

Environmental Justice Screening Form

Project Name	I-90 Allston Multimodal Project
Anticipated Date of MEPA Filing	Notice of Project Change Anticipated Filing: June 15, 2022
Proponent Name	Massachusetts Department of Transportation (MassDOT)
Contact Information (e.g., consultant)	James Cerbone, MassDOT james.cerbone@state.ma.us Mark Fobert, Tetra Tech mark.fobert@tetratech.com ; 508-786-2306
Public website for project or other physical location where project materials can be obtained (if available)	https://www.mass.gov/allston-multimodal-project
Municipality and Zip Code for Project (if known)	Boston, MA 02116
Project Type* (list all that apply)	Transportation – Roadways/Transit
Is the project site within a mapped 100-year FEMA flood plain? Y/N/yes/unknown	Yes
Estimated GHG emissions of conditioned spaces if known (click here for GHG Estimation tool)	N/A

Project Description

<p>1. Provide a brief project description, including overall size of the project site and square footage of proposed buildings and structures if known.</p> <p>The I-90 Allston Multimodal Project located in Boston, Massachusetts, and proposed by MassDOT, proposes to replace the existing highway interchange at I-90 exit 131 (formerly exits 18, 19 and 20), with a new multimodal urban interchange that will meet the needs of motorists, pedestrians, bicyclists and mass transit (commuter rail, bus and shuttle) users while accommodating future mixed-use development within the project limits. (MEPA File EEA No. 15278, I-90 Allston Interchange Project, Boston, MA). The project proposes a new interchange design that would address the structural deficiencies of the ageing I-90 viaduct while taking advantage of All-Electronic Tolling (AET) to reduce the footprint of the interchange. In addition, the project proposes a new West Station commuter rail station, rail layover, improved bicycle and pedestrian facilities and several design options for the “Throat Area,” the relatively narrow existing multimodal section where the I-90 viaduct is situated between the Charles River and Boston University (BU).</p> <p>An Environmental Notification Form (ENF) for the project was filed on October 31, 2014, and published in the Environmental Monitor on November 5, 2014, Executive Office of Energy and Environmental Affairs (EOEEA) File Number 15278. MEPA published the Notice of Availability for the Draft Environmental Impact Report (DEIR) on December 6, 2017, providing a 45-day comment period for the public which concluded on January 19, 2018. MassDOT intends to file a Notice of Project Change (NPC)</p>
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for the project with MEPA on June 15, 2022, which will describe updates to the project since filing the DEIR in 2017. MassDOT anticipates filing a Supplemental DEIR after public review and comment on the NPC.

2. List anticipated MEPA review thresholds (301 CMR 11.03) (if known)

301 CMR 11.03(1)(a)1 – Direct alteration of 50 or more acres of land.
11.03(3)(b)5 – New non-water dependent use of tidelands.
11.03(6)(b)i.1 – Construction of a new roadway one-quarter or more miles in length.
11.03(6)(b)i.2 – Widening of an existing roadway by four or more feet for one-half or more miles.

3. List all anticipated state, local and federal permits needed for the project (if known)

Anticipated Federal Approvals:

U.S. Army Corps of Engineers Rivers and Harbors Act of 1899 Section 10
U.S. Army Corps of Engineers Clean Water Act Section 404
U.S Environmental Protection Agency National Pollutant Discharge Elimination System Permit
Section 106 of the National Historic Preservation Act of 1966
National Environmental Policy Act Review
Section 4(f) Evaluation

Anticipated State Approvals:

401 Water Quality Certification
Ch. 91 Nonwater-Dependent License or Variance
Department of Conservation and Recreation Construction Access Permit
Article 97
Solid Waste Beneficial Use Determination, 310 CMR 19.00
Department of Environmental Protection, Bureau of Air and Waste Solid Waste Site Assignment, 310 CMR 16.00
Department of Environmental Protection, Bureau of Air and Waste Demolition/Construction Notification, 310 CMR 7.09
Massachusetts Water Resources Authority 8(m) Permit – Wastewater
Massachusetts Water Resources Authority 8(m) Permit – Waterworks
Massachusetts Coastal Zone Management Consistency Review
Massachusetts Contingency Plan (MCP): M.G.L. c. 21E and regulations at 310 CMR 40.000.
Protection of Properties Included in the State Register of Historic Places, 950 CMR 71

Anticipated Local Approvals

Wetlands Protection Act Notice of Intent
Boston Landmarks Commission, Certificate of Appropriateness

4. Identify EJ populations and characteristics (Minority, Income, English Isolation) within 5 miles of project site (can attach map from [EJ Maps Viewer](#) in lieu of narrative)

See attached map.

5. Identify any municipality or census tract meeting the definition of “vulnerable health EJ criteria” in the [DPH EJ Tool](#) located in whole or in part within a 1 mile radius of the project site

See attached maps for census tract health data for elevated blood lead and low birth weight. In addition, the municipalities of Boston, Cambridge, Brookline, and Watertown are within a 1-mile radius of the project and include vulnerable health EJ criteria for elevated blood lead, low birth weight, heart attack, and pediatric asthma ed visits.

Elevated Blood Lead Prevalence per 1,000: All four municipalities have a range of 0 – 24.56.

Low Birth Weight Rate per 1,000: Watertown has a range of 90 – 180, Cambridge and Brookline have a range of 180 – 270, and Boston has a range of 270 – 360.

Heart Attack Rate per 10,000: Boston, Cambridge, and Brookline have a range of 1 – 71, and Watertown has a range of 281 – 351.

Pediatric Asthma Ed Visits Rate per 10,000: Brookline and Watertown have a range of 0 – 49.74, Cambridge has a range of 49.74 - 99.48, and Boston has a range of 149.2 - 199.

6. Identify potential short-term and long-term environmental and public health impacts that may affect EJ Populations and any anticipated mitigation

At this time, potential short-term and long-term environmental and public health impacts of the project that may affect EJ Populations may include:

Relocation of several small businesses. All relocations would be conducted in coordination and compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C § 61 et seq.), including compensation.

Charles River Impacts. Short-term and/or long-term impacts to the Charles River are possible and would vary based on the Throat Area option selected.

Floodplain Impacts. The project has the potential to impact Bordering Land Subject to Flooding (BLSF) resource areas. Compensatory flood storage mitigation for impacts to BLSF resource areas would be provided.

Future Flooding and Resiliency. Sea level rise alone is not anticipated to affect the project area due to the control and management of the Charles River Dam; however; the project area may experience coastal flooding due to the combined effects of sea level rise and extreme precipitation events. How these changes may impact infrastructure within the project area will be further explored in subsequent environmental review documents.

Impacts to Transportation Operations During Construction. Temporary impacts to the Worcester Main Line, Grand Junction, and highway operations are possible during construction of the project. The Dr. Paul Dudley White Path is expected to be maintained throughout construction on temporary and permanent alignments.

More information regarding potential adverse effects and proposed mitigation for such effects will be provided in the Notice of Project Change and Supplemental DEIR.

7. Identify project benefits, including “Environmental Benefits” as defined in 301 CMR 11.02, that may improve environmental conditions or public health of the EJ population

At this time, anticipated environmental benefits of the project that may improve environmental conditions or public health of EJ Populations include:

Improved connectivity and access for pedestrians, bicyclists, and transit users as a result of new Worcester Main Line, bus, bicycle, and pedestrian facilities;

Economic and social benefits, including anticipated increased access to jobs, as a result of infrastructure and land use changes within the project area directly or indirectly caused by the project;

Improved open space, including increased acreage of public parkland and improved bicycle and pedestrian connections to the Charles River Reservation;

Improved community cohesion and access to community facilities due to new automobile, bicycle, pedestrian, and transit connections across the transportation infrastructure;

Safe connections for bicyclists and pedestrians, including protected intersections, sidewalks, bicycle lanes, and a new ADA-compliant Franklin St. pedestrian bridge.

More information regarding potential project benefits will be provided in the Notice of Project Change and Supplemental DEIR.

8. Describe how the community can request a meeting to discuss the project, and how the community can request oral language interpretation services at the meeting . Specify how to request other accommodations, including meetings after business hours and at locations near public transportation.

Community members and project stakeholders can request meetings or project information by

emailing the project's dedicated email inbox at I-90Allston@dot.state.ma.us. This email address is monitored by the project's dedicated public involvement staff. Project contact information is available on physical & digital materials, and published on the project's search-indexed and multilingual website at <https://www.mass.gov/allston-multimodal-project>. The project team has held and is committed to continuing to hold regular meetings of the project Task Force, Public Information Meetings at project milestones, and other community meetings, site walks, specific topical briefings, and workshops throughout project development. In-person meetings are held at transit-accessible community gathering locations in the project neighborhood including the Jackson-Mann Community Center and the Josephine A. Fiorentino Community Center, as well as community locations nearer to affected commuting/traveling communities in Framingham and Worcester County.

To request a meeting or ask any questions of the team, and if your organization and its constituents require language access or any accommodation to effectively participate in this project and public process, please contact the project team via any of the methods listed above. All MassDOT meetings are accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (e.g. interpreters in American Sign Language and languages other than English, live captioning, videos, assistive listening devices and alternate material formats), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity & Civil Rights Officer by phone at (857) 368-8580, MassRelay Service 7-1-1, fax (857) 368-0602 or by email to MASSDOT.CivilRights@dot.state.ma.us. Requests should be made as soon as possible prior to a meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten business days before the meeting. MassDOT complies with Title VI of the Civil Rights Act of 1964 and related federal and state statutes and regulations.