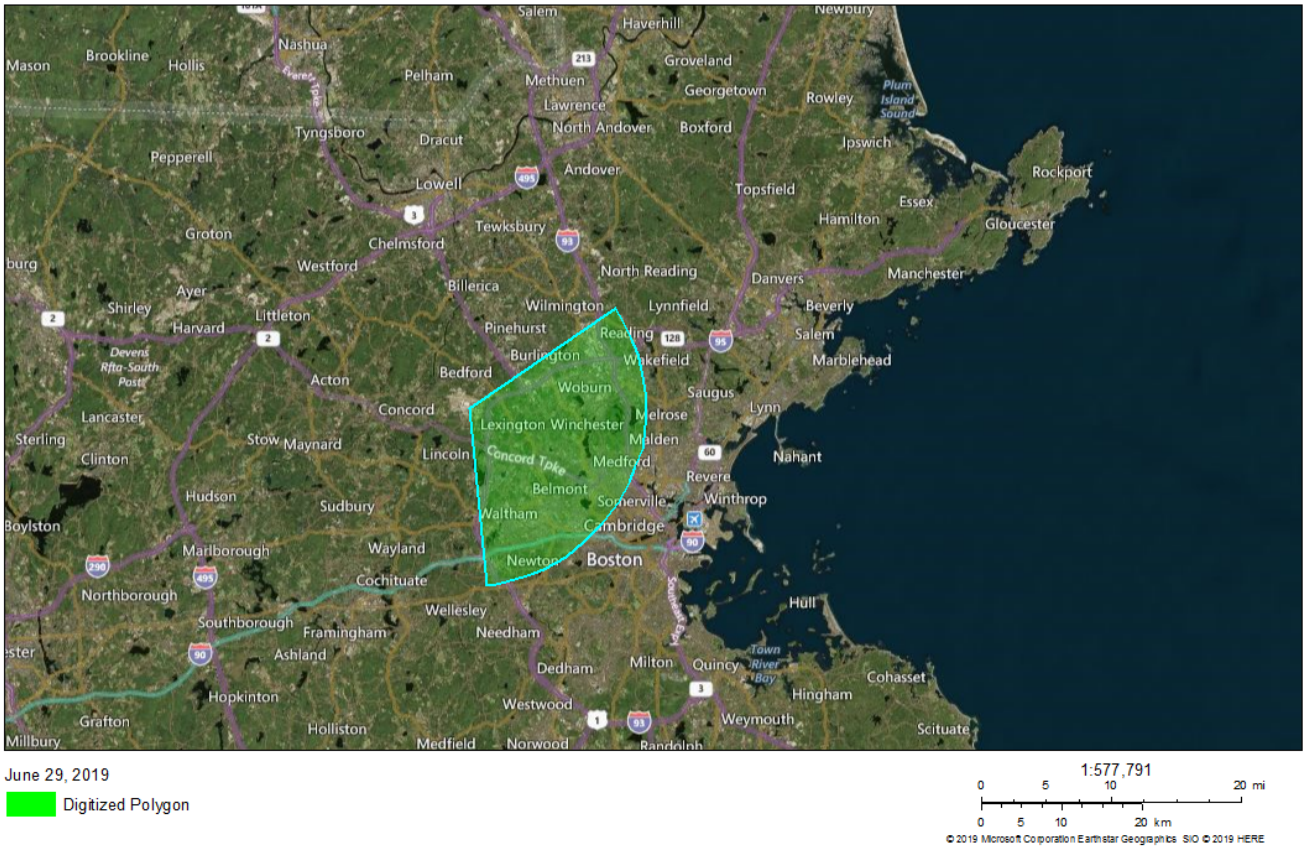
EJSCREEN Report (Version 2018)

the User Specified Area, MASSACHUSETTS, EPA Region 1

Approximate Population: 488,380

Input Area (sq. miles): 103.96

Region 2 (The study area contains 1 blockgroup(s) with zero population.)



Sites reporting to EPA	
Superfund NPL	2
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	29

EJSCREEN Report (Version 2018)

the User Specified Area, MASSACHUSETTS, EPA Region 1

Approximate Population: 488,380

Input Area (sq. miles): 103.96

Region 2 (The study area contains 1 blockgroup(s) with zero population.)

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in µg/m^3)	7.61	7.27	82	7.37	68	9.53	17
Ozone (ppb)	37.5	38.6	19	39.6	25	42.5	18
NATA* Diesel PM (µg/m^3)	1.03	0.872	72	0.713	80-90th	0.938	60-70th
NATA* Cancer Risk (lifetime risk per million)	39	35	71	33	70-80th	40	<50th
NATA* Respiratory Hazard Index	1.8	1.6	69	1.5	70-80th	1.8	50-60th
Traffic Proximity and Volume (daily traffic count/distance to road)	390	290	82	320	80	600	74
Lead Paint Indicator (% Pre-1960 Housing)	0.65	0.51	64	0.45	73	0.29	85
Superfund Proximity (site count/km distance)	0.19	0.14	82	0.14	82	0.12	85
RMP Proximity (facility count/km distance)	0.52	0.66	62	0.56	67	0.72	61
Hazardous Waste Proximity (facility count/km distance)	3.9	3.3	80	2.5	83	4.3	87
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	0.00022	0.082	57	0.11	53	30	60
Demographic Indicators							
Demographic Index	20%	25%	55	24%	57	36%	30
Minority Population	24%	26%	61	23%	67	38%	44
Low Income Population	16%	24%	42	25%	39	34%	23
Linguistically Isolated Population	4%	6%	64	4%	71	4%	70
Population With Less Than High School Education	5%	10%	42	10%	39	13%	28
Population Under 5 years of age	6%	5%	58	5%	60	6%	47
Population over 64 years of age	15%	15%	56	16%	52	14%	60

* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: https://www.epa.gov/national-air-toxics-assessment.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN Report (Version 2018)

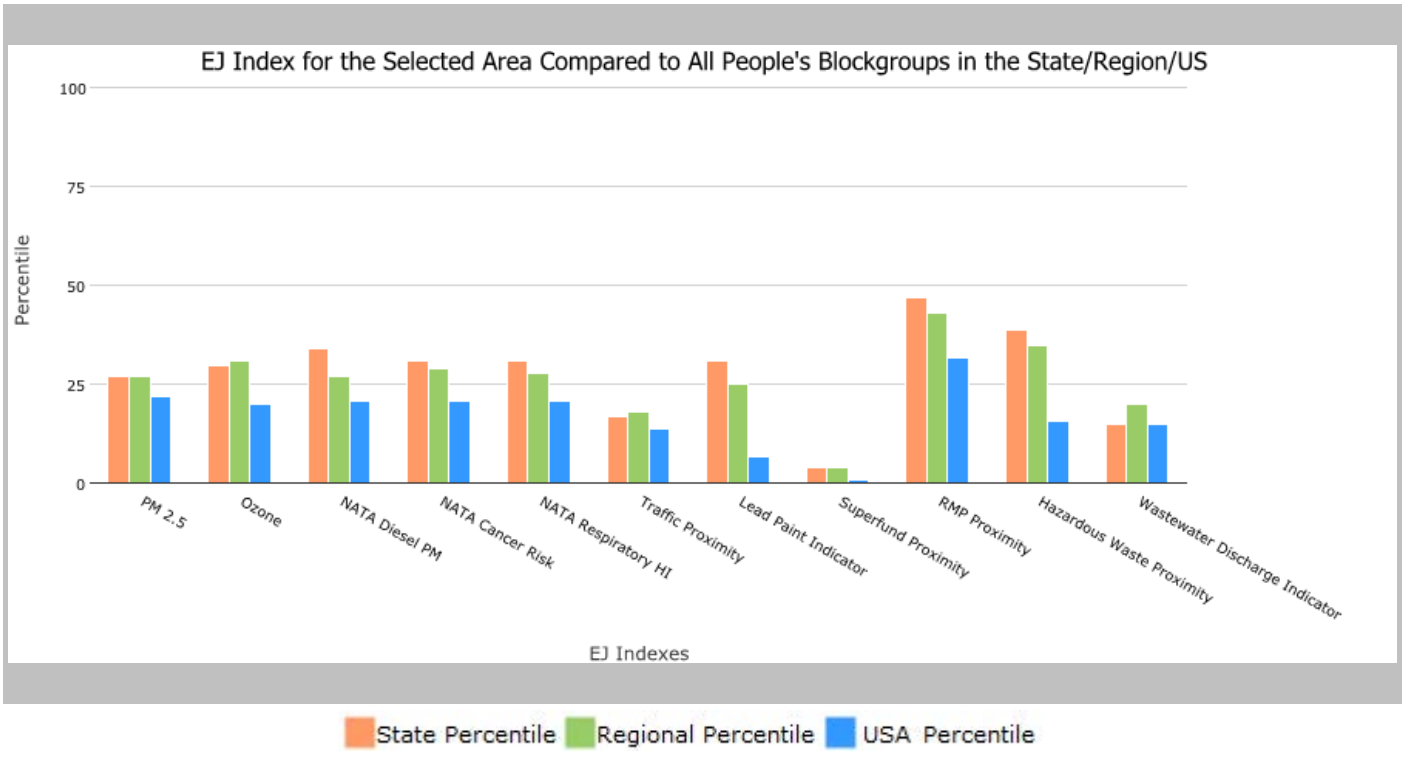
the User Specified Area, MASSACHUSETTS, EPA Region 1

Approximate Population: 84,502

Input Area (sq. miles): 103.32

Region 3

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	27	27	22
EJ Index for Ozone	30	31	20
EJ Index for NATA* Diesel PM	34	27	21
EJ Index for NATA* Air Toxics Cancer Risk	31	29	21
EJ Index for NATA* Respiratory Hazard Index	31	28	21
EJ Index for Traffic Proximity and Volume	17	18	14
EJ Index for Lead Paint Indicator	31	25	7
EJ Index for Superfund Proximity	4	4	1
EJ Index for RMP Proximity	47	43	32
EJ Index for Hazardous Waste Proximity	39	35	16
EJ Index for Wastewater Discharge Indicator	15	20	15



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

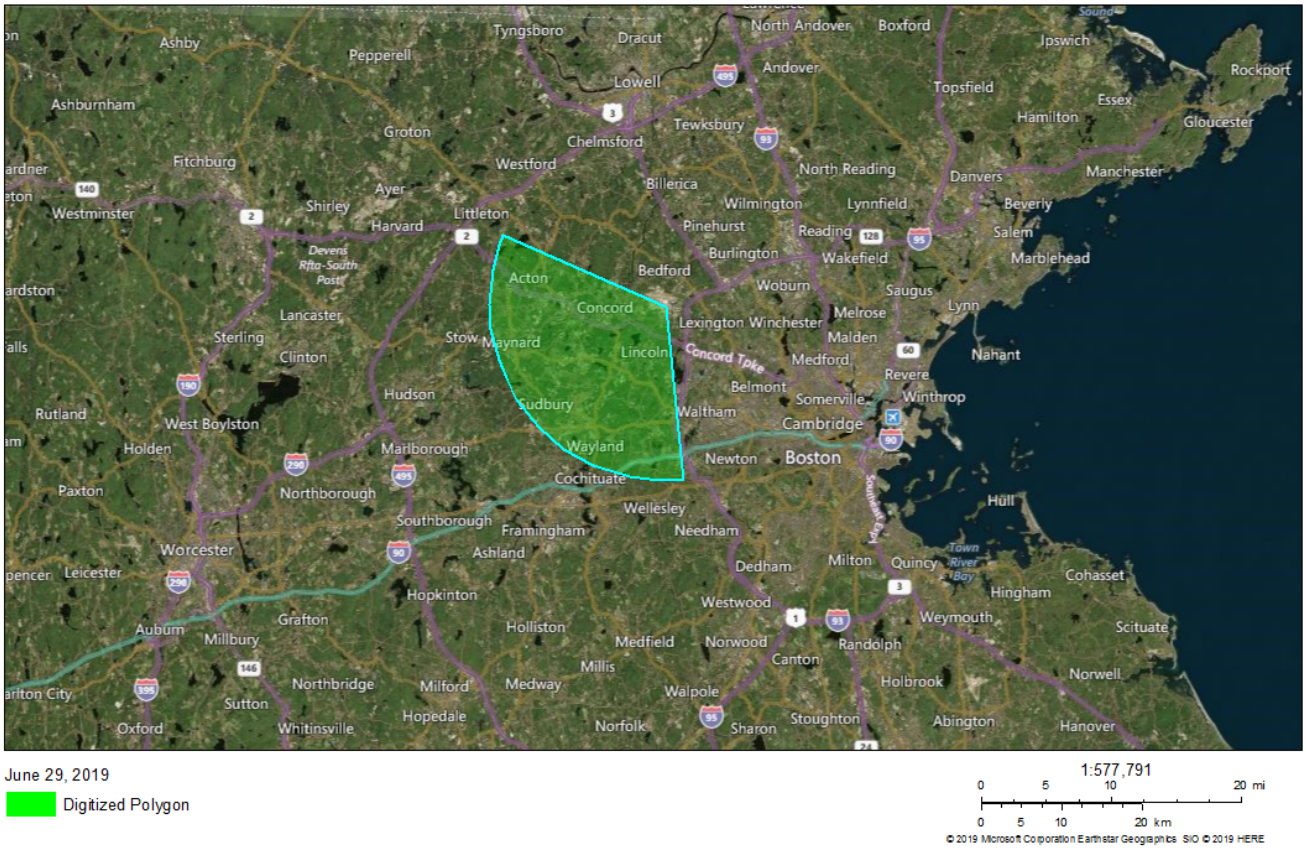
EJSCREEN Report (Version 2018)

the User Specified Area, MASSACHUSETTS, EPA Region 1

Approximate Population: 84,502

Input Area (sq. miles): 103.32

Region 3



Sites reporting to EPA	
Superfund NPL	2
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	3

EJSCREEN Report (Version 2018)

the User Specified Area, MASSACHUSETTS, EPA Region 1

Approximate Population: 84,502

Input Area (sq. miles): 103.32

Region 3

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in µg/m^3)	7.65	7.27	86	7.37	70	9.53	17
Ozone (ppb)	38.3	38.6	34	39.6	33	42.5	21
NATA* Diesel PM (µg/m^3)	0.555	0.872	34	0.713	<50th	0.938	<50th
NATA* Cancer Risk (lifetime risk per million)	31	35	32	33	<50th	40	<50th
NATA* Respiratory Hazard Index	1.3	1.6	35	1.5	<50th	1.8	<50th
Traffic Proximity and Volume (daily traffic count/distance to road)	150	290	62	320	62	600	57
Lead Paint Indicator (% Pre-1960 Housing)	0.39	0.51	36	0.45	45	0.29	68
Superfund Proximity (site count/km distance)	0.44	0.14	92	0.14	93	0.12	94
RMP Proximity (facility count/km distance)	0.12	0.66	29	0.56	36	0.72	28
Hazardous Waste Proximity (facility count/km distance)	0.66	3.3	37	2.5	43	4.3	56
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	0.0012	0.082	73	0.11	67	30	68
Demographic Indicators							
Demographic Index	13%	25%	35	24%	36	36%	14
Minority Population	18%	26%	51	23%	59	38%	36
Low Income Population	8%	24%	19	25%	17	34%	9
Linguistically Isolated Population	2%	6%	48	4%	55	4%	54
Population With Less Than High School Education	3%	10%	25	10%	22	13%	16
Population Under 5 years of age	5%	5%	56	5%	59	6%	46
Population over 64 years of age	17%	15%	65	16%	61	14%	67

* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: https://www.epa.gov/national-air-toxics-assessment.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN Report (Version 2018)

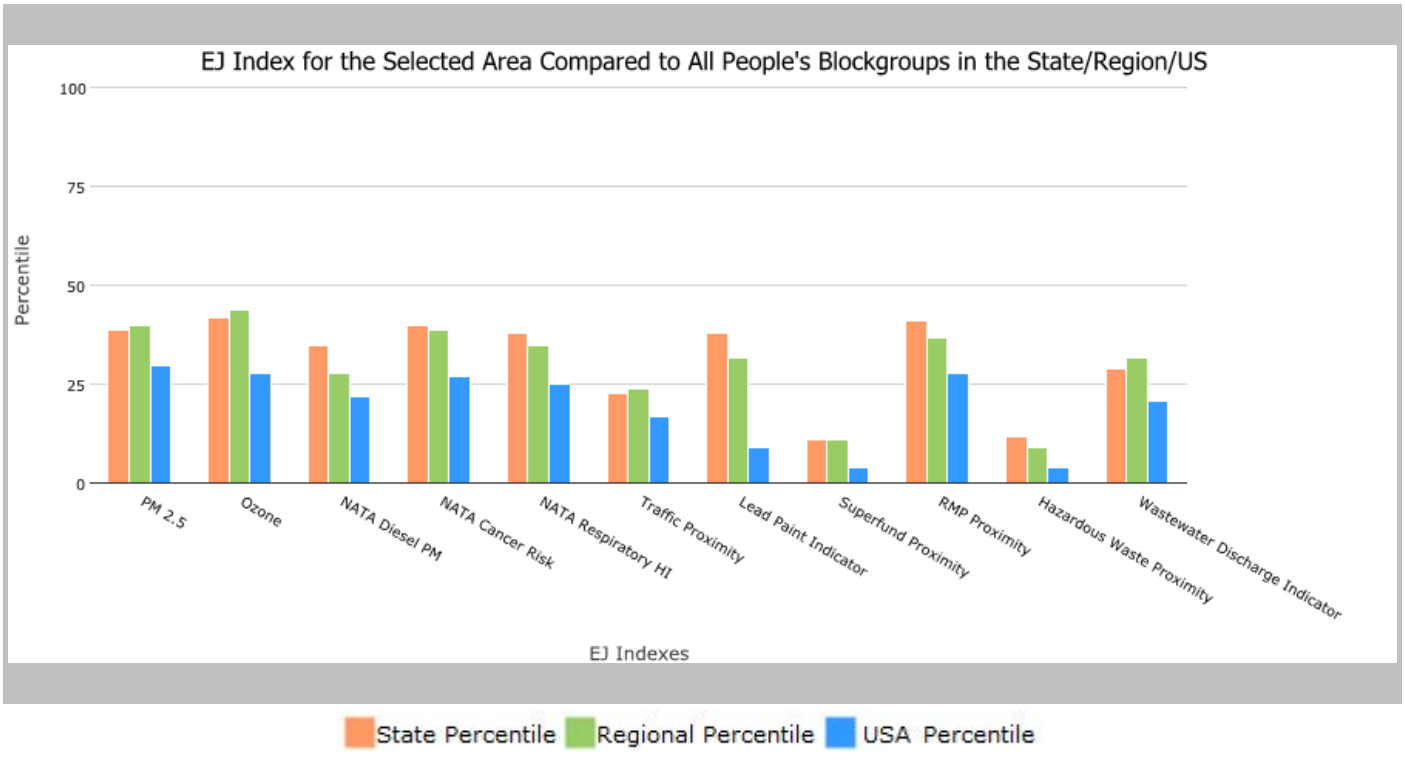
5 mile Ring Centered at 42.464391,-71.282100, MASSACHUSETTS, EPA Region 1

Approximate Population: 88,524

Input Area (sq. miles): 78.53

Region 4

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	39	40	30
EJ Index for Ozone	42	44	28
EJ Index for NATA* Diesel PM	35	28	22
EJ Index for NATA* Air Toxics Cancer Risk	40	39	27
EJ Index for NATA* Respiratory Hazard Index	38	35	25
EJ Index for Traffic Proximity and Volume	23	24	17
EJ Index for Lead Paint Indicator	38	32	9
EJ Index for Superfund Proximity	11	11	4
EJ Index for RMP Proximity	41	37	28
EJ Index for Hazardous Waste Proximity	12	9	4
EJ Index for Wastewater Discharge Indicator	29	32	21



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

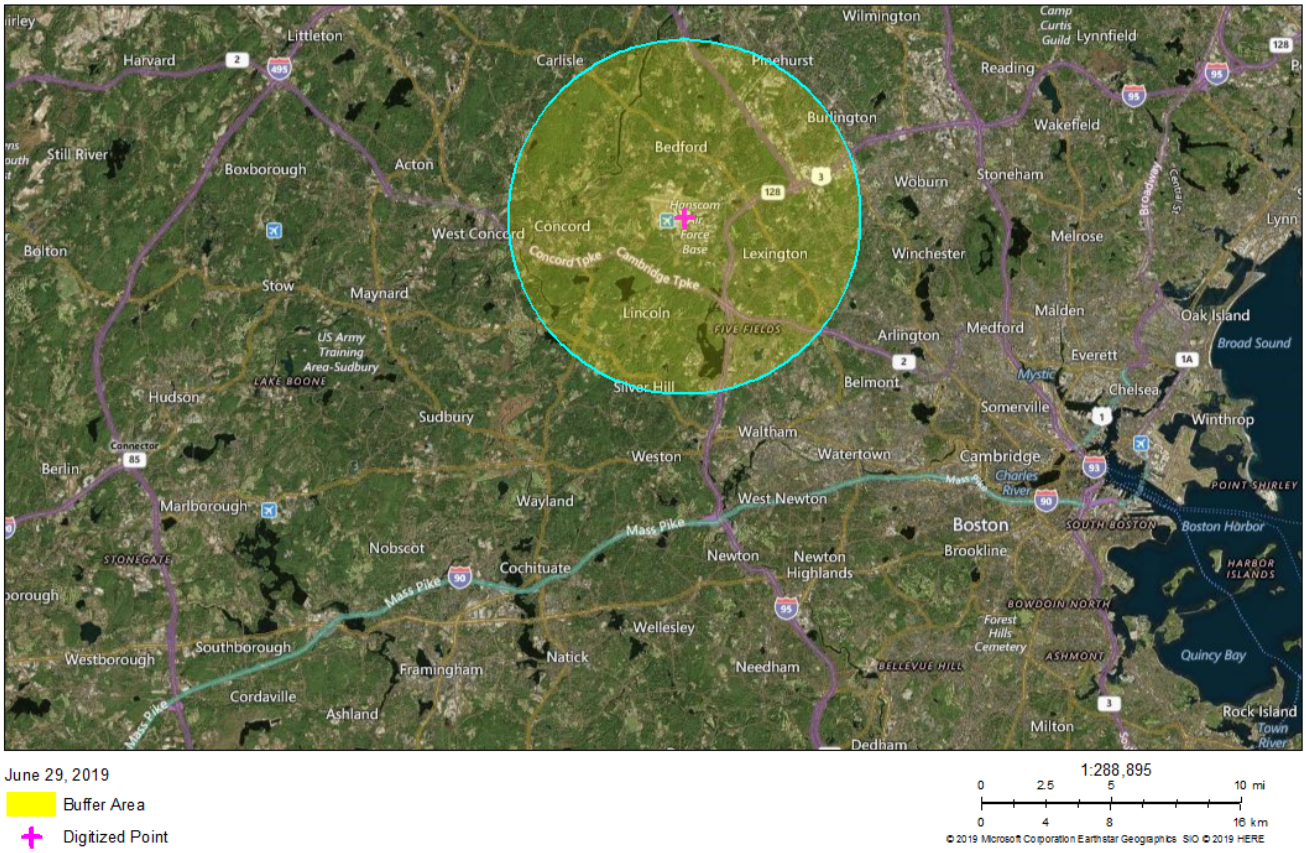
EJSCREEN Report (Version 2018)

5 mile Ring Centered at 42.464391,-71.282100, MASSACHUSETTS, EPA Region 1

Approximate Population: 88,524

Input Area (sq. miles): 78.53

Region 4



Sites reporting to EPA	
Superfund NPL	2
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	23

EJSCREEN Report (Version 2018)

5 mile Ring Centered at 42.464391,-71.282100, MASSACHUSETTS, EPA Region 1

Approximate Population: 88,524

Input Area (sq. miles): 78.53

Region 4

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in µg/m^3)	7.69	7.27	89	7.37	72	9.53	18
Ozone (ppb)	37.9	38.6	27	39.6	29	42.5	20
NATA* Diesel PM (µg/m^3)	0.724	0.872	50	0.713	60-70th	0.938	<50th
NATA* Cancer Risk (lifetime risk per million)	33	35	46	33	50-60th	40	<50th
NATA* Respiratory Hazard Index	1.5	1.6	49	1.5	50-60th	1.8	<50th
Traffic Proximity and Volume (daily traffic count/distance to road)	160	290	63	320	63	600	58
Lead Paint Indicator (% Pre-1960 Housing)	0.43	0.51	41	0.45	50	0.29	71
Superfund Proximity (site count/km distance)	0.28	0.14	87	0.14	88	0.12	90
RMP Proximity (facility count/km distance)	0.18	0.66	38	0.56	44	0.72	38
Hazardous Waste Proximity (facility count/km distance)	3.4	3.3	77	2.5	80	4.3	85
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	0.00017	0.082	54	0.11	51	30	59
Demographic Indicators							
Demographic Index	18%	25%	51	24%	52	36%	26
Minority Population	25%	26%	62	23%	68	38%	45
Low Income Population	11%	24%	29	25%	26	34%	14
Linguistically Isolated Population	3%	6%	57	4%	64	4%	63
Population With Less Than High School Education	4%	10%	31	10%	27	13%	20
Population Under 5 years of age	5%	5%	55	5%	58	6%	45
Population over 64 years of age	18%	15%	70	16%	66	14%	72

* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: https://www.epa.gov/national-air-toxics-assessment.

For additional information, see: www.epa.gov/environmentaljustice

APPENDIX D

Notice Of Availability

Department of the Air Force Invites Public Comments on the Environmental Assessment for Air Force Personnel Relocation At Hanscom Air Force Base, Mass.

A Draft Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) for Air Force Personnel Relocation at Hanscom Air Force Base (AFB), MA is available for review and public comment from the Department of the Air Force (USAF).

THE PROJECT: The Proposed Action would relocate 189 Air Force personnel to administrative workspace in an existing off-base commercial building located within 10 miles of Hanscom AFB, MA. USAF requires a facility with approximately 30,000 square feet of administrative office space and existing parking. The leased property would meet expected administrative interior configuration, communications, and security requirements which may require modifications to interior spaces and supporting infrastructure. The duration of the lease would be an initial base year and four option years. The analysis of the Proposed Action includes evaluating four alternatives based on four regions within 10 miles of Hanscom AFB. If the Air Force pursues this proposed action, then the final location will be determined through on an open-source competitive solicitation process.

The Draft EA/FONSI addresses potential impacts of the Proposed Action and the No-Action Alternative on the natural and man-made environments. Impacts related to the Proposed Action are anticipated to be less than significant.

PUBLIC REVIEW & COMMENT: The Draft EA/FONSI is available for review and downloading on the internet at:

https://www.hanscom.af.mil/About-Us/Fact-Sheets/Display/Article/379486/civil-engineering/

We do not honor requests for hardcopies. If you do not have internet access, we recommend you contact your local library for assistance in downloading the document. If you have questions concerning the Draft EA/FONSI, please contact the Environmental Office at Hanscom Air Force Base at 781-225-6144. Written comments on the Draft EA/FONSI will be received until August 23, 2019, and may be mailed to Mr. Scott Sheehan, 66 ABG/CEIE, 120 Grenier St., Hanscom AFB, MA 01731 or e-mailed to scott.sheehan.1@us.af.mil.

PRIVACY ADVISORY: This EA is provided for public comment in accordance with federal regulations. Public input helps the Air Force make better decisions. Letters and other written comments may be published with a response in the Final EA and will be made available to the public. Personal information is not required and only your name will be associated with your specific comment. Personal home addresses, e-mail addresses and phone numbers will not be published in the Final EA