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CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : United Material Management of Leominster
PROJECT MUNICIPALITY : Leominster
PROJECT WATERSHED : Nashua River
EEA NUMBER : 16878
PROJECT PROPONENTS : United Mineral Management of Leominster, LLC
DATE NOTICED IN MONITOR : September 25, 2024

Pursuant to the Massachusetts Environmental Policy Act (M.G.L. c. 30, ss. 61-62L) and Section 11.06 of the MEPA Regulations (301 CMR 11.00), I hereby determine that this project **requires** the preparation of a mandatory Draft Environmental Impact Report (DEIR).

Project Description

As described in the Environmental Notification Form (ENF), the project consists of increasing the waste handling capacity of an existing transfer station from 1,000 tons per day (tpd) (300,000 tons per year (tpy)) to 1,500 tpd (450,000 tpy). The facility will continue to handle, sort, and transfer municipal solid waste (MSW) and construction and demolition (C&D) debris. The proposed increase in tonnage does not require any new or expanded buildings, changes to the exterior of the property, or changes in operations procedures; however, more waste will be delivered to the site by a larger number of trucks and removed from the site by more train cars and trucks. The facility will continue to operate six days a week (Monday through Saturday). The existing facility was reviewed by MEPA when it was originally proposed for construction in an ENF submitted in August 2018. A Certificate was issued on the ENF on September 7, 2018 and did not require preparation of an EIR. The general operations of the existing facility will not change from what was described in the 2018 ENF.

Project Site

The 13.46-acre project site is located on the west side of Tanzio Road in an industrial area in southeastern Leominster. The majority of the site has been disturbed and cleared of large trees. It is covered in brush and shrub vegetation with an unpaved road through the site. The site is bordered to the west by a CSX rail line; to the north by Fall Brook, an electrical transmission line and vacant properties; to the east by Tanzio Road and an active sand and gravel facility; and to the south by an undeveloped area with wetlands and woods. Tanzio Road is located off Route 117 (New Lancaster Road), which provides vehicular access to Interstate-190 (I-190) approximately 1.5 miles south of the site. According to the ENF, approximately 3.69 acres of the site are impervious; no new impervious area is proposed.

The existing transfer station, on-site roadways, and other ancillary structures are located in a level part of the site which generally ranges in elevation from 366 ft NAVD 88 to 372 ft NAVD 88. A small area in the northernmost part of the project site, in which no activities are proposed, is within the Outer Riparian Zone of the Riverfront Area associated with Fall Brook. An unnamed perennial stream (a tributary of Fall Brook) and associated Bordering Vegetated Wetlands (BVW), Bordering Land Subject to Flooding (BLSF) and Riverfront Area are located in the southern portion of the site. As shown on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) number 250314007B, effective date September 16, 1982, the 100-year floodplain associated with Fall Brook north of the site has a Base Flood Elevation (BFE) of 344 ft NAVD 88 and the 100-year floodplain associated with the stream in the southern part of the site has a BFE of 350 ft NAVD 88. As mapped on the FIRM, the 500-year floodplain is confined to the area immediately adjacent to Fall Brook and the unnamed tributary and does not extend onto any part of the site where transfer station operations will take place.

The project site is located within an Environmental Justice (EJ) population designated as Minority, and within one mile of eight additional EJ populations in Leominster, including two designated as Minority, five designated as Minority and Income, and one designated as Minority, Income, and English Isolation. The project site is located within five miles of 25 additional EJ populations designated as Minority; Minority and Income; Minority and English Isolation; and Minority, Income, and English Isolation located in Leominster, Fitchburg, Lancaster, and Shirley.

Environmental Impacts and Mitigation

Environmental impacts associated with the project include generation of 110 New truck trips per day in addition to the approximately 224 truck trips generated by operation of the existing facility (334 total truck trips under proposed conditions). The ENF did not identify the number of employee vehicle trips, which was previously estimated to be 42 average daily trips (adt) in the 2018 ENF; the DEIR should confirm the number of non-truck vehicle trips associated with the site under existing and proposed conditions. The increase in vehicle trips will cause higher air emissions. The increase in capacity has the potential to cause additional odor and noise impacts.

Measures to avoid, minimize, and mitigate environmental impacts include continued use of Best Management Practices to minimize noise, odor, and air emissions associated with operation of the facility. Additional measures should be identified in the DEIR, including measures to minimize and mitigate off-site impacts in EJ populations associated with project-generated trucks and train traffic and

other operations of the facility.

Jurisdiction and Permitting

This project is subject to MEPA review because it requires Agency Action and exceeds the ENF threshold at 301 CMR 11.03(9)(b)(1), New Capacity or Expansion in Capacity for combustion or disposal of any quantity of solid waste, or storage, treatment or processing of 50 or more tpd of solid waste, unless the Project is exempt from site assignment requirements. The project is required to prepare an EIR pursuant to 301 CMR 11.06(7)(b) because it is located within a Designated Geographic Area (or DGA) (as defined in 301 CMR 11.02) around one or more EJ populations. The project requires a Modification of a Large Handling Facility (BWP SW 07) permit from the Massachusetts Department of Environmental Protection (MassDEP). The project requires a Minor Modification to an Existing Solid Waste Site Assignment from the Leominster Board of Health.

Because the project is not seeking Financial Assistance from an Agency, MEPA jurisdiction extends to those aspects of the project that are within the subject matter of any required or potentially required Agency Actions and that may cause Damage to the Environment, as defined in the MEPA regulations.

SCOPE

General

The ENF described the project and its impacts largely in a format consistent with the application form for a Site Suitability Modification permit from MassDEP. The DEIR should not be prepared in the permit application format. The DEIR should be prepared in accordance with Section 11.07 of the MEPA regulations for outline and content, and it should provide the information and analyses required in this Scope. It should demonstrate that the Proponent will pursue all feasible measures to avoid, minimize and mitigate Damage to the Environment to the maximum extent feasible.

Project Description and Permitting

The ENF included a brief description of existing and proposed conditions, preliminary project plans, an alternatives analysis, and measures to avoid, minimize and mitigate environmental impacts. During the review period, the Proponent distributed a copy of an analysis of the project's transportation impacts. Consistent with the MEPA Interim Protocol on Climate Change Adaptation and Resiliency, the ENF contained an output report from the MA Climate Resilience Design Standards Tool prepared by the Resilient Massachusetts Action Team (RMAT) (the "MA Resilience Design Tool"),¹ together with information on climate resilience strategies to be undertaken. The DEIR should provide a more detailed description of the impacts and mitigation measures, as set forth in this Scope.

The DEIR should provide detailed plans, sections, and elevations to accurately depict existing and proposed conditions, including proposed above- and below-ground structures, resiliency and other mitigation measures. The DEIR should identify, describe, and assess the environmental impacts of any

¹ https://resilientma.org/rmat_home/designstandards/

changes in the project that have occurred between the preparation of the ENF and DEIR. It should provide updated calculations of impacts in a tabular format. The DEIR should identify and describe state, federal and local permitting and review requirements associated with the project, provide an update on the status of each of these pending actions, analyze applicable statutory and regulatory standards and requirements, and provide a discussion of the project's consistency with those standards.

The information and analyses identified in this Scope should be addressed within the main body of the DEIR and not in appendices. In general, appendices should be used only to provide raw data, such as drainage calculations, traffic counts, capacity analyses and energy modelling, and such data and analyses should be summarized with text, tables and figures within the main body of the DEIR. Information provided in appendices should be indexed with page numbers and separated by tabs, or, if provided in electronic format, include links to individual sections. Any references in the DEIR to materials provided in an appendix should include specific page numbers to facilitate review.

Alternatives Analysis

The project is proposed to meet increasing demand for MSW and C&D waste disposal in Massachusetts. According to MassDEP, solid waste transfer facilities are necessary to divert and dispose of waste to conserve the state's declining landfill capacity. The ENF included an alternatives analysis that evaluated No Build and Millbury Facility Expansion Alternatives. The No Build Alternative would maintain the facility's existing capacity of 1,000 tpd. According to the ENF, because of the regional demand for waste management and the lack of landfill capacity, exportation of waste will be the primary method of waste disposal in the state. Waste material that would be transported to the proposed facility would have to be transported elsewhere at potentially greater distances with greater air emissions, particularly if rail were not available for transportation of waste.

The Millbury Facility Expansion Alternative would involve expansion of the capacity of the Proponent's existing facility in Millbury by 500 tpd, from 1,000 tpd to 1,500 tpd. The Millbury facility is the transfer facility owned by the Proponent that is closest to the Leominster facility. According to the ENF, the Millbury facility is not served by rail, and therefore all material would be transported to and from the site by trucks, which is four times less efficient in terms of fuel use and emissions than rail transport. Furthermore, the Millbury facility is farther away from the sources that would otherwise dispose of waste in Leominster, and would therefore generate greater air emissions from truck delivery of waste to the site. The Millbury facility is located adjacent to, but not within an EJ population; however, trucks delivering waste material to and from the site would pass through an EJ population. According to the ENF, the Millbury Facility Expansion Alternative was not pursued because of the greater distances that trucks would need to travel and the lack of rail service.

According to the ENF, the Preferred Alternative will minimize environmental impacts by using an existing facility that was originally designed and constructed with the capacity to accommodate additional waste. The facility transports all waste from the site using rail cars rather than trucks, which minimizes traffic and air quality impacts. According to the ENF, transporting waste by rail is four times more fuel efficient than transporting waste by trucks; trains can move a ton of freight over 470 miles on a single gallon of fuel whereas a truck can move a ton of freight only approximately 134 miles per gallon of fuel.

The DEIR should review additional alternative sites for a new or expanded transfer facility, including the locations previously reviewed in the 2018 ENF. To the extent specific sites were considered for either expansion or construction of a new facility, the DEIR should present a full comparison of environmental impacts, including impacts to nearby EJ populations, as between those locations and the currently proposed site. The DEIR should also discuss whether operations at the current location could be modified to further minimize traffic, odor and noise impacts as compared to the Preferred Alternative.

Environmental Justice

As noted above, the project site is located within an EJ population designated as Minority, and within one mile of eight additional EJ populations in Leominster, including two designated as Minority, five designated as Minority and Income, and one designated as Minority, Income, and English Isolation. Within the census tracts containing the above EJ Populations within one mile of the project site, Spanish and Spanish Creole were identified as spoken by 5% or more of residents who also identify as not speaking English very well.

Effective January 1, 2022, all new projects in DGAs as defined in 301 CMR 11.02, as amended around EJ populations are subject to new requirements imposed by Chapter 8 of the Acts of 2021: *An Act Creating a Next-Generation Roadmap for Massachusetts Climate Policy* (“Climate Roadmap Act”) and amended MEPA regulations at 301 CMR 11.00. Two related MEPA protocols – the MEPA Public Involvement Protocol for Environmental Justice Populations (“MEPA EJ Public Involvement Protocol”) and MEPA Interim Protocol for Analysis of Project Impacts on Environmental Justice Populations (“MEPA Interim Protocol for Analysis of EJ Impacts”) – are also in effect for new projects filed on or after January 1, 2022. Under the new regulations and protocols, all projects located in a DGA around one or more EJ populations must take steps to enhance public involvement opportunities for EJ populations, and must submit analysis of impacts to such EJ populations in the form of an EIR. The ENF identified the DGA as one mile.

Community Engagement

The Proponent prepared an EJ Screening Form which was distributed to a list of community-based organizations (CBOs) and tribes/indigenous organizations (the “EJ Reference List”) provided by the MEPA Office and to the Leominster Spanish American Center, local elected officials and City agencies. Upon filing the ENF, the Proponent visited nearby homes to alert local residents of the filing and provide project information. The project distribution list was expanded after the public informational meeting noted below to include attendees of the meeting, and will be further expanded to include anyone expressing an interest in the project. After providing advance notice of the filing of the ENF and prior to its filing, the Proponent held a public informational meeting at the Leominster Public Library on July 22, 2024. The meeting was publicized through advertisements in local English and Spanish-language newspapers, by providing notice in English and Spanish to the City and to the Leominster Spanish American Center, and by posting notice of the meeting and other project-related materials in English and Spanish on the project website (www.ummlleominster.com). A Spanish-language interpreter was available for the meeting, but translation services were not requested. In addition to the Proponent, the meeting was attended by two people, including the state representative for the district and a representative of the City’s Board of Health. Meeting attendees inquired about new

jobs that may be created by the project; according to the Proponent, up to 18 positions may be created in connection with adding a second shift for C&D processing.

A MEPA site visit and hybrid consultation session were held on Wednesday November 13, 2024. The site visit, which included a tour of the facility and explanation of facility operations under existing and proposed conditions, was held at the project site at 4:00 PM and was attended by MEPA staff, the Proponent's representatives, and four members of the Leominster City Council. The consultation session was held at 6:00 PM at the Franco American War Veterans Function Hall in Leominster. A Spanish interpreter was available at the consultation session, but his services were not requested. The Proponent's presentation and a recording of the meeting are posted on the project website. In addition to MEPA staff and the Proponent's representatives, the consultation session was attended in person by a member of the Leominster City Council, two City of Leominster staff members, and four residents; two additional residents participated remotely. Issues raised by residents included truck traffic, including associated noise, through residential areas; train safety at road crossings; noise from trains late at night; and trash, including construction debris such as nails, from trucks delivering waste to the site littering area streets and wetlands. Residents recommended that the Proponent conduct more frequent sweeps along truck routes to pick up trash, work with the City and railroad operator to provide motorists with notice when roads will be closed due to train crossings, and revise the traffic study to include container trucks passing through residential areas to access the site after collection curbside trash in Leominster. As detailed below, the Proponent should address these issues in the DEIR.

The ENF included a Public Involvement Plan (PIP) which describes ongoing public engagement efforts to be implemented by the Proponent, including additional public informational meetings if requested by the public, distribution of notices of future public hearings to the project distribution list, maintaining updated project information on the project website, and continuing communication with elected representatives, City officials, and the Spanish American Center.

The DEIR should include an updated PIP that contains a full description of measures the Proponent intends to undertake to promote public involvement by the identified EJ populations during the remainder of the MEPA review process, including a discussion of any of the best practices listed in the MEPA EJ Public Involvement Protocol that the project intends to employ. The DEIR, or a summary thereof, should be distributed to the EJ Reference List that was used to provide notice of the ENF. The Proponent should obtain a revised EJ Reference List from the MEPA Office to ensure that contact information is updated. I note that the purpose of the MEPA Public Involvement Protocol is to require direct and meaningful engagement with EJ populations, including low-income and minority residents as well as those who lack resources to fully participate in public processes. The Proponent is strongly encouraged to develop public involvement strategies that seek meaningful input from EJ populations that may be affected by the project by engaging directly with residents and community organizations. In addition, the Proponent should hold at least one public meeting prior to filing the DEIR. The Proponent is encouraged to seek input from the MEPA and EEA EJ Offices in planning this meeting and updating the project PIP.

Baseline Assessment and Project Impacts

The DEIR should include a baseline assessment of any existing unfair or inequitable Environmental Burden and related public health consequences impacting EJ Populations within the

DGA in accordance with 301 CMR 11.07(6)(n)1 and the MEPA Interim Protocol for Analysis of EJ Impacts. Specifically, the DEIR should use the DPH EJ Tool to identify any census tract or municipality in which the EJ populations are located as exhibiting “vulnerable health EJ criteria”; this term is defined in the DPH EJ Tool to include any one of four environmentally related health indicators that are measured to be 110% above statewide rates based on a five-year rolling average. In addition, sources of potential pollution should be identified within the identified EJ populations, based on the mapping layers available in the DPH EJ Tool. The DEIR should also identify any air quality related indicators in EPA’s EJ Screen that are elevated at or above the 80th percentile of statewide average and provide these data for each EJ census block within the 1-mile DGA (not aggregated across the entire 1-mile radius) and as appropriate, along anticipated truck routes outside the 1-mile DGA. The DEIR should identify the number and type of facilities within 1 mile that operate under MassDEP air or solid waste permits, and state how this number compares to statewide totals.

According to the ENF, all project-generated trucks will use a truck route that passes entirely through EJ populations located between the site and I-190. The ENF did not identify routes through EJ populations used by trucks that transport waste to the site from other directions, including trucks collecting curbside waste in Leominster; these routes, and the number of project-generated trucks using the routes should be described in the DEIR. The DEIR should provide air quality analysis consistent with the *MassDEP Guidelines for Performing Mesoscale Analysis of Indirect Sources (1991)*, as indicated in the Air Quality Scope below. For the EJ block groups along truck routes, the DEIR should also utilize Massachusetts Department of Environmental Protection (MassDEP) Cumulative Impact Analysis (CIA) methods² to analyze asthma prevalence at a finer scale via pediatric asthma prevalence for k-8 schools. The data for pediatric asthma prevalence can be downloaded on the MassDEP CIA website (Indicator Data for Cumulative Impact Analysis) and all pre-kindergarten to twelfth grade (PK-12) public schools can be viewed on the online MassDEP CIA Mapping Tool.³ These data should be provided for all schools servicing the any EJ neighborhoods along truck routes within the DGA, and the DEIR should report any rates that are above the statewide average. The DEIR should discuss the extent to which Transportation Demand Management (TDM) measures will serve to reduce diesel vehicle traffic, including delivery trucks, associated with project operations. It should also discuss other potential mitigation measures, such as early adoption of federal and state clean truck mandates for any fleet vehicles, installation of EV charging infrastructure onsite for trucks and vehicles, and re-routing of or time limitations on truck routes. If impacts are unavoidable, the DEIR should consider measures to improve air quality in affected EJ neighborhoods, such as tree plantings, air monitoring, indoor air filters, and contributions to local public health services.

Commenters identified a number of impacts along transportation routes used by project-generated trucks and trains, including noise, particularly early in the morning and late at night; queuing of trucks along Lancaster Street and New Lancaster Road; odor and scattering of trash from trucks that are not adequately covered; rodents along the transportation routes; and traffic disruptions associated with the at-grade train crossing on Litchfield Street. According to the ENF, waste transported to and from the site is required to be covered to minimize potential odor and trash deposition. The DEIR should describe measures that will be implemented by the Proponent to further minimize these impacts. It should identify potential sources of noise associated with transport of waste and review alternatives for

² MassDEP recently finalized regulations related to a CIA framework for certain air permits. The regulations and associated guidance are available here: <https://www.mass.gov/info-details/cumulative-impact-analysis-in-air-quality-permitting>.

³ [MassDEP CIA Mapping Tool](#)

minimizing impacts, such as management of trucks arriving during early morning hours. The DEIR should include a discussion of proposed mitigation and include such measures in draft Section 61 findings. I note that generalized project benefits should not be analyzed to “net out” project impacts, unless the benefit serves to mitigate the specific impact analyzed. Particular focus should be given to benefits that serve to promote the equitable distribution of Environmental Burdens, or reduce any existing Environmental Burdens identified for the EJ population. Moreover, the Proponent is encouraged to invest in strategies that provide support and resources to the surrounding EJ neighborhoods. For example, the Proponent could consider commitments to employ a greater proportional of residents in surround EJ communities, monetary contributions to community activities (e.g., local sports teams, local non-profit organizations, or local infrastructure improvements).

Public Health

The DEIR should include a separate section on “Public Health,” and discuss any known or reasonably foreseeable public health consequences that may result from the environmental impacts of the project. Particular focus should be given to any impacts that may materially exacerbate “vulnerable health EJ criteria,” in accordance with the MEPA Interim Protocol for Analysis of EJ Impacts. In addition, other publicly available data, including through the DPH EJ Tool, should be surveyed to assess the public health conditions in the immediate vicinity of the project site, in accordance with 301 CMR 11.07(6)(g)10. Any project impacts that could materially exacerbate such conditions should be analyzed. To the extent any required Permits for the project contain performance standards intended to protect public health, the DEIR should contain specific discussion of such standards and how the project intends to meet or exceed them. The DEIR should discuss whether other nearby facilities are subject to MassDEP air permitting, and whether the cumulative impact of this project and nearby facilities would materially impact air quality in the area. The DEIR should provide available data from nearby air monitoring stations and report on whether existing air quality is under National Ambient Air Quality Standards (NAAQS) that are derived from public health risk standards.

Solid Waste Management

The project will increase the solid waste transfer capacity of the existing facility by 500 tpd (from 1,000 tpd to 1,500 tpd). Because the entire site is already site assigned, the project requires a minor modification (rather than a major modification) to the Site Assignment from the Leominster Board of Health. The project also requires a Modification of a Large Handling Facility permit from MassDEP, which will be reviewed after the Board of Health’s decision on the Site Assignment modification. Comments from MassDEP indicate that the Department encourages this type of solid waste transfer facility to assist in managing Massachusetts waste, including the reuse/recycling of C&D materials. MassDEP indicates that proper waste management and waste diversion is important to conserve the state’s declining landfill space and resources if accomplished in an environmentally sound manner.

The existing transfer station consists of a 33,600-square foot (sf) building with 32,400-sf of waste handling space and 1,260 sf of office space; a scale house and two scales; a rail yard; parking areas for employees; internal site drives; and a stormwater management system. Trucks delivering waste to the facility will enter the site from Tanzio Road and proceed in a counter-clockwise direction through the site. Trucks will first drive across the inbound scale to be weighed; then proceed to a paved tarmac

area where they can back up into the building through one of three off-loading doorways; deposit waste onto the tipping floor; exit the building through the same doorway; drive around the building to be weighed again on the outbound scale; then exit the site through the same driveway on Tanzio Road.

All solid waste handling is and will continue to be handled within the fully-enclosed building. Solid waste deposited on the tipping floor is inspected for unacceptable materials, such as waste ban materials or hazardous waste. Any recyclable C&D material will be processed on-site with the existing sorting line and transported by truck to an off-site facility or consolidated for off-site shipment to another MassDEP-approved C&D processor. Acceptable waste is either pushed by a front-end loader or excavator to a waste staging area in the southwestern portion of the building or consolidated in the waste tipping area and pushed to an outbound loading area located along the western portion of the interior of the building. Waste is then loaded onto a rail car parked within a rail loading bay in the west side of the building. Once fully loaded and covered, rail cars are pulled out of the building by a rail car pusher, rather than a locomotive, onto railroad tracks along the west side of the site and stored there until picked up by a train for off-site disposal. Rail cars are typically picked up three times per week under existing conditions, and a fourth weekly pickup is anticipated to be added to accommodate the additional waste.

According to the ENF, the facility was developed using state-of-the-art Best Management Practices (BMPs) to minimize potential impacts to the environment. The following BMPs are implemented at the Facility:

- All tipping, handling, and loading is performed within a fully-enclosed processing and handling building
- The building floor is impervious concrete that will prevent any potential contamination of groundwater. Any liquids released from the waste will be collected in a floor drain system. The liquid collected in this system is routed through an oil/water separator and discharged to the sanitary sewer system pursuant to site's existing discharge permit
- Use of a fine atomized misting system within the waste handling building effectively controls fugitive dust and odor in the building
- External paved surfaces are subject to daily cleanup and sweeping
- The site includes a stormwater management system that meets or exceed MassDEP Stormwater Management Standards

The DEIR should review existing permitting requirements established by MassDEP and the Leominster Board of Health and describe how the proposed increase in capacity will comply with existing permit conditions and identify any changes that may be necessary to accommodate the additional waste.

Noise

The ENF included a sound study which analyzed noise impacts associated with operation of the facility under proposed conditions. The analysis compared modeled noise levels to two ambient noise level scenarios: a "normal daytime" condition and an "end of day" condition, which reflects ambient noise levels for two hours (5:00 PM to 7:00 PM on weekdays and 1:00 PM to 3:00 PM on Saturdays) after active tipping operations. Ambient sound levels under "normal daytime" conditions ranged from 41

to 55 decibels (dBA) and ambient sound levels under the “end of day” scenario condition ranged from 39 to 44 dBA.

The following sources of noise associated with operation of the facility (both indoor and outdoor activities) were modeled:

- A front-end loader and two excavators operating (continuously) inside the building to move materials
- An idling haul truck inside the building (limited by the Proponent to no more than five minutes, per anti-idling regulations)
- A C&D recycling system inside the building, the noise from which is dominated by the electrically- powered screener
- Four elevated building ventilation fans (three on the west wall and one on the north wall)
- A front-end loader or skid steer operating continuously outside the building (however, in practice this occurs infrequently because waste handling occurs indoors)
- A railcar mover outside the building to move rail cars in the rail yard
- An idling haul truck outside the building (limited by the Proponent to no more than five minutes, per anti-idling regulations)
- A street sweeper outside of the building (not expected to operate continuously)
- A compactor outside of the building (not expected to operate continuously)
- Haul trucks traveling to and from the facility

The modeling results were compared to the standards of MassDEP’s Noise Policy (Policy Statement 90-001, February 1, 1990), which is used to assess nuisance noise levels defined in the Air Pollution Control Regulations at 310 CMR 7.10. The Noise Policy identifies violations of the regulation as occurring if the sources cause either an increase in the broadband sound pressure level of more than 10 dBA above the ambient sound level, or a "pure tone" condition. Future maximum sound levels were predicted at 22 residential receptors surrounding the facility. Under both the “normal daytime” scenario and the “end of day” scenario, predicted noise levels at all receptors were no more than 10 dbA higher than ambient levels. As stated above, the DEIR should discuss whether additional measures could be taken to reduce noise impacts, including through limitations on truck traffic or hours of operation. The DEIR should provide a thorough response to comments that raise noise concerns or suggest additional mitigation measures for this impact.

Odor

According to the ENF, the primary source of odor at the site is MSW, rather than C&D waste. The existing facility is permitted to store a maximum of 600 tons of MSW overnight within the building; however, according to the ENF, the Proponent implements a “first-in, first-out” policy for MSW or odorous waste, and the facility is operated so that no more than 100 tons of MSW is stored in the building overnight. Additional odor mitigation measures implemented at the facility include confining all waste handling activities to within the enclosed building, covering trailers, rail cars, and containers, an atomized misting system, use of odor counteractants in the misting system as necessary, and minimizing overnight stockpiles of MSW.

The ENF included an odor study to determine the potential odor impacts from the facility on residential and commercial receptors near the site. To provide a worst-case scenario, the study assumed that all the doors of the facility would be open at all times and that all the waste at the site is MSW; however, in practice, the doors are closed except to allow trucks to enter and exit, and the facility receives more C&D material than MSW. Potential odor impacts were modeled using the AEROMOD dispersion model. The model provided estimates of odor intensity expressed as a dilution-to-threshold (D/T) value, which reflects the amount of air required to dilute an odor source to a point where less than 50% of the people will be able to detect it. The study established an impact threshold of 5 D/T for 15 minutes or more in residential areas; an odor intensity of 5 D/T would require 5 units of ambient air to dilute one unit of odorous air to an acceptable level. Two scenarios were modeled: 1) 150 tons per day of MSW were left on the tipping floor overnight, which reflects an increase from the Proponent's 100-ton policy limit consistent with the proposed 50% increase in waste capacity; and 2) 600 tons of MSW were left on the tipping floor overnight. Both modeling scenarios assumed that no odor mitigation measures were implemented. For the 150 tons of MSW scenario, the model determined a potential maximum hour concentration of 2 D/T at the nearest residences, and that an odor concentration of 5 D/T would be experienced 13 times for 15 minutes over a period of a year, which corresponds to 0.15% of the time. According to the ENF, no odor mitigation is required under the 150-ton scenario. Under the 600 tons of MSW scenario, the model determined the maximum hour concentration to be 8 D/T at the nearest residences, and that an odor intensity of 5 D/T would be experienced 480 times for a period of 15 minutes, which corresponds to 5.5% of the time. According to ENF, the 600-ton scenario requires mitigation due to the intensity of odor determined in the model.

The odor study also modeled the effect of odor mitigation measures to minimize impacts of the 600 tons of MSW scenario. The mitigation measures included the addition of an odor counteractant to the existing water misting system and exhaust filters on the exhaust fans; to provide a conservative estimate, the analysis assumed that two-thirds of the odor would be treated, and one-third of the odors would pass untreated through the open doors. Under this scenario, the maximum hour concentration at the nearest residences would be 5 D/T and that an odor intensity of 5 D/T would be experienced 127 times for a period of 15 minutes, which corresponds to 1.4% of the time.

According to the ENF, the policies, controls, and procedures currently implemented at the facility have been effective in preventing nuisance odor conditions, and the facility has operated since 2020 without odor complaints. The modeling results summarized above predict minimal odor impacts under expected operating conditions, and identify mitigation measures that could be implemented to minimize odors if more MSW were to be stored overnight than is currently stored. However, I received comments from residents from the neighborhood closest to the site that indicate that odors from the facility are detectable at those locations and have been reported to the Leominster Board of Health and MassDEP. In some cases, comment letters identified specific dates and locations where odors were detected. The odor modelling described above does not appear to account for odors emanating from loaded railcars stored outside the facility; the DEIR should explain how this potential source of odor is accounted for as a potential impact in the model or through other means under existing and proposed conditions, and identify mitigation measures implemented by the Proponent to minimize odors from exterior sources. The DEIR should include a review of any odor complaints received by MassDEP and the Leominster Board of Health, and the incidences identified in comment letters. Using information regarding the date and/or general location of the reported incidences, the Proponent should review weather conditions and any records maintained by the Proponent concerning the volume and type of

waste handled on those days to assess the conditions that were present and may have contributed to the odorous conditions. The DEIR should identify any operational measures and treatment practices that could be implemented to address conditions corresponding to the odor complaints. The DEIR should discuss how the Proponent will operate the facility to ensure that no more MSW is stored overnight on the tipping floor than can be adequately mitigated through the use of odor controls, whether this limit will be a term of the Board of Health or MassDEP permit.

Air Quality

The ENF included an Air Quality Study which evaluated emissions of particulate matter (PM₁₀ and PM_{2.5}) at the project site by the following four sources associated with operation of the facility:

- Loading and unloading materials into and out of trucks inside the building
- Conveying, screening, and sorting of C&D inside the building
- Non-road diesel equipment exhaust emissions inside and outside the building
- On-road diesel trucks idling inside and outside the building

A summary of the facility-wide emissions of PM₁₀ and PM_{2.5} is shown in Table 1. The total emissions at the facility are below the 1 ton per year (tpy) air permitting threshold.

Table 1. Project emissions of particulate matter (tons per year). Derived from Table 1 in the Air Quality Study.

Emissions Source	PM ₁₀	PM _{2.5}
Truck Loading/Unloading	0.064	0.008
C&D Processing	0.50	0.075
Non-Road Diesel Equipment Exhaust	0.032	0.031
On-Road Diesel Truck Idling Exhaust	0.071	0.065
Total	0.66	0.18

The Proponent used the U.S. Environmental Protection Agency’s (EPA’s) AERMOD air dispersion model to estimate the concentration of PM₁₀ and PM_{2.5} at receptors within a grid extending 3,280 feet (1,000 meters) in all directions from the property fence line. The model was used to predict the 24-hour average and annual average concentrations of PM_{2.5} and the annual average concentration of PM₁₀. The modeling results showing the maximum modeled concentrations, which occurred at the property line, in comparison to the National Ambient Air Quality Standards (NAAQS) are shown in Table 2.

Table 2. Maximum modeled particulate matter concentrations (micrograms per cubic meter). Derived from Table 3 in the Air Quality Study.

Pollutant	Averaging Period	Project emissions	Background concentrations	Total concentration	NAAQS limit
PM _{2.5}	24-hour	1.9	16.7	18.6	35
PM _{2.5}	Annual	0.4	8.2	8.6	12
PM ₁₀	Annual	11.0	45.0	56.0	150

According to the ENF, the maximum concentrations of particulate matter emitted at the project site were measured in the model at the property line, and the concentrations were modeled to decrease further away from the property line. As shown in Table 2, the project will not cause an exceedance of the NAAQS. According to the ENF, the project will also meet the lower PM_{2.5} annual NAAQS of 9 micrograms per cubic meter promulgated by the EPA on February 7, 2024.

According to the ENF, measures to minimize air emissions from operation of the facility include handling all waste within the enclosed building, use of a water-based misting system in the building to control dust, and using equipment which complies with EPA emissions standards for diesel engines. The DEIR should identify any additional measures that can be implemented by the Proponent to further minimize air emissions associated with operation of the facility.

The DEIR should include an air quality analysis in accordance with the *MassDEP Guidelines for Performing Mesoscale Analysis of Indirect Sources (1991)*. Data on NO_x, PM_{2.5}, PM₁₀, and Diesel Particulate Matter (DPM), in addition to GHG and VOCs, should be provided to the extent they are available for roadway segments included within the traffic study area used for the TIA. Additional analysis of air quality at intersections adjacent to EJ populations should be conducted in accordance with the Environmental Justice Scope above. I am aware that MassDEP has proposed regulatory changes to adopt the California Air Resources Board (CARB)'s Medium and Heavy Duty (MHD) engine and vehicle regulations. These MHD regulations include three parts: 1) GHG Phase 2 Standards for MHD Engines and Vehicles starting in model year (MY) 2025; 2) Heavy-Duty Omnibus Regulation which contains a comprehensive set of emission standards and other emission-related requirements for heavy-duty engines and vehicles, starting in MY 2025; and 3) Advanced Clean Trucks Regulation resulting in offers of zero emission vehicle (ZEV) sales starting in MY 2025 and ramping up to 55% of Class 2b-3, 75% of Class 4-8 and 40% of Class 7-8 tractor sales being ZEVs in MY 2035. Given this transition to a cleaner truck fleet as of MY 2025, it is my expectation that mitigation commitments relative to mobile source emissions will address diesel vehicle traffic; early adoption of future mandates relative to its truck fleet is strongly encouraged.

Traffic and Transportation

The ENF included a transportation study generally consistent with the EEA/MassDOT *Transportation Impact Assessment (TIA) Guidelines* issued in March 2014 which analyzed the impacts of the increased truck traffic associated with the project. It described existing and proposed roadway conditions, roadway and intersection volumes, and roadway safety issues. The analysis reviewed future conditions and vehicular operations under No Build and Build scenarios using a seven-year planning horizon. According to the ENF, all truck traffic will continue to enter and exit the site using the driveway off Tanzio Road; all trucks will use only Tanzio Road, Lancaster Street, and New Lancaster Road to travel between the site and the nearest exit on I-190. When exiting the site, project-generated traffic is prohibited from turning left onto the northern section of Tanzio Road in order to prohibit trucks from cutting through the residential area along Aspinwall Avenue and Malburn Street to access Lancaster Street. According to the ENF, all project-generated truck traffic will travel on the section of Route 117 south of the site between Tanzio Road and I-190. However, the DEIR should include an analysis of routes used by trucks accessing the site from other directions, such as packer trucks delivering waster to the site directly from curbside trash collection.

The TIA analyzed the transportation impacts of the project in a study area including the following intersections:

- New Lancaster Road (Route 117) at Willard Street
- Lancaster Street (Route 117) at Tanzio Road
- Tanzio Road at Site Driveway

The number of new truck trips was estimated based on the truck trips associated with existing operations. According to the ENF, inbound solid waste is delivered to the site with an average load of 9.4 tons per truck; therefore, under existing conditions, up to 107 truck deliveries per day (314 total truck trips) are generated by the facility to accept the maximum of 1,000 tpd. Under proposed conditions, a total of up to 160 truck deliveries (320 total trips per day) will be needed to deliver a maximum of 1,500 tpd of waste to the site, an increase of 54 truck deliveries (108 total additional truck trips). In addition, the number of outbound trucks transporting recyclables from the site to other processing facilities will increase from 5 (10 truck trips total) to 7 (14 total truck trips). Based on these calculations, the total number of truck trips associated with the facility will increase from 224 under existing conditions to 334 truck trips under proposed conditions, an increase of 110 truck trips. These calculations are based on the use of rail to transport all waste material off-site. According to ENF, if trucks were used to transport waste off-site, the total number of truck trips under existing conditions would be 286 trips, which would increase by 142 trips to 428 truck trips under proposed conditions; however, trucks have not been used to transport waste off-site in the past and the Proponent proposes to continue to use only rail for this purpose. According to the ENF, project-generated truck trips are distributed fairly evenly during the day, with eight new truck trips (a total of 22 truck trips for the entire facility including existing truck trips) during the AM peak period and two new truck trips (eight total truck trips) during the PM peak period. The DEIR should provide additional documentation in support of the estimate of new truck trips that will be generated by the project. It should describe the type and capacity of trucks that will bring waste to the site. The DEIR should document that the use of an average of 9.4 tons of waste per truck accurately reflects the range in truck sizes that will transport waste to the site; according to the Air Quality Study included in the ENF, C&D waste tends to be delivered in smaller trucks

The ENF provided peak period capacity analyses and level-of-service (LOS) designations for through traffic and each turning movement at study area intersections. The LOS reflects the overall operations of an intersection, including traffic speed, delay, and capacity. For urban intersections, LOS D reflects an acceptable level of operations; LOS E or F reflects significantly congested conditions and long delays.

Existing 2023 conditions were established using turning movement counts (TMCs) collected in March, 2023. The No Build 203 condition incorporates a 2.0% compounded annual growth rate added to traffic volumes under Existing 2023 conditions. Build 2030 conditions include the addition of project-generated truck trips to the No Build 2030 scenario. According to the ENF, all study area intersections will operate LOS C or better during peak periods under all the No Build and Build scenarios, and no changes in LOS are expected from No Build 2030 to Build 2030 conditions. No mitigation was proposed in the ENF because project-generated truck

trips will have minimal impacts on traffic operations in the study area, as shown by the lack of change in LOS between the No Build 2030 and Build 2030 scenarios.

The 2018 ENF indicated that the project will generate 42 average daily trips (adt) associated with employee trips to and from the site; however, the ENF currently under review did not identify the project's non-truck vehicle trip generation. The DEIR should quantify the daily and peak period employee vehicle trip generation, and identify any impacts on study area intersections associated with the project's total trip generation (employees and trucks) under proposed conditions.

The DEIR should provide additional analysis of truck operations that are not reflected by the capacity analysis, including a description of queuing of trucks that are waiting to enter the site prior to the opening of the facility or during periods when the facility is at capacity with respect to the number of trucks that can be managed on-site. The DEIR should identify truck routes used by packer trucks or other trucks transporting waste to the site from curbside collection in Leominster or from locations that do not require access from I-190; quantify the number and hourly distribution of said trucks; and provide an analysis of traffic operations at affected intersections. As noted above, the potential impacts of these trucks on EJ populations with respect to noise, odor, and trash should be evaluated.

Climate Change

Adaptation and Resiliency

Effective October 1, 2021, all new projects are required to submit an output report from the MA Resilience Design Tool to assess the climate risks of the project. Based on the output report attached to the ENF, the project site has a "High" exposure rating based on the project's location for riverine flooding associated with extreme precipitation, and "Moderate" exposure ratings for extreme heat and urban flooding associated with extreme precipitation. Based on the 30-year useful life identified for the project and the self-assessed criticality of the existing transfer station building, the MA Resilience Design Tool recommends a planning horizon of 2050 and a return period associated with a 25-year (4% chance) storm event for extreme precipitation when considering resiliency design measures and the 90th heat percentile when planning for extreme heat conditions. The recommendations for extreme precipitation appear to be based on a "Medium" criticality assessment of the project. According to the ENF, the existing stormwater management system was designed to accommodate up to the present-day 100-year storm event and incorporated infiltration to the maximum extent practicable. According to the ENF, both the 100-year and 500-year flood elevations are well below the elevation where waste processing activities take place, and the site is not likely to be subject to flooding under future climate conditions.

The DEIR should include an assessment of the resilience of the facility under projected 2070 climate conditions using data available through the MA Resilience Design Tool. The DEIR should describe the components of the stormwater management system, including measures required of land uses with higher potential pollutant loads, and compare its capacity to precipitation depths under projected storm conditions. The DEIR should describe any measures incorporated into the design of the existing facility, including its stormwater management system, that will provide resiliency to the identified climate risks. It should identify potential adaptation strategies that could be implemented in the future, if necessary, to respond to unanticipated climate risks.

Greenhouse Gas (GHG) Emissions

As the project does not exceed mandatory EIR thresholds, it is not subject to review under the May 5, 2010 MEPA GHG Policy. However, analysis may be required under MEPA EJ protocols, if the facility's stationary-source emissions exceed 2,000 tpy of GHG emissions for conditioned spaces using the GHG Emissions Footprint Estimation Tool.⁴ The DEIR should report on the anticipated GHG emissions using this tool. The ENF indicates that no changes are proposed to the building and, therefore, it did not provide an analysis of the project's GHG stationary or mobile source emissions. If stationary source emissions for conditioned spaces exceed 2,000 tpy, the DEIR should provide a GHG analysis in accordance with the 2010 MEPA GHG Policy.

The DEIR should include an evaluation of potential GHG emissions associated with the project's mobile source emissions. The DEIR should follow the guidance provided in the GHG Policy for *Indirect Emissions from Transportation* to determine mobile emissions for Existing Conditions, Build Conditions, and Build Conditions with Mitigation. The DEIR should describe truck loading and staging activities and estimate GHG emissions from idling. The Proponent should thoroughly explore means to reduce overall single occupancy vehicle trips and to minimize air emissions from diesel vehicle traffic. The DEIR should also review measures to promote the use of low-emissions vehicles, including installing EV charging stations and providing designated parking spaces for these vehicles (a minimum of 25% of proposed spaces) with the balance of spaces being EV ready for future installation.⁵ The Build with Mitigation model should incorporate TDM measures, and any roadway improvements implemented by the project, and document the associated reductions in GHG emissions. The DEIR should explain how TDM measures will be monitored and adjusted over time and provide a methodology for quantifying emission reductions impacts rather than an assumed percentage reduction.

Mitigation and Draft Section 61 Findings

The DEIR should include a separate chapter summarizing all proposed mitigation measures including construction-period measures. This chapter should also include a comprehensive list of all commitments made by the Proponent to avoid, minimize and mitigate the environmental and related public health impacts of the project, and should include a separate section outlining mitigation commitments relative to EJ populations. The filing should contain clear commitments to implement these mitigation measures, estimate the individual costs of each proposed measure, identify the parties responsible for implementation, and contain a schedule for implementation. The list of commitments should be provided in a tabular format organized by subject matter (traffic, water/wastewater, EJ, etc.) and identify the Agency Action or Permit associated with each category of impact. Draft Section 61 Findings should be separately included for each Agency Action to be taken on the project.

Responses to Comments

The DEIR should contain a copy of this Certificate and a copy of each comment letter received on the ENF. The DEIR should contain a direct response to the scope items in this Certificate. The DEIR should include direct responses to comments on the ENF and the scope items in this Certificate that

⁴ <https://www.mass.gov/doc/ghg-emissions-calculator/download>

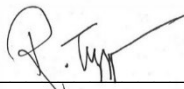
⁵ More information on EV infrastructure can be obtained from the MassEVolves program at www.massevolves.org.

specifically address each issue raised in the comment letter or Certificate; references to a chapter or sections of the DEIR alone are not adequate and should only be used, with reference to specific page numbers, to support a direct response. This directive is not intended to, and shall not be construed to, enlarge the Scope of the DEIR beyond what has been expressly identified in this certificate.

Circulation

In accordance with 301 CMR 11.16, the Proponent should circulate the DEIR to each Person or Agency who commented on the ENF, each Agency from which the project will seek Permits, Land Transfers or Financial Assistance, and to any other Agency or Person identified in the Scope. Pursuant to 301 CMR 11.16(5), the Proponent may circulate copies of the DEIR to commenters in a digital format (e.g., CD-ROM, USB drive) or post to an online website. However, the Proponent should make available a reasonable number of hard copies to accommodate those without convenient access to a computer to be distributed upon request on a first come, first served basis. A copy of the DEIR should be made available for review in the Leominster Public Library.

December 9, 2024
Date



Rebecca L. Tepper

Comments received:

- 10/01/2024 Michelle Powell
- 10/04/2024 Deb Buckley
- 10/07/2024 Paul Brayton
- 10/10/2024 Frank Bangrazi
- 10/14/2024 David Dill
- 10/14/2024 Lisa Christy
- 10/14/2024 Steven Allain
- 10/15/2024 Massachusetts Department of Transportation (MassDOT)
- 10/16/2024 Terri Stymiest
- 11/12/2024 Yancarlos Alvarez
- 11/13/2024 Vincent Seretto
- 11/29/2024 Massachusetts Department of Environmental Protection (MassDEP)/Central Regional Office (CERO)

RLT/AJS/ajs

View Comment

Comment Details

EEA #/MEPA ID

16878

Comments Submit Date

10-1-2024

Certificate Action Date

10-15-2024

Reviewer

Alexander Strysky, (857)408-6957, alexander.strysky@mass.gov

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State

MASSACHUSETTS

Zip Code

01453

Organization

--

Affiliation Description

Individual

Status

Accepted

Comment Title or Subject

Topic: United Material Management of Leominster, LLC

Comments



As a resident of the City of Leominster living in the vicinity of the current location, I have concerns regarding a possible expansion in processing from the Tanzio Road transfer station. At its current capacity, there are issues with noise pollution, acrid and unpleasant smells, and larger traffic volume. With an increase of 50% capacity, this is going to also increase the current issues experienced by the residents who live in the vicinity of UMML.

Even though the location is in an industrial zoned area, this doesn't mean the by-products of UMML aren't felt outside of the industrial zone. As a tax paying citizen and resident of Leominster, I do not want to be forced to deal with even more disturbances and ask you to please re-consider the position of approving this expansion.

Attachments

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Status

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Comment Details

EEA #/MEPA ID

16878

Comments Submit Date

10-4-2024

Certificate Action Date

10-15-2024

Reviewer

Alexander Strysky, (857)408-6957, alexander.strysky@mass.gov

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Zip Code

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Organization

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Affiliation Description

Individual

Status

Opened

Comment Title or Subject

Topic: United Material Management of Leominster, LLC

Comments

Rich text editor toolbar with icons for undo, redo, bold, italic, underline, link, font face (Segoe UI), font size (10 pt), text color, background color, subscript, superscript, bulleted list, numbered list, indent, outdent, link, unlink, print, and source code.

I do not support this proposal.

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From: [PAUL BRAYTON](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: UMML to age increase in Leominster EEA NO16878
Date: Monday, October 7, 2024 9:43:43 AM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

The UMML is proposing to increase their tonnage from 1000 tons a day to 1500. When this facility was being built, most of the neighborhood wasn't even aware it was happening. We got a letter from another neighbor about it, and when we showed up at the meeting to protest it, we were snowballed. That meeting was just a requirement they had to have. It was already too late. We were told we wouldn't even hear the increased train traffic, or notice it. Those were lies. There used to be one train a day, usually around 3:30-ish. Now, there are several. We get caught in traffic by the train crossing on Litchfield street quite often. I also remember hanging out in the backyard, and my wife said, "What's that loud noise?" I told her that was the train they said we never would hear. Oh, we hear them. And there is massive banging going on down there. Lastly, there is now a smell that drifts through the neighborhood. That was also brought up, and we were told there would be no smell. Just another lie. These conditions are all bringing our house values down. Now they want to increase that by 50 percent. We on Columbus St. are totally against that. Back in the day, we would be paid off with a substantial stipend to keep quiet. I don't see that either.

View Comment

Comment Details

EEA #/MEPA ID

16878

Comments Submit Date

10-10-2024

Certificate Action Date

11-28-2024

Reviewer

Alexander Strysky, (857)408-6957, alexander.strysky@mass.gov

First Name

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State

MASSACHUSETTS

Zip Code

01453

Organization

Resident

Affiliation Description

Individual

Status

Opened

Comment Title or Subject

Topic: Opposition to Proposed Tonnage Increase

Comments



To the Office of the Massachusetts Environmental Policy Act,

My name is Frank Bangrazi Jr., I live with my family at 27 Calza Street in Leominster Massachusetts. I am writing on behalf of myself and my neighborhood in opposition to the proposed increase of municipal solid waste (MSW) at United Material Management of Leominster (UMML) on Tanzio Road from 1000 tons per day to 1500 tons per day. Since the inception of this facilities operation, we have had numerous issues with noise and smell which have been reported to the city of Leominster as well as the Massachusetts DEP many times over the years. When WIN Waste Innovations first purchased the facility from the previous owner, we were hopeful that these issues would be remediated. This has not been the case, and in the past months we have had more issues than ever with the smell of garbage at our home. Many days are so bad that we can no longer open our windows without smelling rotting garbage. This has affected our quality of life and has raised health concerns from prolonged exposure to the poor air quality surrounding the facility and our home.

As previously stated, these issues have been reported to the City of Leominster as well as the Mass DEP, but it seems that WIN has done nothing to improve the air quality and strong odors which drift over to my residence. According to the city, WIN claims to be using misters to stifle the smell, but this just causes the air to smell like chemicals mixed with garbage. There is also a constant drone from the ventilation fans which seem to always be running. Because of the recent increase in days where the smell of garbage engulfs our home, I have reason to believe that WIN has already started to process 1500 tons of MSW per day. During the months of August, September, and now October, there has been a drastic increase in days where the smell is unavoidable, and at times, unbearable. The smell is especially bad in the morning, and when the wind is blowing southwest towards my home. I have recently had to contact city officials or the Mass DEP because of the stench on 9/6/24 and 9/20/24 and 9/23/24.

I am saddened by the fact that such a large and established corporation does not have the funds or wherewithal to fix these issues. I understand that corporate profits and interests often supersede the health of the citizens who must make concessions in their quality of life so that companies like WIN can continue to operate with an increasingly higher margin of profit. This approach is morally corrupt and reprehensible. I beg you to please think of the families who live in the immediate area surrounding this facility before making the conscious choice to allow this increase in MSW tonnage, and in turn, further harm and erode the quality of life for the citizens.

With Much Concern,

Frank Bangrazi Jr.
27 Calza Street
Leominster, MA

Attachments

[MEPA Proposal Comment 10-10-24.pdf\(Null\)](#)

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EEA #/MEPA ID

16878

Comments Submit Date

10-14-2024

Certificate Action Date

11-28-2024

Reviewer

Alexander Strysky, (857)408-6957, alexander.strysky@mass.gov

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Affiliation Description

Individual

Status

Opened

Comment Title or Subject

Topic: EEA# 16878

Comments

I am opposed to UMML's proposal to increase their daily tonnage from 1000 to 1500 for the following reasons.

1. I have noticed a severe deterioration of the roadway on Rt. 117/Lancaster St. due to truck traffic since the opening of UMML facility. Increasing the tonnage allowed will increase the truck traffic which will cause increased and quicker deterioration of the roadway.
2. There is debris left on Tanzio Rd. from the trucks bringing material to the UMML facility which can cause damage to vehicle tires. Increasing the tonnage will increase the amount of debris left on the road.
3. I have observed trucks transporting material to UMML using Malburn St., even though they have been instructed not to do so. The trucks are required to use Tanzio Rd. only. Increasing the tonnage allowed could cause more trucks to use Malburn St.
4. A rat infestation issue has started in the local neighborhood since the opening of the UMML facility. Rat infestation was not an issue before the facility was opened. I am concerned that increasing the tonnage allowed will make the rat infestation problem worse.

Thank you

Attachments

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From: [Lisa Christy](#)
To: [Strycky, Alexander \(EEA\)](#)
Subject: MEPA LEOMINSTER # 16878 ALEXANDER STRYSKY
Date: Monday, October 14, 2024 3:48:24 PM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am writing to you today **against** the proposed **daily** increase of 500 tons of waste through the United Material Management site on Tanzio Dr in Leominster, MA. Per the MEPA document, that's an extra 150,000 tons per year.

I reside on Calza Street and can sometimes smell what is coming in and going out of the UMM. Smell? Yes smell- at least twice a week when I walk my dogs in the early morning there is a garbage smell wafting through the neighborhood coming from the direction of UMM. This is not a solid waste smell, its household trash. I have contacted their representative a few times and by the time they arrive, the smell has dissipated.

I also want to mention for the first time since we moved to this neighborhood, (**26** years ago) we have had to contract a Pest Control company to put down traps for the rats that now walk around our neighborhood. My home is closer to Litchfield Street where there are no new restaurants or food buildings that could be luring these creatures in.

Let's talk about blocked railroad crossings- (Litchfield St and Elm Hill Ave) to attach railroad cars to an engine right now, blocks the road at the railroad crossing for an average of 30-45 minutes, I have sat and timed it. Adding more cars due to the increased tonnage is going to add more time. Its' funny- how long the crossing would be occupied during the hook up was not mentioned at the meeting in City Hall a few years ago. To go another route (out of resident's way) causes more traffic flow elsewhere. Will there be more scheduled days that will be blocking this critical railroad crossing or just longer periods of wait time? This railroad crossing is a critical conduit for safety vehicles to access routes 12 and 117. If this area of the tracks are blocked for longer periods of time or more times per day, how are visitors and residents supposed to get the help they need when they need it?

Now let's talk about the extra 142 vehicles **daily** that are not going to impact traffic on the surrounding streets, routes and highways... Really? In order for residents to avoid these routes, the overflow of traffic will again impact other side streets. Not only are they going to impact our traffic, they are going to cause damage to the roads even **more** with their big heavy trucks and big heavy loads. Our roads and streets NEED a lot of attention now as it is.

Let me ask this question: how will this positively impact the residents of Leominster? Wil

the extra tonnage bring in more taxable income for the city's use? What are we going to get out of the increase in tonnage, besides more vermin, hassles, busted roads and traffic?

Sincerely,
Lisa Christy
5 Calza Street
Leominster, MA

View Comment

Comment Details

EEA #/MEPA ID

16878

Comments Submit Date

10-14-2024

Certificate Action Date

11-28-2024

Reviewer

Alexander Strysky, (857)408-6957, alexander.strysky@mass.gov

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sallain113@gmail.com

Address Line 1

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Address Line 2

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State

MASSACHUSETTS

Zip Code

01453

Organization

Work from Home

Affiliation Description

Individual

Status

Opened

Comment Title or Subject

Topic: United Material Management of Leominster, LLC EEA # 16878 increase the existing waste handling operation, currently permitted for 1,000 tons per day, by 500 tons per day (tpd) to 1,500 tpd.

Comments



UMML intends to increase the existing waste handling operation, currently permitted for 1,000 tons per day, by 500 tons per day (tpd) to 1,500 tpd.

This proposal would be good for UMML, the city of Leominster and the railroad.

This proposal would not be good for the residents who live on Lancaster Street from downtown Leominster to Tanzio Rd. This section of Lancaster Street is one of the busiest streets in Leominster. Over 100 tractor trailer trucks pass 644 Lancaster Street, a residential address on a daily basis. Because the road needs monthly repair and should be re-asphalted, the empty trash/recycle container trucks create a LOUD BANG when they hit any pothole in the road. This vehicle traffic causes the house on 644 Lancaster Street to shake at multiple times a day. There was a vehicle that hit 644 Lancaster Street in February 2024. Since March 2024 three families have moved into the truck zone neighborhood with children under 10 years old.

Increasing waste handling would be less of an issue if the street could be paved and sound barrier fences could be put up to shield residential houses from noise caused by speeding trucks.

There was a traffic study done by Bowman Consulting Group out of Taunton Ma. This study did not take into account any of the residential houses that are along the route of the full and empty recycle vehicles that cause noise and emission pollution for current homeowners.

Attachments

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Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO



October 15, 2024

Rebecca Tepper, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114-2150

RE: Leominster – United Material Management of Leominster – ENF
(EEA # 16878)

ATTN: MEPA Unit
Alex Strysky

Dear Secretary Tepper:

On behalf of the Massachusetts Department of Transportation, I am submitting comments regarding the Environmental Notification Form filed for the United Material Management of Leominster as prepared by the Office of Transportation Planning. If you have any questions regarding these comments, please contact J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (857) 368-8862.

Sincerely,

David J. Mohler
Executive Director
Office of Transportation Planning

DJM/jll

cc: Jonathan Gulliver, Administrator, Highway Division
Carrie Lavalley, P.E., Chief Engineer, Highway Division
Barry Lorion, P.E., District 3 Highway Director
Jim Danila, P.E., State Traffic Engineer
Montachusett Regional Planning Commission (MRPC)
Leominster Office of Planning and Development



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO



MEMORANDUM

TO: David J. Mohler, Executive Director
Office of Transportation Planning

FROM: J. Lionel Lucien, P.E., Manager
Public/Private Development Unit

DATE: October 15, 2024

RE: Leominster – United Material Management of Leominster – ENF
(EEA # 16878)

The Public/Private Development Unit (PPDU) has reviewed the Environmental Notification Form (ENF) for the United Material Management of Leominster (the “Project”) submitted by Green Seal Environmental, LLC on behalf of United Material Management of Leominster, LLC (the “Proponent”). The Project site consists of a 32,400 square foot (sf) solid waste transfer/waste handling building (including 1,260 sf of attached office space for a total footprint of 33,660 sf). The site features a rail yard, scale house, parking areas, and grading and paving, along with related facilities. The site is bordered by Tanzio Road to the east and a rail line to the west. A section of the northern part of the property has an electrical easement with transmission towers, while the further north area is vacant industrial-zoned land. The southern part of the site contains additional vacant land with a wooded wetland area surrounding a brook.

The project aims to increase the permitted tonnage at the MSW and C&D handling and transfer facility. The goal is to raise its maximum daily capacity from 1,000 tons per day (tpd) to 1,500 tpd, which is an increase of 500 tpd. The facility operates six days a week and is projected to achieve an annual capacity of 450,000 tons. It is expected to have a lifespan of approximately 30 years, which translates to an estimated lifetime capacity of 13.5 million tons for the facility. Access to the site is provided via Tanzio Road.

The Project surpasses Massachusetts Environmental Policy Act (MEPA) thresholds for review of an Environmental Notification Form (ENF) due to impacts on solid or hazardous waste per 301 CMR 11.03(9)(b)(1). The Project does not require a Vehicle Access Permit.

The Proponent provides basic information on anticipated transportation impacts resulting from the Project in the ENF Application. The Project is expected to have minimal impact on traffic operations in the study area. According to the ENF, most waste will be transported from the site by rail. A rail line will extend through the loading area at the back of the proposed building so that waste can be loaded directly onto rail cars.

Based on minimal transportation impacts on the state highway system, MassDOT recommends that no additional MEPA review be required for this project based on transportation issues. We encourage the Proponent to consult with the MassDOT Rail and Transit Division regarding the feasibility of an Industrial Rail Access Program (IRAP) grant. IRAP provides financial assistance to eligible applicants who are prepared to invest in rail improvement projects connected to the Massachusetts freight rail transportation network and focused on increasing or improving rail transportation to Massachusetts shippers. If you have any questions about these comments, please feel free to contact William Simon at William.M.Simon@dot.state.ma.us.

View Comment

Comment Details

EEA #/MEPA ID

16878

Comments Submit Date

10-16-2024

Certificate Action Date

11-28-2024

Reviewer

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State

MASSACHUSETTS

Zip Code

01453

Organization

Terrace Condo Association

Affiliation Description

Individual

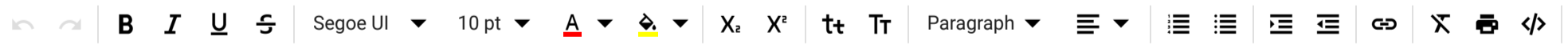
Status

Opened

Comment Title or Subject

Topic: Trash

Comments



I am currently the head of the home owners association located at Malburn Terrace. I am also an owner at the is location. I have a few concerns regarding the increase in trash to be processed at WIN:

I walk on Tanzio Road on a daily basis, the trash and nails and screws strewn all over is just a mess. I warn everyone not to go up there so they don't get a flat. Not only on Tanzio but on Lancaster Street also

The wear and tear on our streets will only get worse, Lancaster street is just holes and bumps

I have a concern that the trucks will use Malburn Street as a cut over to Tanzio, if an emergency should happen at the condos and safety vehicles cannot get to us there could be a tragedy

There are empty lots on Tanzio Road and if they can't use WIN they just dump their stuff in the empty lots and in the woods. Furniture and even oil based paints and stain are in the woods. I fear for the environment as no one has tended to the junk in the wooded area.

Attachments

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Status

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Comment Details

EEA #/MEPA ID

16878

Comments Submit Date

11-12-2024

Certificate Action Date

11-28-2024

Reviewer

Alexander Strysky, (857)408-6957, alexander.strysky@mass.gov

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MASSACHUSETTS

Zip Code

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Organization

JC Transport Corp.

Affiliation Description

Proponent

Status

Opened

Comment Title or Subject

Topic: JC Transport Corp. Comment

Comments



My name is Yancarlos, owner of JC Transport Corp, a local trucking company here in Leominster. I am writing to support UMML's request to increase their daily waste capacity (EEA No. 16878). I've been a vendor for UMML for a while now, and I see every day how much they do to help small businesses like mine.

UMML is an essential partner for JC Transport. They give me steady work, which lets me keep my business growing and provide jobs for people in our community. The team at UMML is always professional and respectful. They really care about our success and treat both their employees and partners well. It's clear that they run a top-notch operation.

UMML's proposed increase will help many small businesses like mine and will make our community cleaner and stronger. I'm proud to work with UMML and am glad to support them as they grow.

Thank you for considering my comment.

Sincerely,
 Yancarlos
 Owner, JC Transport Corp.

26 Walker St. Leominster, MA 01453

Attachments

Update Status

Status

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From: [Vincenzo Seretto](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: UMM Leominster
Date: Wednesday, November 13, 2024 8:16:35 AM

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Alexander Strysky,

I support UMML's proposal to expand its accepted tons per day at the transfer station located in Leominster at 200 Tanzio Road (EEA # 16878). I'm Vincenzo Seretto, and I've been working as the Operations Supervisor at WIN Waste's UMML site for four years. I was born and raised in Leominster and am proud to be a current resident at Woodsome Avenue. I went to school here, my kids go to school here, and this community is my home.

I am also proud to work at the UMML transfer station. I see the benefit we provide to local businesses and the dedication from our hardworking team to always do the right thing for the environment. I see many familiar faces in our customers and the drivers that come through our facility, because they are local just like me. It's important to have local waste disposal access, especially for construction and demolition waste, because illegal dumping is a real issue and the costs to transport it elsewhere is just not affordable for small businesses.

Sincerely,

Sincerely,

Vincenzo Seretto

Operation Supervisor

Vseretto@WIN-WASTE.COM

200 Tanzio Rd. Leominster, MA 01453

Mobile- (978) 627-6215



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Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

Central Regional Office • 8 New Bond Street, Worcester MA 01606 • 508-792-7650

Maura T. Healey
Governor

Kimberley Driscoll
Lieutenant Governor

Rebecca L. Tepper
Secretary

Bonnie Heiple
Commissioner

November 29, 2024

Secretary Rebecca Tepper
Executive Office of Environmental Affairs
100 Cambridge Street, 9th Floor
Boston, MA 02114

Attention: MEPA Unit – Alexander Strysky

Re: Environmental Notification Form (ENF)
United Material Management of Leominster, LLC
Leominster
EEA #16878

Dear Secretary Tepper,

The Massachusetts Department of Environmental Protection's (MassDEP) Central Regional Office has reviewed the DEIR for the proposed expanded operations at United Material Management of Leominster, LLC (the "Project"). United Material Management of Leominster, LLC (the "Proponent") is proposing to increase the existing waste handling operation, currently permitted for 1,000 tons per day (tpd), by 500 tpd to 1,500 tpd. The maximum annual capacity will increase from 300,000 tons to 450,000 tons. The facility, located at 200 Tanzio Road, consists of a 32,400-square-foot (sf) solid waste handling building with 1,260 sf of attached office space. The property includes a rail yard, a scale house and scales, parking areas, stormwater collection structures, and associated appurtenances. The Project will not include an increase in the building size or construction of additional buildings.

The Project is under MEPA review because it meets or exceeds the following review threshold:

- 301 CMR 11.03(9)(b)(1) - New Capacity or Expansion in Capacity for combustion or disposal of any quantity of solid waste, or storage, treatment or processing of 50 or more tpd of solid waste, unless the Project is exempt from site assignment requirements.

The Project requires the following State Agency Permit:

This information is available in alternate format. Please contact Melixza Esenyie at 617-626-1282.
TTY# MassRelay Service 1-800-439-2370
MassDEP Website: www.mass.gov/dep

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- MassDEP - Large Handling Facility Modification (SW 07).

United Material Management of Leominster LLC filed an Environmental Notification Form (ENF) for the United Material Management of Leominster project to construct and operate a 1,000-tons/day handling and transfer station at this location (EEA #15896), which was published in the Environmental Monitor on August 8, 2018. The Secretary of Environmental Affairs (the “Secretary”) issued a Certificate on the ENF for this project on September 7, 2018, stating no EIR was required.

One or more Environmental Justice Populations are located within the Designated Geographic Area around the Project. MassDEP offers the following comments:

Solid Waste

The 13.46-acre Project parcel is owned by the Proponent and was assigned for use as a solid waste transfer station facility by the Leominster Board of Health on December 19, 2018, pursuant to 310 CMR 16.00. The site assignment establishes a maximum capacity of 1,000 tons per day and 300,000 tons per year (combined Construction & Demolition Waste and Municipal Solid Waste). The Project, which would increase the maximum capacity to 1,500 tpd, requires a MassDEP BWP SW 07 Modification of a Large Handling Facility permit established under 310 CMR 19.000 - Solid Waste Management regulations. The Proponent should include details in the BWP SW 07 Modification of a Large Handling Facility permit application demonstrating that the existing facility operational equipment can handle the additional 500 tpd in compliance with the existing permit conditions, including but not limited to maintaining effective odor controls.

MassDEP notes the Project will require a minor modification to the Site Assignment from the City of Leominster Board of Health. The Project does not require a Major Modification of a Site Suitability Report (SW 38) from MassDEP.

MassDEP encourages this type of solid waste transfer facility to assist in managing Massachusetts waste including the reuse/recycling of construction and demolition materials. Proper waste management and waste diversion is important to conserve the state’s declining landfill space and resources if accomplished in an environmentally sound manner.

MassDEP appreciates the opportunity to comment on the Project. If you have any questions regarding these comments, please do not hesitate to contact JoAnne Kasper-Dunne, Central Regional Office MEPA Coordinator, at joanne.kasper-dunne@mass.gov.

Very truly yours,



Mary Jude Pigsley
Regional Director