



2022
L.G. HANSCOM FIELD

Environmental Status & Planning Report

Public Information Session 1

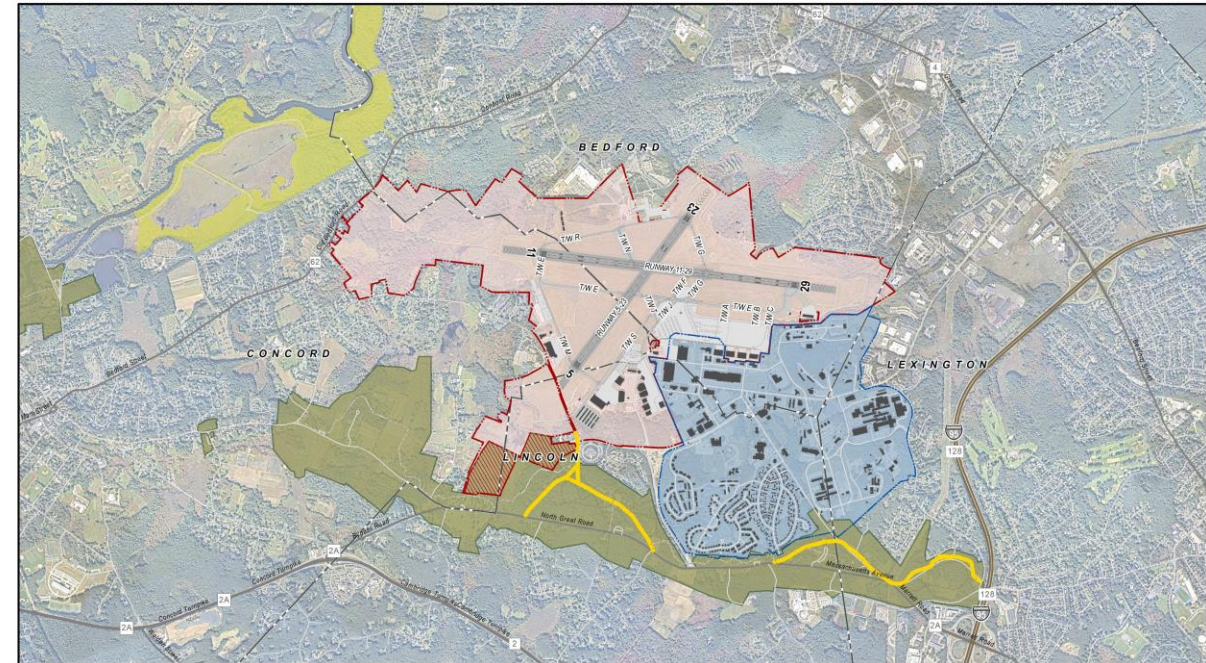
June 10, 2024

AGENDA

- Introductions
- Hanscom Field Overview
- ESPR Purpose, Scope and Process
- Chapter Findings, chapters 2 - 6
- Question and Answer Session
 - Type your question into the chat box
 - Questions will be answered at the conclusion of the presentation

L.G. HANSCOM FIELD

- New England's premier, full service general aviation (GA) airport
- 1,300 acres of land
- Located within Bedford, Concord, Lexington, and Lincoln and abuts Minute Man National Historical Park and Hanscom Air Force Base
- Historic context:
 - 1956 Massport acquired
 - 1974 Massport assumed operational control after Air Force
 - 1978 Master Plan
 - 1980 Regulations and Noise Rules



Date: Report (Rev. 01) October 24, 2022; Report (Rev. 02) July 31, 2018; July 31, 2018; Meeting (Comments Summary) July 31, 2018; Meeting (GMA Head) October 2, 2022

Figure 1-3



HANCOM FIELD'S ROLE IN REGIONAL TRANSPORTATION

- Serves as GA reliever for Boston Logan International Airport
- Leads the region in terms of overall GA activity
- Role is consistent with that defined in the 1978 Master Plan which limits commercial airline service at the airport
- No scheduled commercial passenger service since 2012

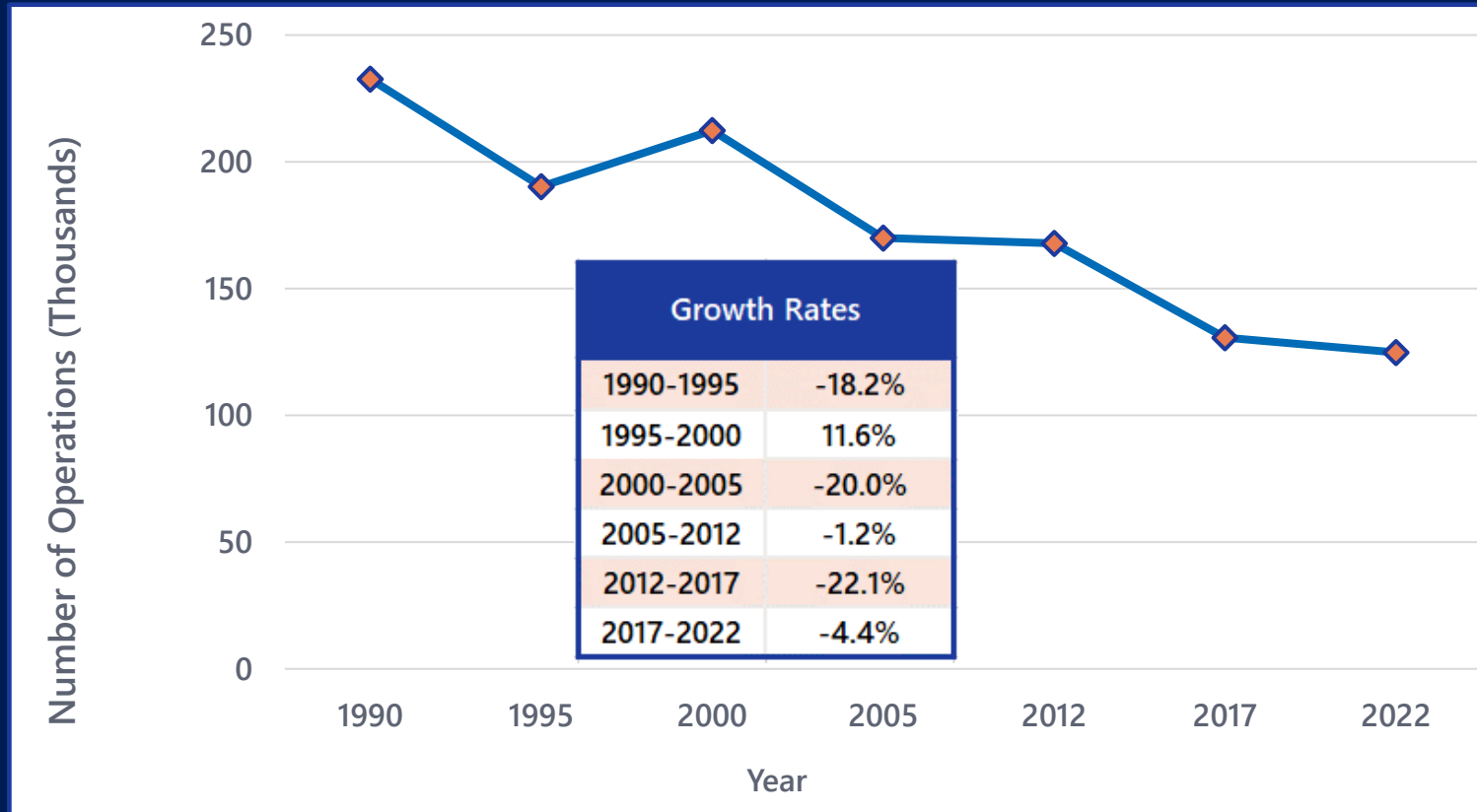


Figure 5-2. New England Airport System Plan (NERASP) Airports

Sources: NERASP and McFarland Johnson

AIRCRAFT OPERATIONS AT HANSCOM FIELD

Figure 8-5. Annual Operations at Hanscom Field Over Time



Source: Massport operations data and HMMH, 2024

PURPOSE OF ESPR

- Provides a status report on current activity levels and environmental conditions
- Presents and evaluates potential future cumulative environmental conditions and activity levels
- Serves as planning tool for assessing and reviewing changes at the airport
- Does not propose new projects or replace need for individual project reviews



SCOPE OF ESPR

Secretary issued Scope Certificate on December 16, 2022

Reports on 2022 current conditions and compares to historical data from prior ESPRs

Evaluates and assesses cumulative environmental effects of future scenarios for planning years 2030 and 2040 based on forecasts of airport activity levels

2030 and 2040 scenarios represent estimates of what *could* occur (not necessarily what will occur) in the future using certain planning assumptions

PROCESS OF ESPR

October
2022

Massport filed proposed scope with MEPA. Start of 45-day comment period; scoping meeting

December
2022

Secretary issued the Scope for the 2022 ESPR in its Certificate

2023

Compiled data, met with stakeholders, developed planning concepts, established current conditions, etc.

May
2024

Massport filed 2022 ESPR. Start of public comment period.

June
2024

Technical Workshops and Public Information Meeting

ORGANIZATION OF ESPR

Chapter 1:
Executive Summary

Chapter 2:
Facilities &
Infrastructure

Chapter 3:
Airport Activity
Levels

Chapter 4:
Airport Planning

Chapter 5:
Regional
Transportation

Chapter 6:
Ground
Transportation

Chapter 7:
Noise

Chapter 8:
Air Quality

Chapter 9:
Wetlands, Wildlife &
Water Resources

Chapter 10:
Cultural and Historic
Resources

Chapter 11:
Sustainability,
Resiliency &
Environmental Justice

Appendices



CHAPTER 2

Facilities and Infrastructure

CHAPTER 2

Facilities and Infrastructure

- Describes the airfield and its supporting infrastructure
- Provides an assessment of facilities
- Provides information about hazardous material storage and spill prevention efforts



Facilities and Infrastructure

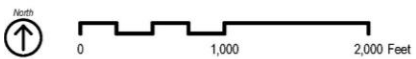
KEY FINDINGS

- Primary runway rehabilitated (2017)
- Hanscom Field terminal rehabilitated (2017)
- Vegetation Management Plan (2019-2023)
- New ARFF facility, replacement of south t-hangars, and CBP facility were completed (2019)
- Boston MedFlight, Signature, and Atlantic started or completed projects (since 2017)
- Full Geometry Study completed (2021)
- Massport continues pavement rehabilitation (since 2017)



Facilities		Facilities	
NO.	Description	NO.	Description
1	Hangar 1	23	Draper Laboratory
2	Hangar 2	24	Hangar 24
3	Hangar 3	25	MIT/LL Laboratory
4	Hanscom Air Force Base (AFB) Aero Club	26	FAA Localizer
5	Hanscom AFB Fire Department	27	FAA Glide Slope
6	MIT/LL Flight Facility	28	FAA Glide Slope
7	Field Maintenance Garage	29	FAA Localizer
7A	Electrical Vault	30	USCBP / ARFF
7B	Airport Maintenance	31	T-Hangar Row A
8	FAA ATCT	32	T-Hangar Row B
8A	FAA SSC/Tech Ops	33	T-Hangar Row C
9	FAA FMP Hangar	34	T-Hangar Row D
9A	Sand Storage	35	T-Hangar Row E
10	Hangar 10	36	T-Hangar Row F
11	Hangar 11	37	Unassigned
11A	Hangar 11A	38	Unassigned
12	Hangar 12	39	Unassigned
12A	Hangar 12A	40	Athletic Complex
13	Hangar 13	41	Unassigned
14	FBO Facility	42	Unassigned
15	Hanscom Field Terminal	43	FBO Fuel Farm
16	Hangar 16	44	FBO Fuel Farm
17	Hangar 17	45	FBO Fuel Farm
18	Unassigned	46	Unassigned
19	Unassigned	47	Box Hangars
20	Building Maintenance	48	Box Hangars
21	Hangar 21	49	Box Hangars
22	Jet Aviation GSE Garage	50	Box Hangars

Note: On-airport buildings without a number have been removed since the November 2022 aerial.



- - - - - Airport Property Boundary
- - - - - Military Lease
- - - - - FAA Boundary
- - - - - Hanscom AFB Property Boundary
- . - . - . Town Boundary

Figure 2-3
Hanscom Field Facilities

INFRASTRUCTURE INVENTORY

- Automobile parking declined
- Utility data and supply/distribution systems were reviewed
- Stormwater management and drainage were documented
- Massport has a Spill Prevention Control Counter measures (SPCC) plan for hazardous materials
- Massport continues to monitor the age and condition of all of its storage tanks



CHAPTER 3

Airport Activity Levels

CHAPTER 3

Airport Activity Levels

- Overview of national General Aviation (GA) trends
- Aircraft operations at Hanscom Field in 2022 compared to previous years, and operations at other regional airports
- 2022 data compared to 2017 ESPR forecasts
- 2030 and 2040 forecast aircraft operation and air passengers
- Nighttime aircraft operations



Airport Activity Levels

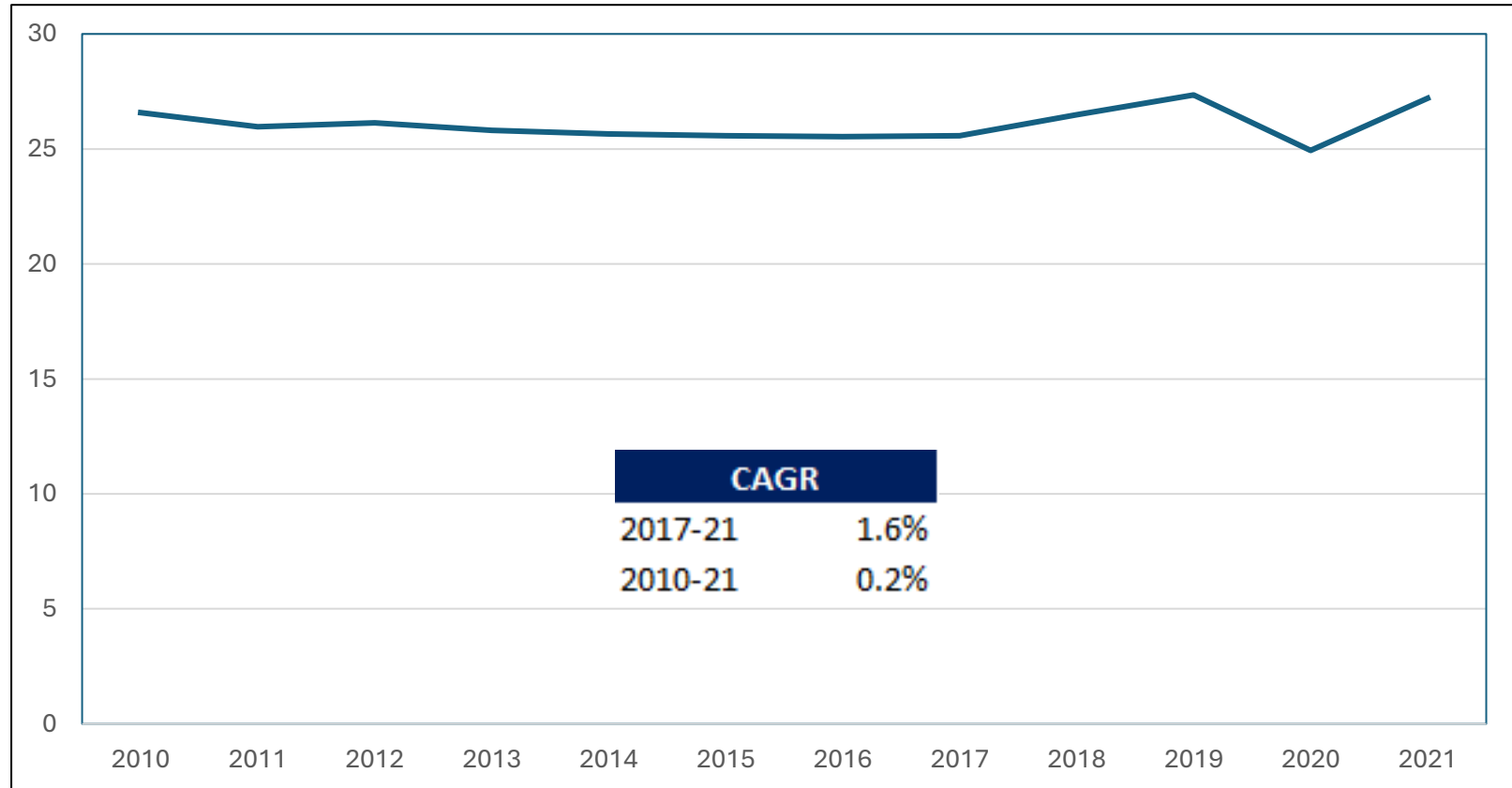
KEY FINDINGS

- Hanscom Field total aircraft operations have declined by a compound annual growth rate (CAGR) of 1 percent
- GA activity has decreased nationally, but not to the same extent that Hanscom Field has experienced
- Business aviation at Hanscom Field has increased at a CAGR of 4.3 percent
- 2017 ESPR forecasts align with the 2022 ESPR forecasts
- Forecast includes potential future commercial airline service

NATIONAL AVIATION OPERATIONS

- GA operations have remained consistent
- Decrease in 2020 due to COVID-19
- GA activity includes all operations except for scheduled commercial and military

Figure 3-2. U.S. General Aviation Operations 2010-2021 (Millions)

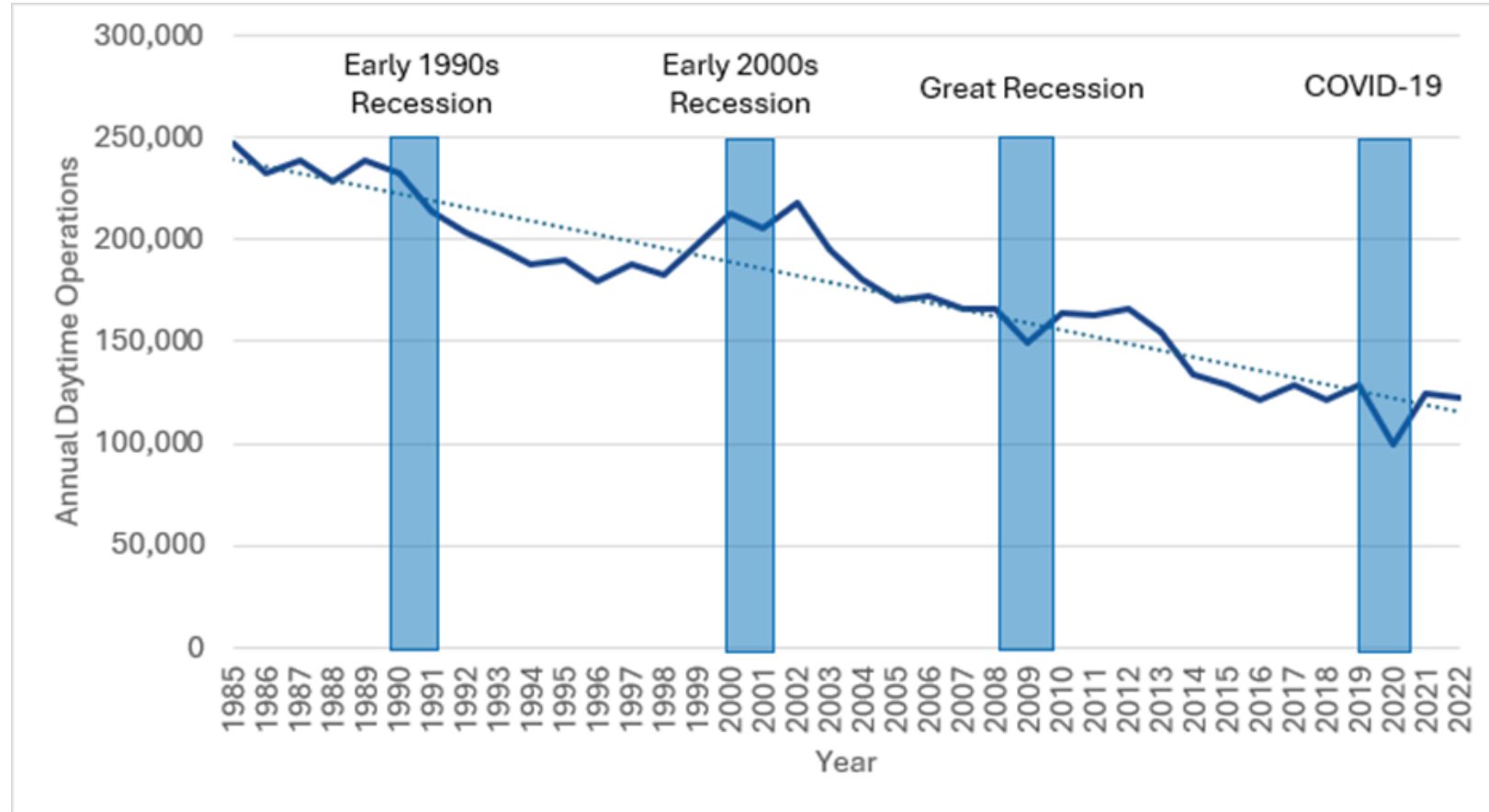


Source: FAA Aerospace Forecasts Fiscal Years 2022–2042

HANSCOM FIELD OPERATIONS

- 122,000 daytime operations in 2022
- Operations have declined:
 - 3% per year average since 2012
 - 1% per year average since 2017

Figure 3-4. History of Daytime Operations at Hanscom Field



Note: Operations are between 7:00 a.m. and 11:00 p.m., the hours that the air traffic control tower is open.

Sources: Massport Annual Noise Report 2021, Massport NOMS data

FORECAST OPERATIONS

2022 to 2040:

- GA operations forecasted to modestly increase in United States
- Hanscom Field GA operations forecasted to increase 0.9%

Table 3-5. Forecast of Daytime Operations at Hanscom

Daytime Activity	Actual		Forecast		Compound Annual Growth Rate			
	2017	2022	2030	2040	2017-22	2022-30	2030-40	2022-40
Training SEP	46,014	36,370	39,383	41,236	-4.60%	1.00%	0.46%	0.70%
Personal SEP	33,040	25,336	27,435	28,726	-5.17%	1.00%	0.46%	0.70%
Business MEP	3,015	4,890	5,212	5,446	10.16%	0.80%	0.44%	0.60%
Business Turboprop	7,831	7,351	7,835	8,187	-1.26%	0.80%	0.44%	0.60%
Business Jet	29,862	36,808*	41,030	45,624	4.27%	1.37%	1.07%	1.20%
Helicopter	8,256	9,760	10,569	11,066	3.40%	1.00%	0.46%	0.70%
Military	759	1,701	1,701	1,701	17.51%	0.00%	0.00%	0.00%
Scheduled Commercial Airline	0	0	1,019	1,783	0.00%	N/A	5.75%	N/A
Total	128,777	122,216	134,185	143,767	-1.04%	1.17%	0.69%	0.91%

* 2022 may be an anomalous year. Annualized total 2023 business jet operations (based on January through April TFMSC data) is anticipated to be 33,876. This results in a 2023-2040 CAGR of 1.77 percent.

Sources: 2017 ESFR for Hanscom Field, Massport NOMS data, McFarland Johnson for forecast years

FAA's Terminal Area Forecast growth rates:

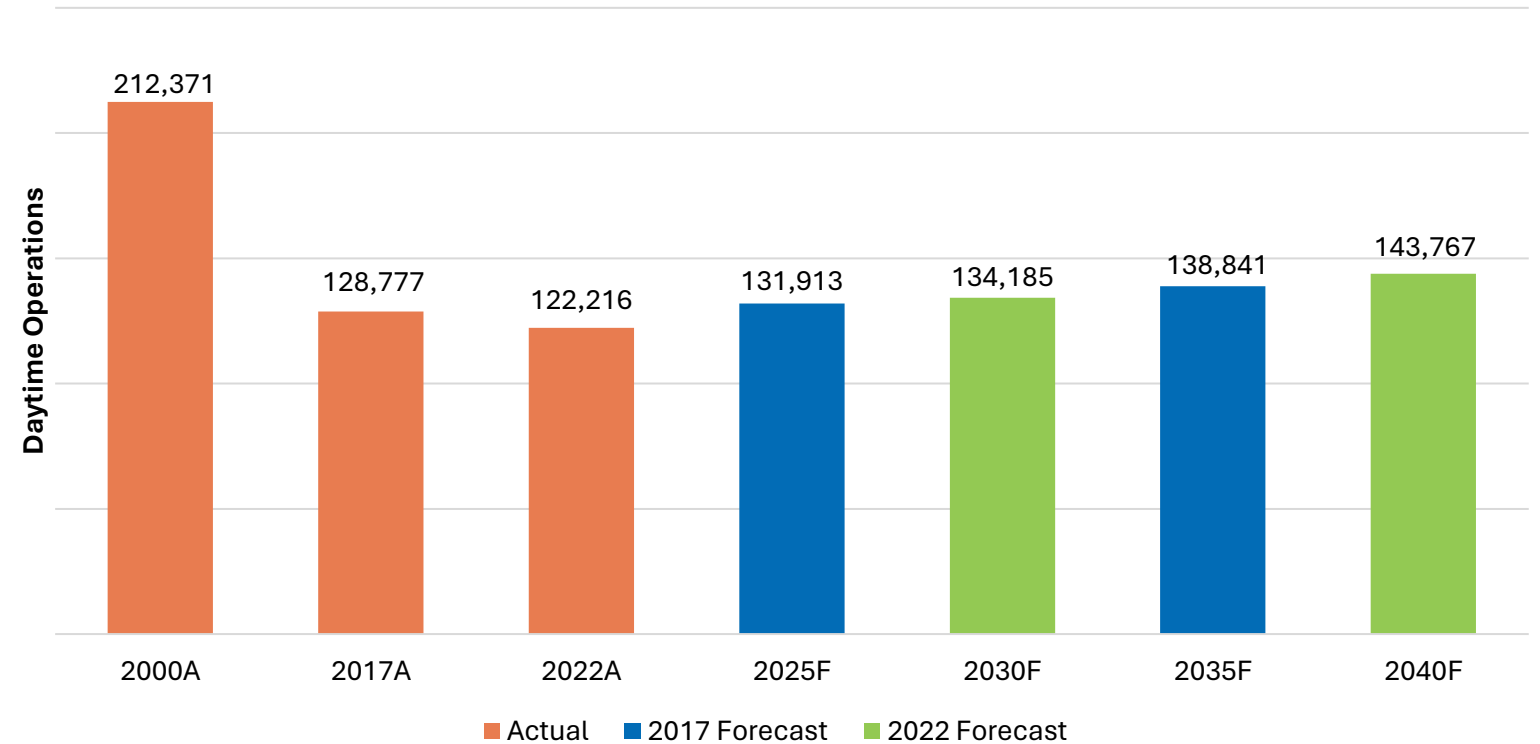
CAGR	
2010-21	-3.9%
2021-22	6.9%
2022-32	0.4%
2022-42	0.7%



FORECAST OPERATIONS

- Daytime operations forecasts are aligned with previous ESPR
- GA operations for the U.S. and Hanscom Field are forecast to grow modestly
- Main source of growth will be in business operations (turboprop and jet aircraft)

Figure 3-1. Summary of Actual and Forecast Daytime Activity at Hanscom Field

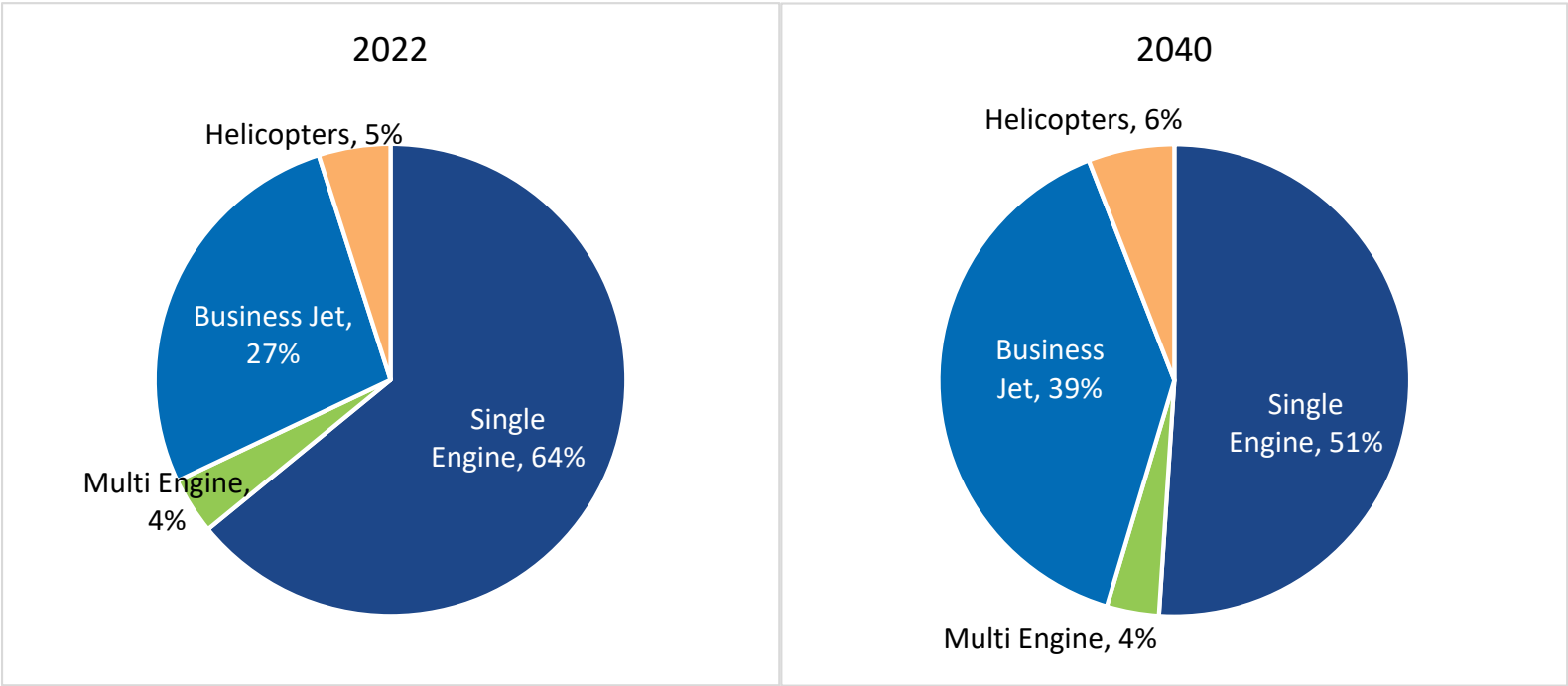


Note: Operations are between 7:00 a.m. and 11:00 p.m., the hours that the air traffic control tower is open.
Sources: 2017 ESPR for Hanscom Field, Massport Noise and Operations Monitoring System (NOMS) data, FAA Aerospace Forecast FY22-42, Woods & Poole Massachusetts Gross Regional Product forecast, McFarland Johnson analysis

BASED AIRCRAFT FORECAST

- Number of aircraft based at Hanscom Field forecasted to increase from 284 (2022) to 310 (2040)
- Hanscom Field had 350 based aircraft in 2017
- Based business jet growth reflects nationwide trends
- Hangar space at all three FBOs are reported to be sold out

Figure 3-9. Hanscom Field Based Aircraft by Type, 2022 and Forecast 2040



Sources: Massport, FAA Aerospace Forecast 2022-2042, McFarland Johnson analysis

COMMERCIAL ACTIVITY FORECAST OPERATIONS

Table 3-7. Forecast Scheduled Commercial Passenger Activity at Hanscom Field

Activity	Actual		2017 ESPR Forecast		2022 ESPR Forecast	
	2005	2012	2025	2035	2030	2040
Aircraft Operations	3,627	635	1,019	2,038	1,019	2,038
Passengers	17,457	8,609	21,403	44,335	35,672	73,892
Passengers per Operation	4.8	13.6	21	21.8	35.0	36.3

Sources: 2017 ESPR and McFarland Johnson analysis for forecast years

Table 3-6. Summary of Forecast Scheduled Commercial Passenger Service Assumptions, 2030 and 2040

Aircraft Type:	Turboprop with ~50 seats, e.g., De Haviland Dash 8-300 (Q300)
Number of Nonstop Markets:	One in 2030 Two in 2040
Types of Markets:	Business/leisure destination in the northeast
Service Frequency:	Two roundtrips per market, five days a week
Average Load Factor:	70.0% in 2030 72.5% in 2040
Completion Factor:	0.98

Sources: Massport and McFarland Johnson analysis



CHAPTER 4

Airport Planning

CHAPTER 4

Airport Planning

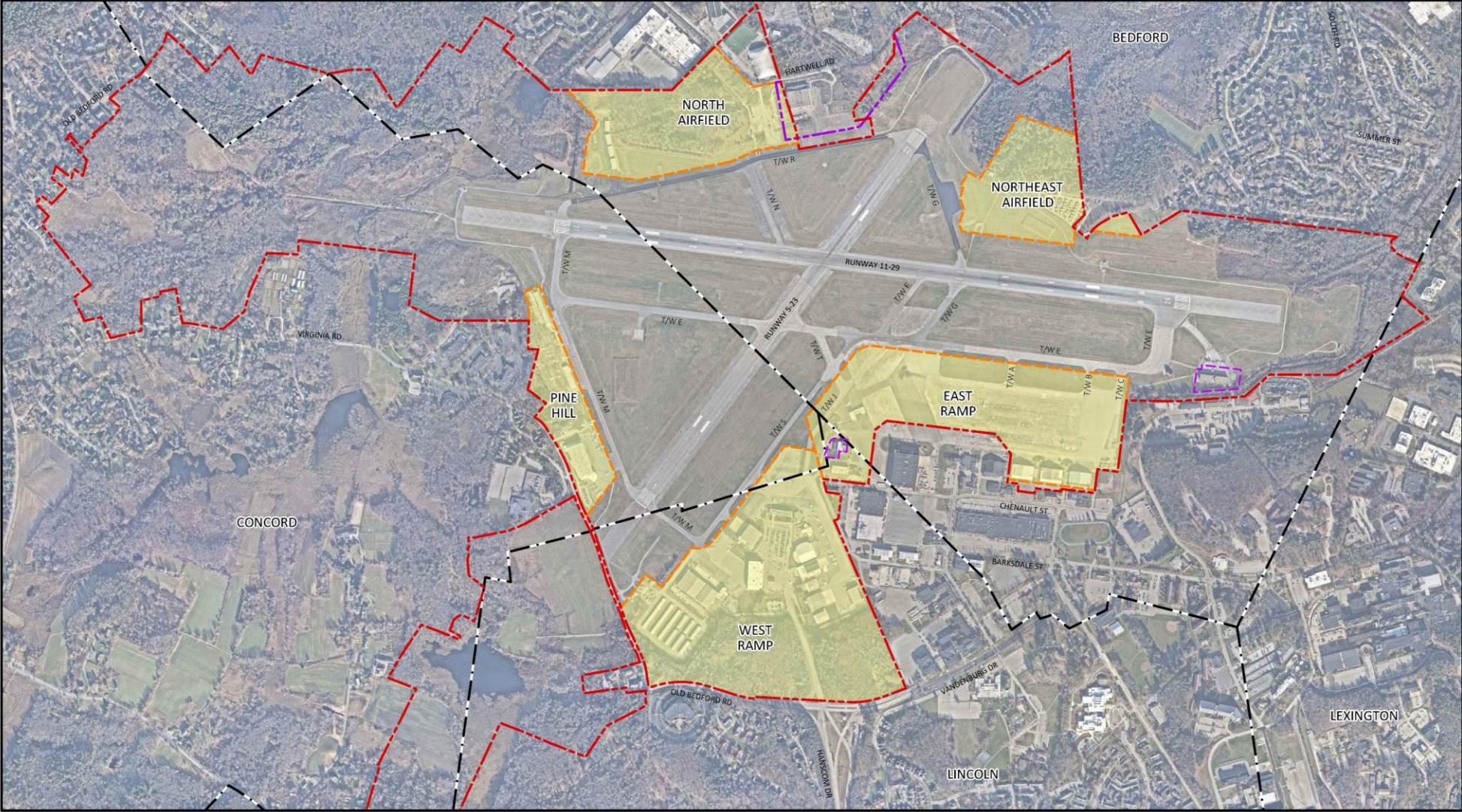
- Describes the status of planning initiatives and projects for the five planning areas
- Evaluates the potential effects of the 2030 and 2040 scenarios
- Presents the relationship between the 2022 ESPR and FAA regulations and guidance related to airport planning
- Describes projects in the five-year capital improvement program and identifies which projects may require individual MEPA or NEPA review



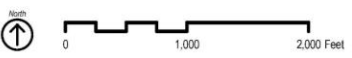
PLANNING METHODOLOGY

- The planning framework in each ESPR reflects the requirements outlined in the 1978 Hanscom Field Master Plan and Massport's 1980 regulations
- Massport utilizes a scenario-based approach to planning
- Projects are based on forecasts that are subject to actual demand
- Hanscom Field was split into 5 planning areas (geographically):
 - North Airfield
 - Northeast Airfield
 - East Ramp
 - West Ramp
 - Pine Hill

Summary of Planning Areas

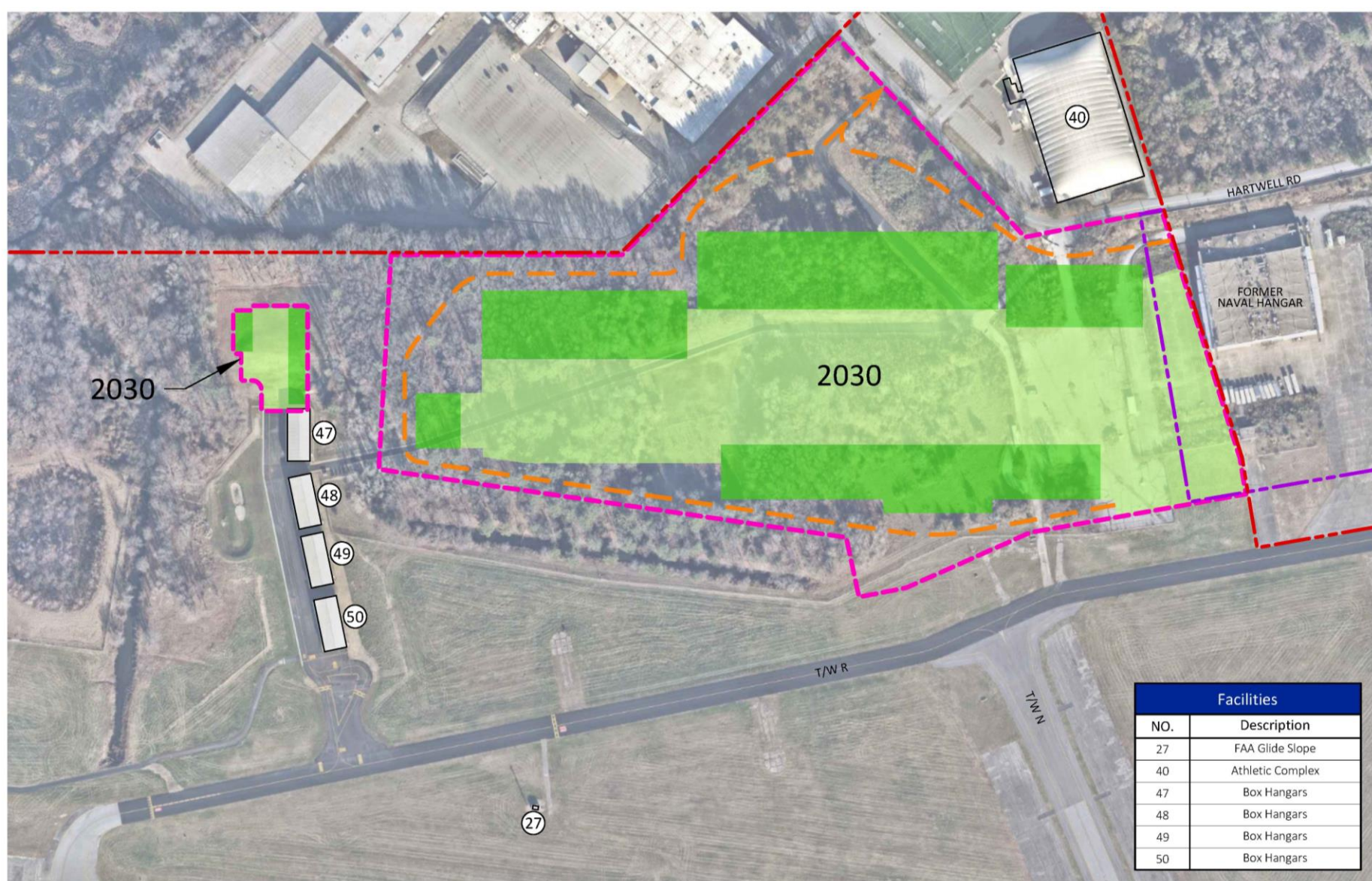


Note: On-airport buildings without a number have been removed since the November 2022 aerial.



- Planning Area
- Proposed Airport Property Boundary
- Airport Property Boundary
- FAA Boundary
- Town Boundary

North Airfield Planning Concepts



Note: Exact location and layout of proposed development is subject to change.



- - - - - 2030 Planning Scenario
- Potential Hangar Development
- Pavement Development
- - - - - Proposed Ground Vehicle Pavement
- - - - - Proposed Airport Property Boundary
- - - - - Airport Property Boundary

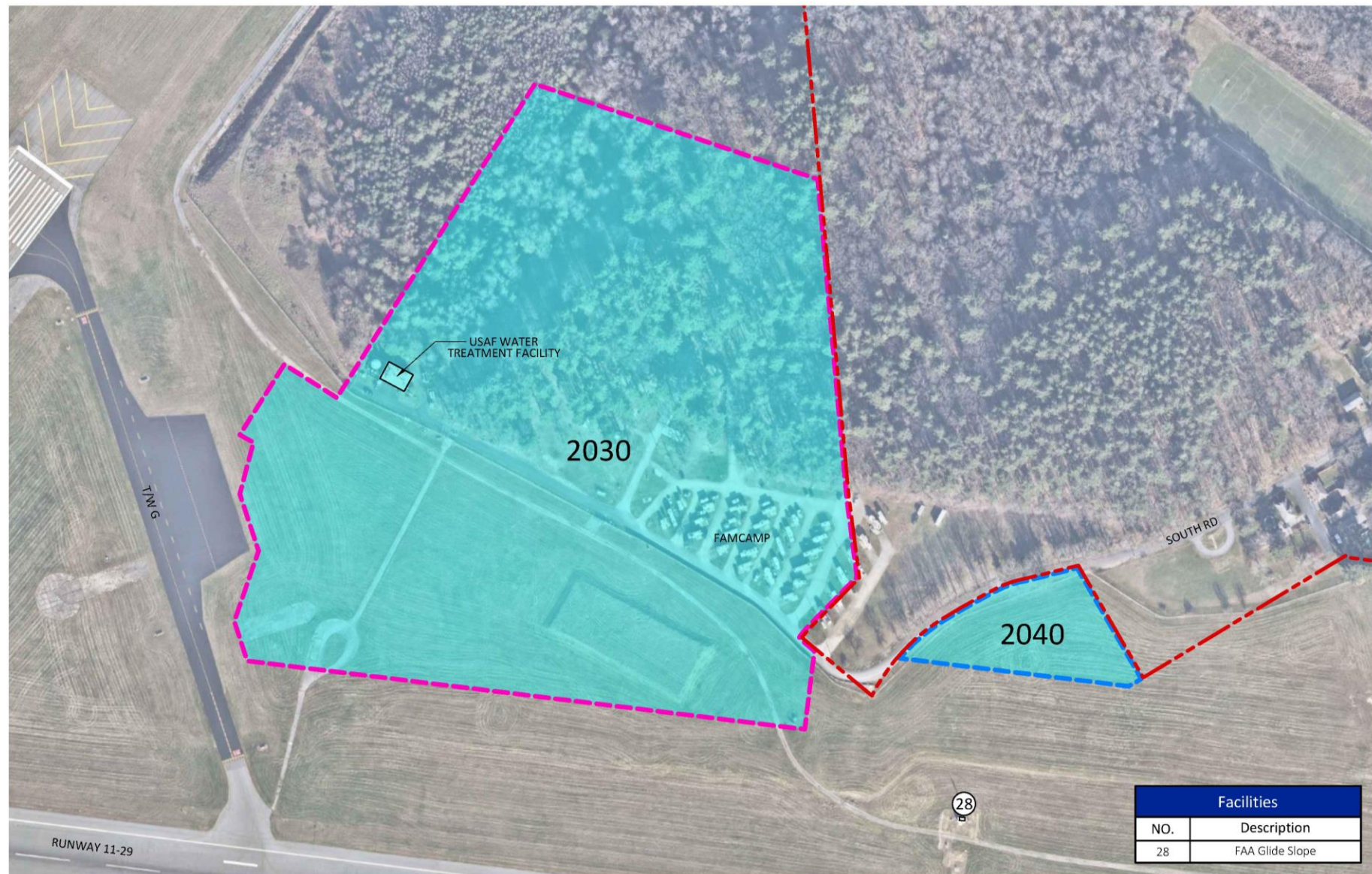
Facilities	
NO.	Description
27	FAA Glide Slope
40	Athletic Complex
47	Box Hangars
48	Box Hangars
49	Box Hangars
50	Box Hangars



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North Airfield Planning Concepts

Northeast Airfield Planning Concepts



Note: Exact location and layout of proposed development is subject to change.



- - - - - 2030 Planning Scenario
- - - - - 2040 Planning Scenario
- Aeronautical Use
- - - - - Airport Property Boundary



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Northeast Airfield Planning Concepts

East Ramp Planning Concepts



Facilities	
NO.	Description
1	Hangar 1
2	Hangar 2
3	Hangar 3
7	Field Maintenance Garage
7B	Airport Maintenance
8	FAA ATCT
8A	FAA SSC/Tech Ops
30	USCBP / ARFF

Note: Exact location and layout of proposed development is subject to change.



- 2030 Planning Scenario
- 2040 Planning Scenario
- Aeronautical Use
- Potential Hangar Development
- Airport Property Boundary
- FAA Boundary

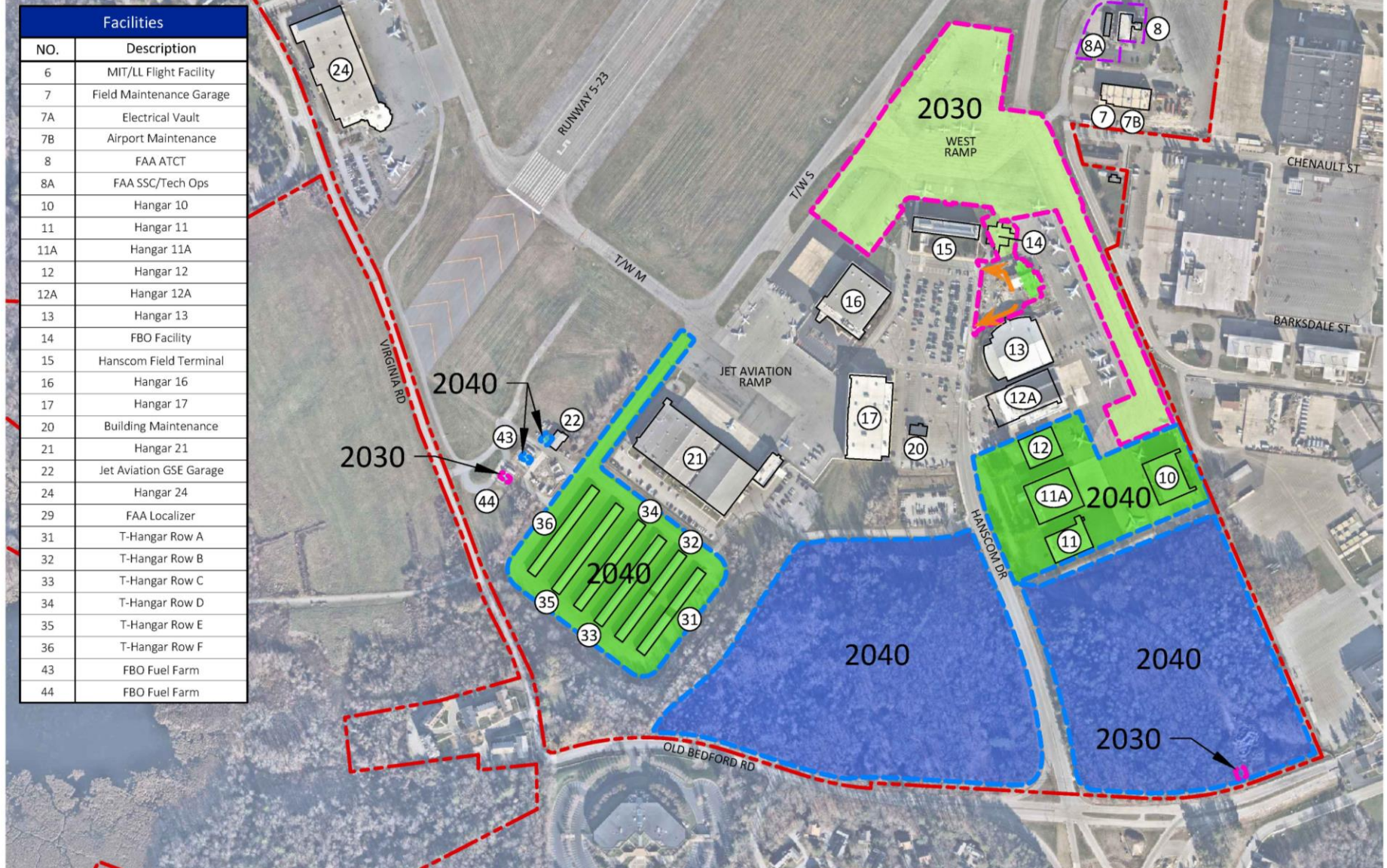


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East Ramp Planning Concepts

West Ramp Planning Concepts

Facilities	
NO.	Description
6	MIT/LL Flight Facility
7	Field Maintenance Garage
7A	Electrical Vault
7B	Airport Maintenance
8	FAA ATCT
8A	FAA SSC/Tech Ops
10	Hangar 10
11	Hangar 11
11A	Hangar 11A
12	Hangar 12
12A	Hangar 12A
13	Hangar 13
14	FBO Facility
15	Hanscom Field Terminal
16	Hangar 16
17	Hangar 17
20	Building Maintenance
21	Hangar 21
22	Jet Aviation GSE Garage
24	Hangar 24
29	FAA Localizer
31	T-Hangar Row A
32	T-Hangar Row B
33	T-Hangar Row C
34	T-Hangar Row D
35	T-Hangar Row E
36	T-Hangar Row F
43	FBO Fuel Farm
44	FBO Fuel Farm



Note: Exact location and layout of proposed development is subject to change.



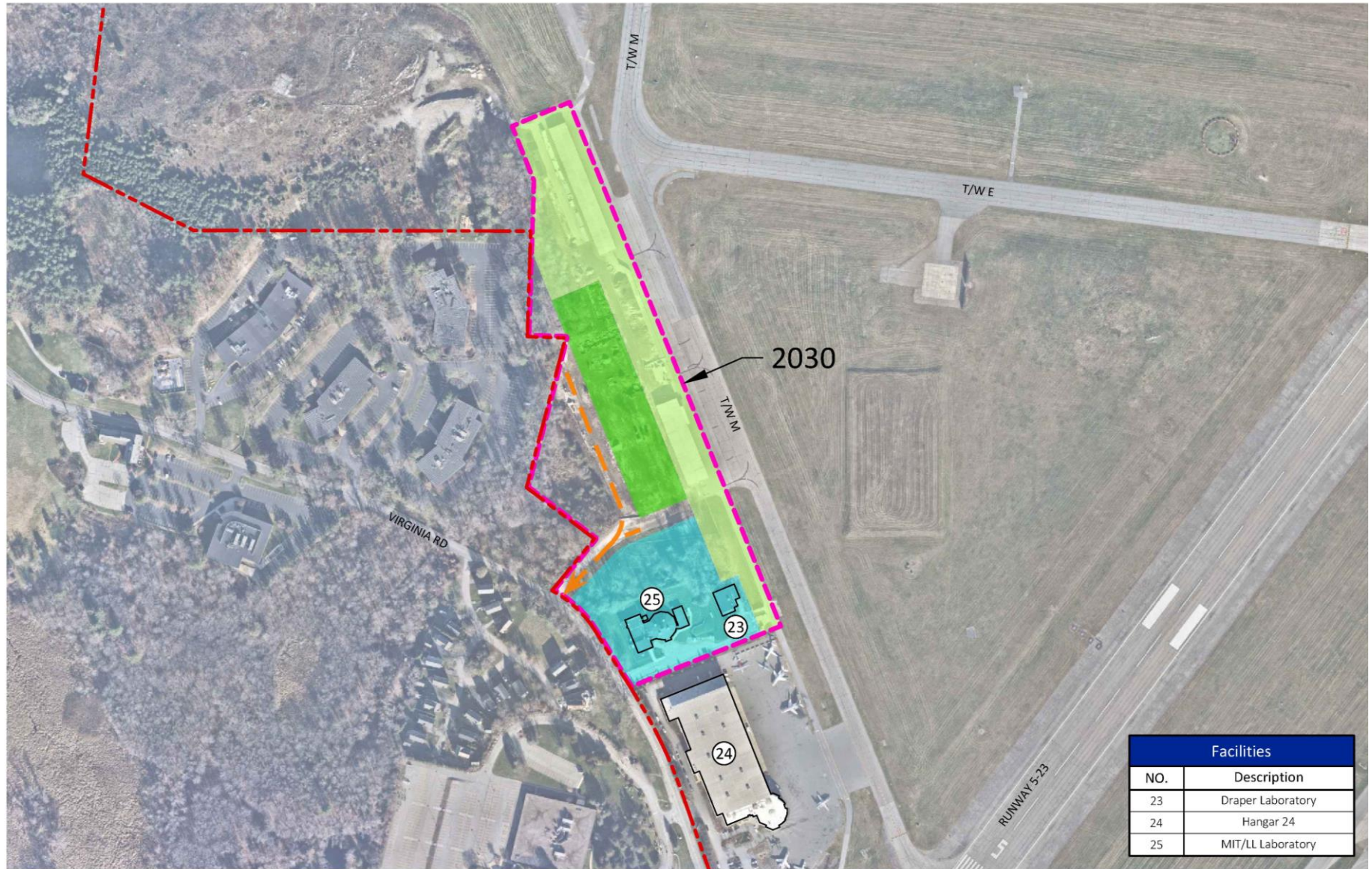
- 2030 Planning Scenario
- 2040 Planning Scenario
- Aeronautical Use
- Aviation Compatible Development Parcel
- Potential Hangar Development
- Pavement Development
- Proposed Ground Vehicle Pavement
- Airport Property Boundary
- FAA Boundary



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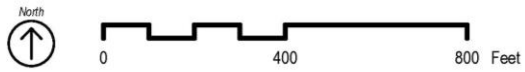
West Ramp Planning Concepts

Pine Hill Planning Concepts



Facilities	
NO.	Description
23	Draper Laboratory
24	Hangar 24
25	MIT/LL Laboratory

Note: Exact location and layout of proposed development is subject to change.
On-airport buildings without a number have been removed since the November 2022 aerial.



- - - - - 2030 Planning Scenario
- Aeronautical Use
- Potential Hangar Development
- Pavement Development
- Proposed Ground Vehicle Pavement
- - - - - Airport Property Boundary



L. G. Hanscom Field
2022 Environmental Status & Planning Report

Pine Hill Planning Concepts

Figure 4-8



CHAPTER 5

Regional Transportation

CHAPTER 5

Regional Transportation

- Describes the role of Hanscom Field and regional airports in the overall regional transportation system
- Overviews planned improvements at the region's airports
- Provides an overview of New England's major transportation initiatives underway or recently completed
- Summarizes the economic impact of the region's airports



Regional Transportation

KEY FINDINGS

- Across the region, scheduled commercial airline operations were 10 percent lower in 2022 than in 2017
- Logan Airport continues to lead the passenger counts with over 70 percent of the regional share
- Hanscom Field remains the leading GA airport in the region for overall GA activity
- **COVID-19 Impact:**
 - In 2020, over 90 percent of scheduled commercial operations nationwide were suspended, and travel patterns changed when operations resumed
 - General aviation was not as impacted by COVID-19; showed an increase at some airports

New England Regional Airport System Plan Airports



Figure 5-2.
Sources: NERASP and McFarland Johnson

PASSENGER ACTIVITY

2017 to 2022:

- COVID-19 cut into all trends, and no airport was immune from huge passenger losses
- There has not been scheduled passenger service at Hanscom since 2012


Table 5-1. Passenger Activity at Airports in the NERASP

Airport	Airport Code	Annual Passengers (millions)		CAGR 2017-2022	2017 Passenger Share	2022 Passenger Share
		2017	2022			
Logan Airport, MA	BOS	38.41	36.09	-1.24%	70.1%	70.4%
Bradley International, CT	BDL	6.44	5.80	-2.08%	11.8%	11.3%
T. F. Green International, RI	PVD	3.94	3.17	-4.24%	7.2%	6.2%
Portland International Jetport, ME	PWM	1.86	1.99	1.32%	3.4%	3.9%
Manchester-Boston, NH	MHT	1.93	1.29	-7.63%	3.5%	2.5%
Burlington International, VT	BTV	1.18	1.20	0.38%	2.2%	2.3%
Tweed-New Haven, CT	HVN	0.06	0.70	63.63%	0.1%	1.4%
Bangor International, ME	BGR	0.60	0.69	2.75%	1.1%	1.3%
Worcester Regional, MA	ORH	0.11	0.16	7.87%	0.2%	0.3%
Portsmouth International, NH	PSM	0.21	0.13	-9.34%	0.4%	0.3%
Hanscom Field, MA	BED	0.02	0.03	2.68%	0.0%	0.0%
Subtotal Regional Airports		16.33	15.13	-1.51%	29.9%	29.6%
Total		54.74	51.22	-1.32%	100.0%	100.0%

Sources:

- For 2017 Data: Massport (BOS), Connecticut Airport Authority (BDL), Rhode Island Airport Commission (PVD), City of Manchester (MHT), City of Portland (PWM), City of Burlington (BTV), 2017 ACAIS (HVN, BGR, ORH, PSM, and BED).
- For 2022 Data: Massport (BOS, ORH), Connecticut Airport Authority (BDL), Rhode Island Airport Commission (PVD), City of Manchester (MHT), City of Portland (PWM), City of Burlington (BTV), 2022 ACAIS (HVN, BGR, PSM, and BED).
- Calculations done by McFarland Johnson, 2023.





CHAPTER 6

Ground Transportation

CHAPTER 6

Ground Transportation

- Current conditions
- Traffic conditions under the 2030 and 2040 forecast scenarios
- Other transportation-related projects/activities undertaken
- Transportation demand management (TDM) activities
- Commuting patterns by Hanscom Field employees
- Alternative modes of transportation



Ground Transportation

KEY FINDINGS

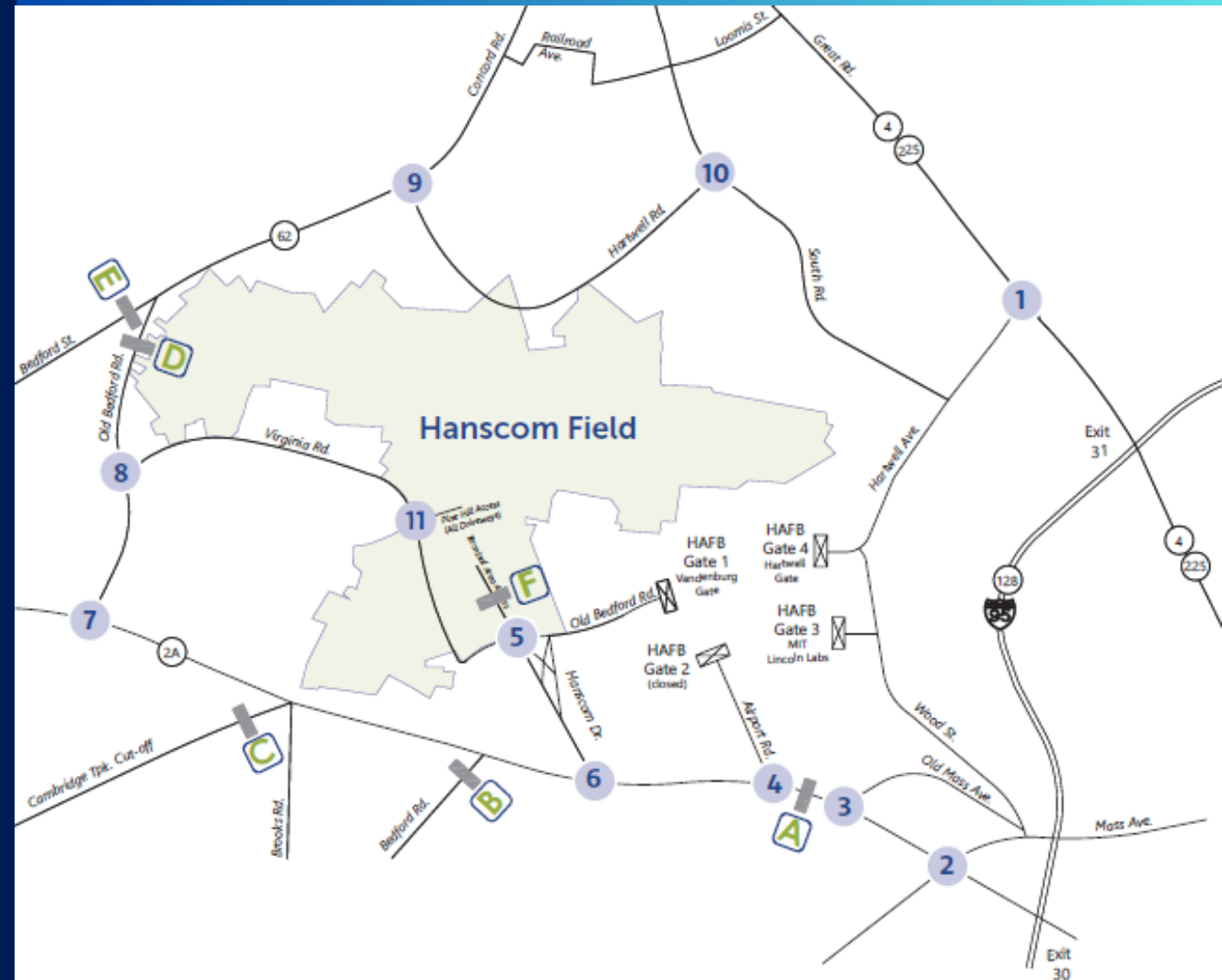
- The majority of traffic to/from Hanscom Field continues to occur outside the morning and afternoon peak traffic hours
- Hanscom Field-related traffic accounts for 3% of all traffic on Route 2A
- Average daily traffic volumes on Hanscom Drive decreased from 1,700 vehicles per day (VPD) in 2018 to 1,500 in 2022 (likely impacted by COVID-19).
 - Aligns with long-term trend: 2,600 VPD in 2005 to 1,500 VPD in 2022.
- The 2030 and 2040 forecast scenarios include an increase in aviation activity and peak hour vehicle trips are anticipated to modestly increase.

TRAFFIC COUNT LOCATION MAP

Study Intersections

1. Route 4/225 & Hartwell Avenue (signalized), Lexington
2. Massachusetts Avenue & Route 2A (signalized), Lexington
3. Old Massachusetts Avenue & Route 2A, Lexington
4. Airport Road & Route 2A, Lexington
5. Hanscom Drive & Old Bedford Road (main Hanscom Field entrance), Lexington
6. Hanscom Drive & Route 2A, Lincoln
7. Old Bedford Road & Lexington Road (Route 2A), Concord
8. Old Bedford Road & Virginia Road, Concord
9. Hartwell Road & Route 62, Bedford
10. Hartwell Road & South Road, Bedford
11. Virginia Road & Atlantic Aviation, Concord

Figure 6-3. Traffic Study Area Count Locations



Source: McFarland Johnson, 2023.

Hanscom Field Traffic

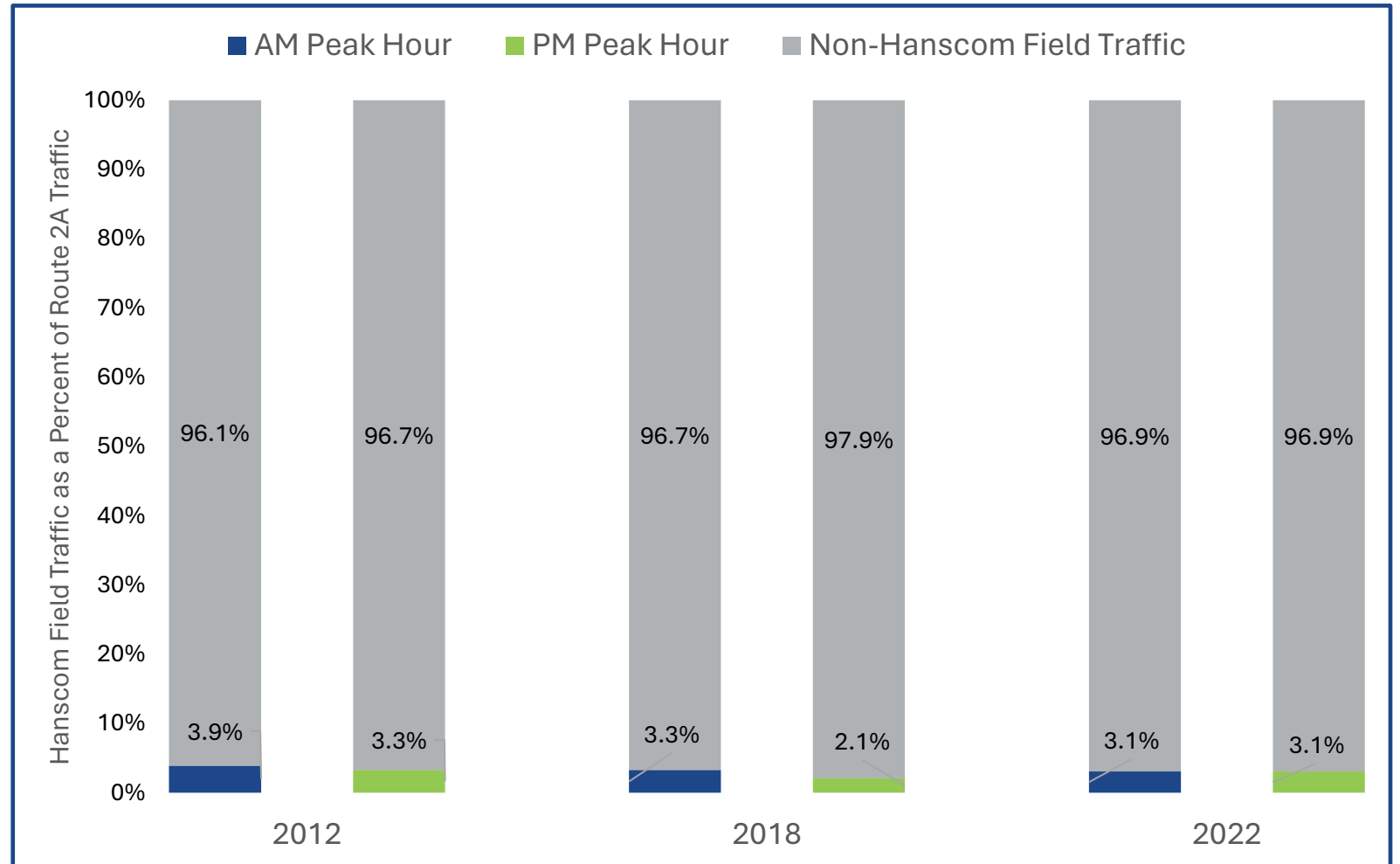
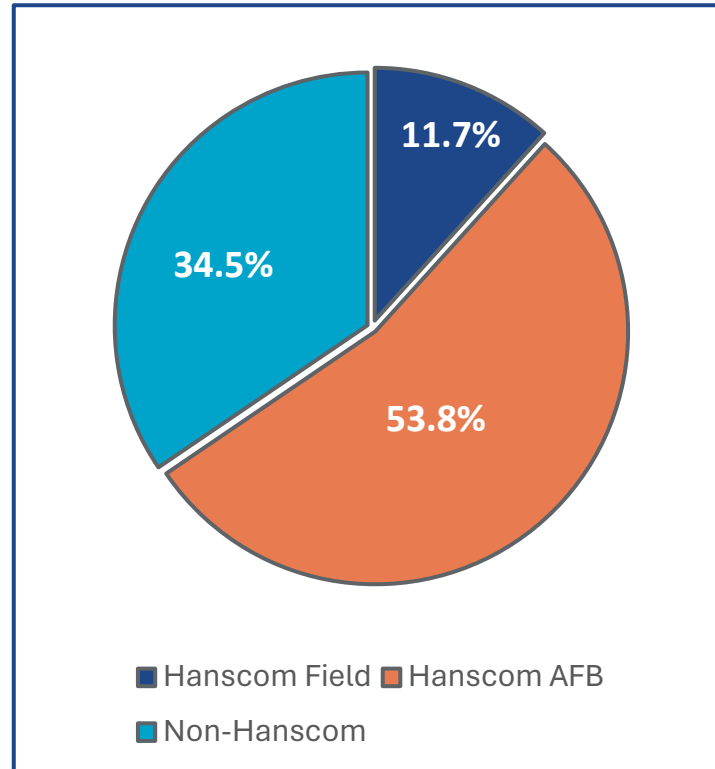


Figure 6-1. Percent of Hanscom Field Traffic on Route 2A

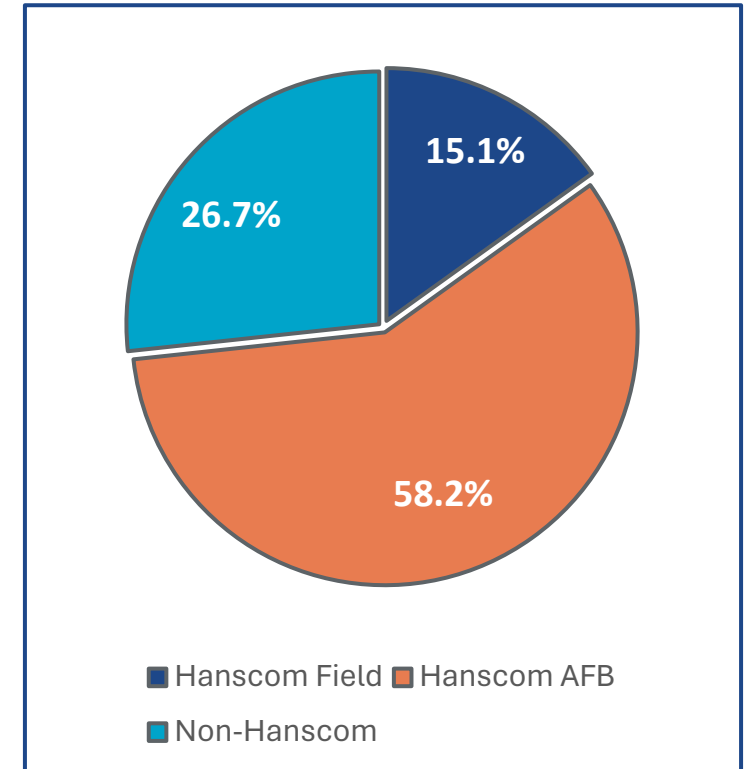
Source: McFarland Johnson, 2023

Hanscom Drive Traffic Volumes

2022 Morning Peak Hour Traffic on Hanscom Drive



2022 Afternoon Peak Hour Traffic on Hanscom Drive



Figures 6-11 and 6-12

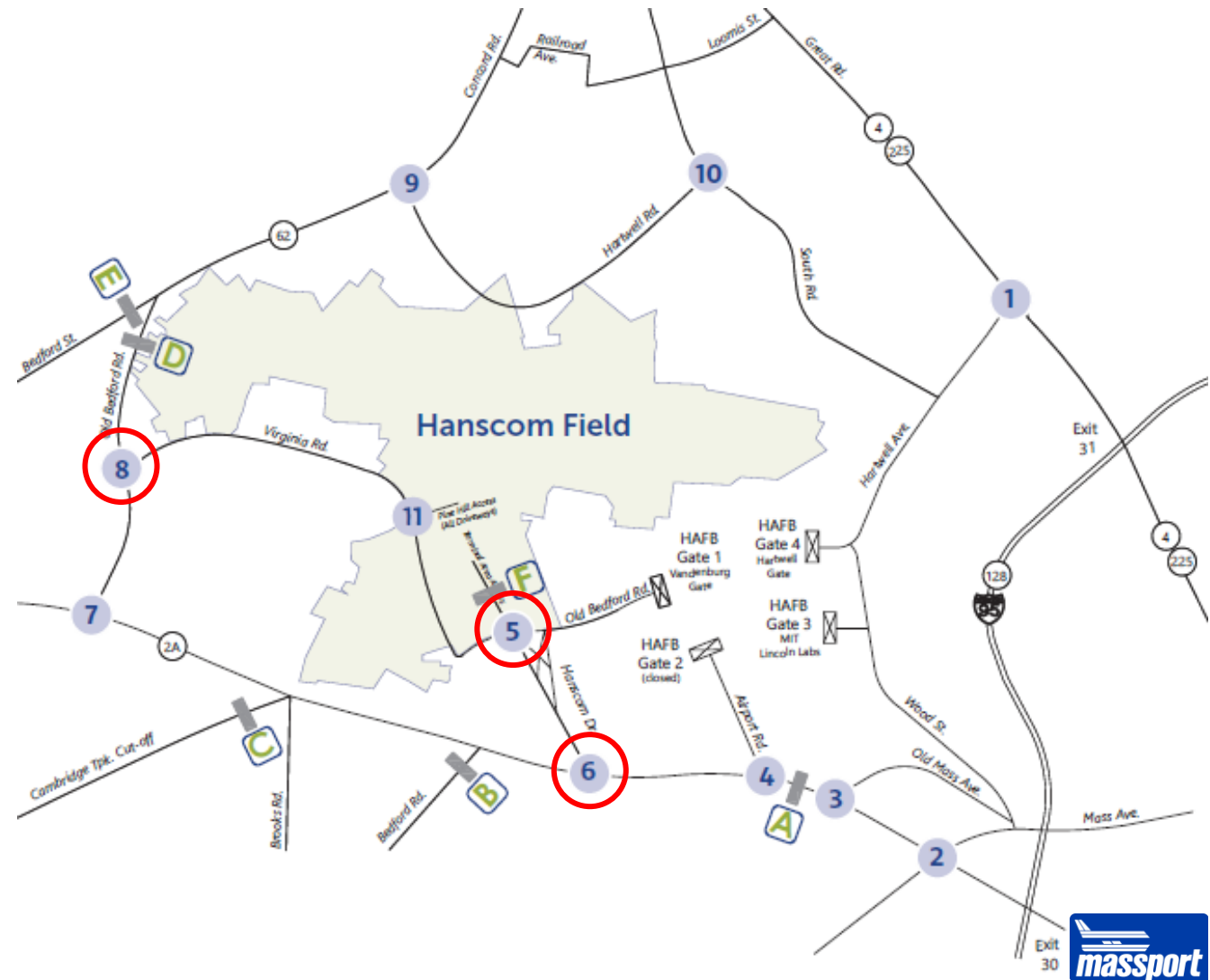
Source: McFarland Johnson, 2023

Current Conditions MEPA THRESHOLD

Table 6-5. Intersections Exceeding 10 Percent MEPA Threshold

Intersection	Peak Hour	Analysis Years				
		2002	2005	2012	2018	2022
#5 Hanscom Drive/ Old Bedford Road (Lincoln)	Morning	X	X	X	X	X
	Afternoon	X	X	X	X	X
#6 Hanscom Drive/ Route 2A (Lincoln)	Morning	X	X	X	X	X
	Afternoon	X	X	X	X	X
#8 Old Bedford Road/Virginia Road (Concord)	Morning	X	X		X	X
	Afternoon	X	X	X	X	X
#12 Old Bedford Road/Route 62 (Concord)	Morning					
	Afternoon		X			

Note: "X" denotes intersection with turning movement exceeding 10 percent MEPA threshold.
Sources: 2017 ESPR and McFarland Johnson, 2023

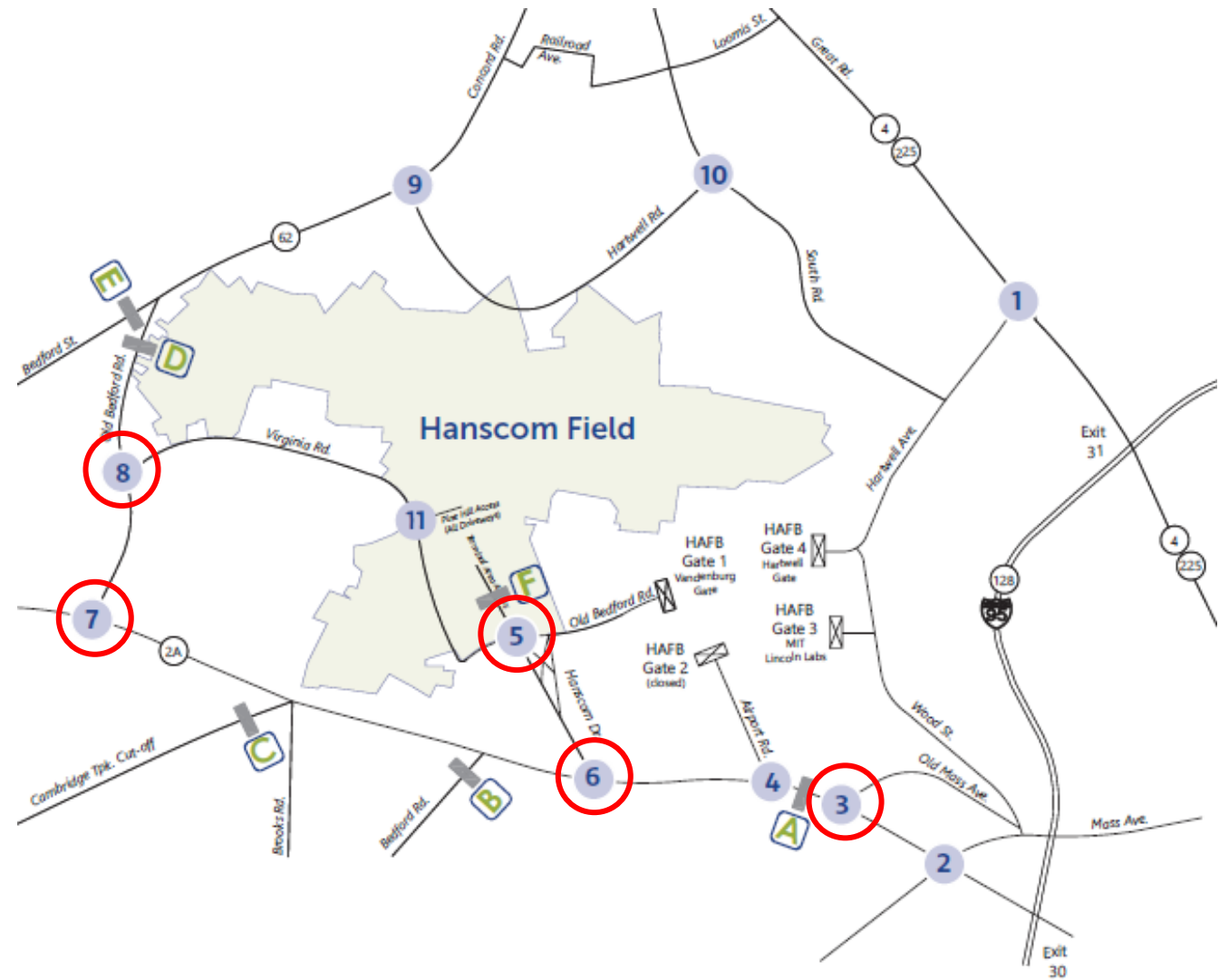


Forecast Conditions MEPA THRESHOLD

Table 6-16. Intersections Exceeding 10 Percent MEPA Threshold

Intersection	Peak Hour	Analysis Years			
		2018 Existing	2022 Existing	2030 Forecast	2035 Forecast
#3 Route 2A / Old Massachusetts Avenue	Morning	Unknown		X	X
	Afternoon	Unknown			
#5 Hanscom Drive/ Old Bedford Road (Lincoln)	Morning	X	X	X	X
	Afternoon	X	X	X	X
#6 Hanscom Drive/ Route 2A (Lincoln)	Morning	X	X	X	X
	Afternoon	X	X	X	X
#7 Lexington Road / Old Bedford Road	Morning	Unknown			X
	Afternoon	Unknown			
#8 Old Bedford Road/Virginia Road (Concord)	Morning	X	X	X	X
	Afternoon	X	X	X	X

Note: "X" denotes intersection with turning movement exceeding 10 percent MEPA threshold
Sources: 2017 ESPR and McFarland Johnson, 2023



Hanscom Field Traffic

HANSCOM DRIVE

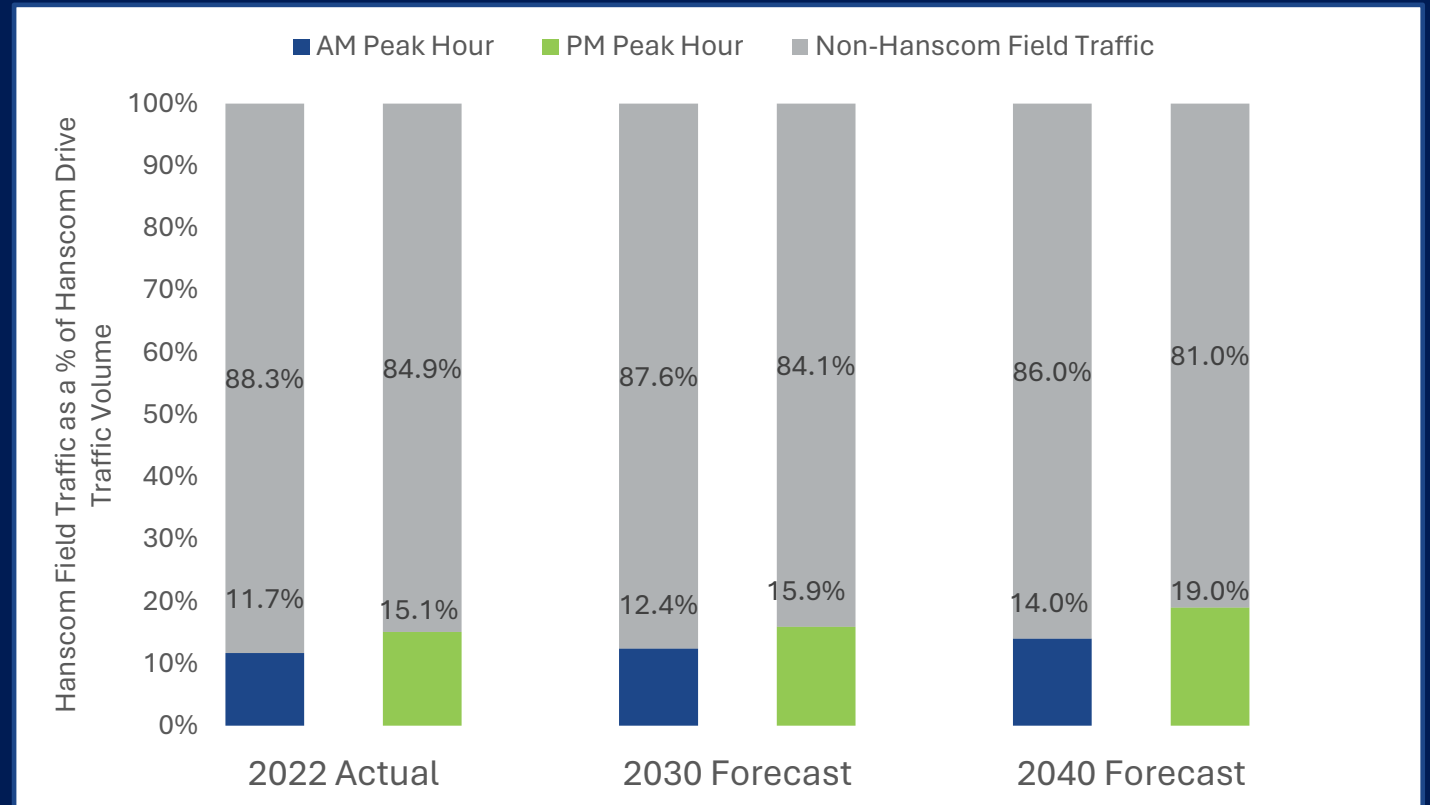
2030 Forecast:

- Traffic volume projected to increase by 1%

2040 Forecast:

- Traffic volume projected to increase by 2%

Figure 6-29. Hanscom Field 2030 and 2040 Peak Hour Traffic Volumes – Hanscom Drive



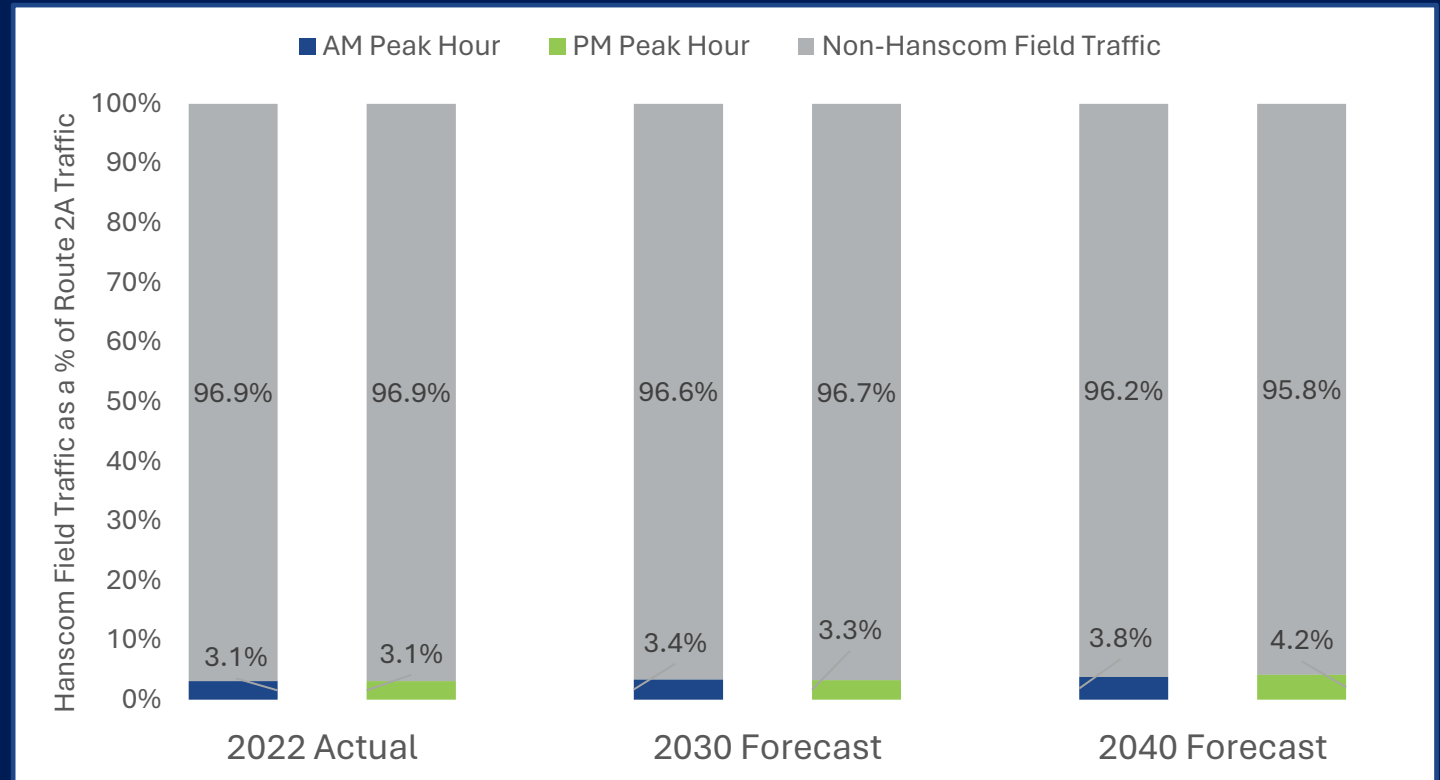
Source: McFarland Johnson, 2023

Hanscom Field Traffic

ROUTE 2A

- Hanscom Field traffic is forecasted to increase slightly faster than total traffic
- The roadway network surrounding Hanscom Field can handle the relatively minor amount of traffic

Figure 6-30. Hanscom Field 2030 and 2040 Peak Hour Traffic Volumes – Route 2A



Source: McFarland Johnson, 2023

HOW TO PROVIDE FEEDBACK

Electronic Version of Document:

<http://www.massport.com/massport/about-massport/project-environmental-filings/hanscom-field/>

Second Public Information Session:

- Tuesday, June 11, 6:00 p.m. to present Chapters 7 through 11

Public Comment Period

- Open until August 13, 2024
- Submit comments electronically at:
 - <https://eeaonline.eea.state.ma.us/EEA/PublicComment/Landing>
- Submit comments by email to:
 - Alex Strysky at alexander.strysky@mass.gov
- Submit written comments to:

Secretary Rebecca Tepper
Executive Office of Energy & Environmental Affairs
Attention: MEPA Office
EEA No. 5484/8696
100 Cambridge Street, 10th Floor
Boston, MA 02114

QUESTION AND ANSWER SESSION