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November 29, 2024

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
ON THE  
FINAL ENVIRONMENTAL IMPACT REPORT

PROJECT NAME : Hudson Solid Waste Transfer Station  
PROJECT MUNICIPALITY : Hudson  
PROJECT WATERSHED : SuAsCo  
EEA NUMBER : 16586  
PROJECT PROPONENT : B-P Trucking, Inc.  
DATE NOTICED IN MONITOR : October 23, 2024

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G.L. c. 30, ss. 61-62L) and Section 11.08(8) of the MEPA regulations (301 CMR 11.00), I have reviewed the Final Environmental Impact Report (FEIR) and hereby determine that it **adequately and properly** complies with MEPA and its implementing regulations.

Project Description

As described in the FEIR, the project consists of constructing a new approximately 53,000-square foot (sf) waste transfer station permitted to accept up to 850 tons per day (tpd) of solid waste consisting of municipal solid waste (MSW), construction and demolition (C&D) debris, and recyclable materials (glass, metal, plastic, paper).<sup>1</sup> The new facility is proposed to be located approximately 1,800 feet (ft) from Cox Street, and will provide enough space to transfer MSW and C&D debris into semi-

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<sup>1</sup> This represents a 6,000 sf increase in the size of the transfer station from the ENF, resulting from further design development between filings, that was erroneously excluded from the Certificate on the Draft Environmental Impact Report (DEIR).

trailers that will transport the material off-site for final disposal or reclamation. Cardboard will be sorted and baled inside the facility and the remaining recyclables will be transported off-site via a semi-trailer to a material recovery facility. Additionally, the new facility will also allow Hudson residents to drop-off municipal solid waste and household recyclables in an exterior drop-off. Hours of operation will remain unchanged from the existing facility: open to the public Monday – Friday from 7:00am – 5:00pm, and Saturday from 7:00am – 2:00pm. The existing solid waste transfer station located on the site is currently permitted to accept up to 350 tpd of solid waste. The new facility will seek to increase this capacity by 500 tpd. The existing facility will be decommissioned, repurposed and likely utilized by the Hudson Department of Public Works (DPW) as a material stockpile and storage area, once the new facility is in operation.

### Project Site and Procedural History

The Town of Hudson (the “Town”) owns an approximately 72.4-acre parcel which consists of a number of municipal facilities, including an existing solid waste transfer station, the Hudson Fire Department, Hudson Wastewater Treatment Facility, the Hudson Police Department, and DPW Facility. The existing solid waste transfer station (8,286 sf) was constructed in 1988 and began operating in 1996. Since 1999, the waste transfer station has been operated by B-P Trucking (the “Proponent”). The existing transfer station accepts up to 350 tpd of solid waste consisting of MSW and C&D debris.

The existing solid waste facility was permitted when the Hudson Board of Health filed an ENF (EEA# 6415) on February 11, 1987; a Certificate was issued on March 3, 1987 stating that no EIR was required. The original site assignment did not include a tonnage limit. On December 23, 2000, the Proponent filed an ENF for the Hudson Transfer Station and Recycling Project (EEA# 12391) at this location; a Certificate was issued on January 1, 2001, and stated that no EIR was required.

State and local wetland resource areas located adjacent the project area include Bordering Vegetated Wetlands (BVW). According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Panel No. 25017C0343F, effective July 7, 2014), the project site is located approximately 500 ft from Zone AE associated with the Assabet River with a Base Flood Elevation (BFE) of 196 ft NAVD88. According to the Massachusetts Natural Heritage and Endangered Species Program (NHESP) Atlas (15th Edition), the site is not located within Estimated and Priority Habitats of Rare Species. The site was previously subject to an archaeological survey, though no archaeological resources were identified on-site.

According to preliminary mapping of Environmental Justice (EJ) Populations available when the Environmental Notification Form (ENF) was filed, the site is located within one mile (0.3-miles) of one EJ Population characterized by Minority and within five miles of 16 additional EJ Populations characterized by Minority (13), Minority and Income (1), and Minority, Income, and English Isolation (2). The Draft Environmental Impact Report (DEIR) previously identified the “Designated Geographic Area” (DGA) for the project as five miles around EJ Populations, included a review of potential impacts and benefits to EJ Populations within this DGA, and described public

outreach efforts undertaken to date.<sup>2</sup> The FEIR maintained the five mile DGA and included additional analyses in accordance with the Scope.

### Changes Since the DEIR

Since the filing of the DEIR, there have been no physical changes to the proposed building or site layout; however, the Proponent has been working to update the project's design, and address comments and concerns raised by state and local agencies. In particular, the FEIR details the following changes:

- **Low Impact Development (LID) Measures** – In response to the DEIR Certificate, the Proponent has incorporated a number of LID measures into the stormwater management system, including grassed swales, grassed buffer areas, permeable pavers, and bioretention basins.
- **Wastewater** – As noted in the DEIR, the Proponent had previously proposed conveying wastewater captured by the transfer station's floor drains to an on-site holding tank. Comments provided by MassDEP on the DEIR noted that conveyance of industrial wastewater generated from the building's floor drain system to an on-site holding tank would not be permissible. Therefore, the Proponent has revised the wastewater collection system to convey captured wastewater through an oil/water separator and into the municipal sewer system.
- **Dust and Odor Control** – The Proponent conducted further evaluation of the overhead dust and odor control misting system previously proposed in the DEIR, in response to MassDEP comments, which would be deactivated during the winter months (generally from December through March) to prevent freezing. Based on this evaluation, the Proponent is now proposing a wall-mounted fog cannon that will operate using a combined air/water mix to produce the misting spray, allowing the system to operate throughout the year without requiring a system deactivation during the winter months.

In addition, the FEIR clarifies changes made to the project between the ENF and DEIR filings that were not fully identified in the Certificate on the DEIR. Specifically, design development changes that occurred between the ENF and DEIR filings resulted in a 1.8-acre increase in direct land alteration and creation of impervious surface. Specifically, the proposed access roads and paved areas were refined to accommodate vehicle access to and movement within the proposed residential drop-off area (RDOA), and vehicle access and movement in and around the transfer station building. Pavement areas were also refined to accommodate empty trailer storage, temporary full trailer vehicle layover, and roll-off container storage. These changes also increased the size of the transfer station from 47,000 sf to 53,000 sf (a 6,000-sf increase).

### Environmental Impacts and Mitigation

Potential environmental impacts associated with the project include 12.6 acres of land alteration, creation of 8.2 acres of impervious area, and addition of 448 vehicle trips (1,202 vehicle trips total and

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<sup>2</sup> Under updated mapping issued on November 12, 2022 and made effective January 4, 2023, 25 EJ Populations are present within the 5-mile DGA and are designated as Minority (20); Income (1); Minority and Income (3); and Minority, Income, and English Isolation (1). Pursuant to MEPA guidance issued in November 2022, the project is allowed to proceed under scoping issued prior to the change in mapping. In any event, the DEIR provides analysis to disclose impacts to currently mapped EJ Populations.

414 truck trips).<sup>3</sup> The project will add 20 parking spaces (26 spaces total); use 1,540 additional gallons of water per day (gpd) (for a total usage of 1,850 gpd); and generate 535 additional gpd of wastewater (for a total generation of 660).<sup>4</sup> The facility will increase handling of solid waste by 500 tpd (and is proposing to accept 850 tpd of solid waste total).

Measures to avoid, minimize, and mitigate project impacts include the installation of erosion and sedimentation controls; utilization of best management practices (BMPs) during construction; designing stormwater infrastructure for climate resiliency; elevation of essential mechanical systems to reduce risk of flooding; and installation of a water misting system to suppress dust and odors. The Proponent has also committed to donate \$50,000 (\$10,000 annually for the first five years from when the facility begins operating) to the Town expressly for the purpose of tree planting associated with Town projects. In addition, the additional capacity of the facility is anticipated to improve waste management in the area and address anticipated capacity concerns associated with solid waste management.

### Jurisdiction and Permitting

This project is subject to MEPA review because it requires Agency Action and meets/exceeds the ENF thresholds at 301 CMR 11.03(1)(b)(2) for the creation of five or more acres of impervious area and 301 CMR 11.03(9)(b)(1) for 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.<sup>5</sup> The project is required to prepare an EIR pursuant to 301 CMR 11.06(7)(b) because it is located within a DGA of one or more EJ Populations. The project will require an Agency Action in the form of an Authorization to Construct Permit for Large Handling Facility and Authorization to Operate Permit for Large Handling Facility from the Massachusetts Department of Environmental Protection (MassDEP).

The project requires a local Order of Conditions (OOC) from the Hudson Conservation Commission; if the OOC is appealed, a Superseding OOC will be required from MassDEP. The entire site is within a valid site assigned area; however, the project will require a Minor Modification to the existing Site Assignment from the Hudson Board of Health, in accordance with 310 CMR 16.22.

Although the project is not receiving Financial Assistance from an Agency, MassDEP's site suitability regulations are broad enough to confer broad scope jurisdiction for purposes of MEPA review. Therefore, MEPA jurisdiction extends to all aspects of the project that may cause Damage to the Environment, as defined in the MEPA regulations.

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<sup>3</sup> This represents an increase of 1.8 acres of land alteration and impervious surface from the ENF, resulting from further design development of the proposed access roads and paved areas.

<sup>4</sup> This represents an increase of 460 gpd of water usage and 315 gpd of wastewater generation from the DEIR, resulting from the proposed change in dust and odor control system.

<sup>5</sup> As discussed below, the project is proposed to be a "transfer station," and, therefore, is asserted to be exempt from the mandatory EIR threshold at 301 CMR 11.03(9)(a) *for New Capacity or Expansion in Capacity of 150 or more tpd for storage, treatment, processing, combustion or disposal of solid waste, unless the Project is a transfer station, is an Expansion of an existing facility within a validly site assigned area for the proposed use, or is exempt from site assignment requirements*. As noted, the project requires EIR review in any event due to its proximity to EJ Populations.

### Review of the FEIR

The FEIR included a project description, existing and proposed conditions plans, revised estimates of project-related impacts, and an identification of measures to avoid, minimize and mitigate environmental impacts. The FEIR provided a response to comments on the DEIR and draft Section 61 Findings.

I acknowledge comments from residents, including from those that reside in proximity to the project site, which identify concerns regarding potential air quality impacts of the proposed project, primarily resulting from the increase in solid waste tonnage and daily truck trips. As discussed below, the Proponent provided further analysis in the FEIR, including a survey of asthma rates for surrounding census blocks and a further assessment of elevated “environmental indicators” through EPA’s EJ Screen Tool. While these tools do not appear to show elevated air quality indicators in the immediate vicinity of the site, the project nonetheless will route 96% of truck traffic through these neighborhoods and several K-8 schools with reported asthma rates above statewide average are located near these designated truck corridors. The Proponent has committed to contributing \$50,000 towards tree planting efforts to mitigate project impacts, and it is strongly encouraged that the selection of planting locations prioritize communities along designated truck routes in light of the potential co-benefits of tree planting to improving air quality. As noted above, the Proponent has also committed to installing a dust and odor control system that will operate throughout the year and designing the building’s ventilation system to further account for odors and emissions from mobile equipment.

### *Environmental Justice (EJ) / Public Health*

As noted above, the project site is located within one mile of two EJ Populations characterized by Minority within the City of Hudson. The site is also located within five miles of 23 additional EJ Populations characterized by Minority (18), Income (1), Minority and Income (3), and Minority, Income, and English Isolation (1). Portuguese or Portuguese Creole are identified as being spoken by 5% or more of Limited English Proficiency (“LEP”) residents within one mile and five miles of the site. Spanish or Spanish Creole are also identified as being spoken by 5% or more of LEP residents within five miles of the site.

The DEIR previously provided a “mesoscale” air quality analysis for the traffic study radius around the project site indicating that the added emissions from the 448 new vehicle trips (414 new trucks) associated with the project would not increase the estimated air pollutants—volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), particulate matters (PM<sub>2.5</sub> and PM<sub>10</sub>) and Diesel PM (DPM)—as compared to Existing 2024 Conditions (though a small increase was expected from future 2031 No Build to 2031 Build conditions). The DEIR also indicated that only two EJ block groups in Marlborough (block groups 3213.02-2 and 3214-2) display elevated environmental health indicators related to air quality (according to DPH EJ Tool and EPA EJScreen), but showed that only a small portion (about 5%) of truck trips would extend in that direction. Nevertheless, giving mapping that showed that the proposed truck routes would expose EJ Populations immediately to the west and south of the site to up to 94% of semi-trailer truck trips and up to 60% of packer/roll-off truck trips, the DEIR Scope required further assessment of health conditions in those EJ areas.

The Proponent previously evaluated childhood asthma rates as part of its “vulnerable health EJ criteria”<sup>6</sup> analysis; however, the Massachusetts Department of Public Health (DPH) EJ tool only estimates asthma rates by municipality and thus has limited capacity to report neighborhood level asthma conditions. In accordance with the Scope, the FEIR included an analysis of childhood asthma rates for k-8 schools servicing the three Hudson EJ neighborhoods (census block groups 3222-1, 3223-3 and 3224-2), utilizing the MassDEP Cumulative Impact Analysis (CIA) Mapping Tool.<sup>7</sup> The FEIR includes the following table detailing the results of the analysis:

School Name/ Census Tract	Street Name	Average Case Count	Average Enrollment Count	Pediatric Asthma Prevalence (% of students)	Pediatric Asthma Prevalence (% of MA rate)	Pediatric Asthma Prevalence (%tile)
C A Farley/3223 and 3224	Cottage Street	68.3	486	14.1	115%	68
Forest Avenue Elementary/3222 and 3224	Forest Avenue	43.7	325	13.4	110%	64
David J. Quinn Middle School/3223	Manning Street	85	656.7	12.9	105%	60
Mulready Elementary/3224	Cox Street	26	253.3	10.3	84%	39

As shown above, the analysis indicates that childhood asthma rates are slightly higher than the statewide average rate of 12.2 % for all the schools evaluated except for the Mulready Elementary School, which is the closest school to the project site (which is below statewide average). The FEIR states that these data reinforce that asthma is a complex, multi-factorial disease, with multiple triggers and risk factors beyond outdoor ambient air pollution. In addition, none of the air quality environmental indicators assessed by the U.S. EPA’s “EJ Screen” Tool, which shows a percentile measure of each indicator by census block as compared to the MA statewide average, were elevated above the 80<sup>th</sup> percentile of statewide average within the Town.<sup>8</sup> Therefore, the FEIR states that when evaluated in conjunction with the DEIR air quality analysis, which, as discussed above, showed no increase in emissions from Existing 2024 conditions over the traffic study radius, the project is anticipated to result in minor contributions to overall air pollution levels and would not result in a disproportionate adverse effect on EJ Populations based on the cumulative effects on existing pollution burdens and project impacts.

The FEIR further evaluated potential air quality impacts on EJ neighborhoods located in the Town of Marlborough (census tracts 3213.02-2 and 3214-2), where truck traffic will extend. In particular, the Transportation Impact Assessment (TIA) was extended into Marlborough to evaluate the impact of these truck trips. According to the FEIR, the worst-case intersection identified was Lakeside Avenue/Lincoln Street (located within an EJ Population characterized by Minority), based on peak

<sup>6</sup> This term is defined in the DPH EJ Tool to include any one of four environmentally related health indicators (heart attack hospitalization, childhood asthma, childhood blood lead, and low birth weight) that are measured to be 110% above statewide rates based on a five-year rolling average.

<sup>7</sup> Available at: <https://mass-coeea.maps.arcgis.com/apps/webappviewer/index.html?id=5a876b759df24d10b4a9e9e5b3921310>

<sup>8</sup> According to the EPA’s EJ Screen Tool, within the three EJ neighborhoods in Hudson, only Wastewater Discharge Proximity was shown to be above 80<sup>th</sup> percentile of statewide average.

morning emissions with about 40 peak project-related vehicles per hour, and a delay time of 76 seconds. While these additional truck trips will contribute minimally to overall air quality at this intersection, only a small portion (about 5%) of truck trips would extend in this direction. The Proponent also consulted the EPA's EJ Screen, which shows a percentile measure of each indicator by census block as compared to the MA statewide average, for the two census tracts within Marlborough (census tracts 3213.02-2 and 3214-2) along truck routes. The analysis indicated that three indicators (NATA Air Toxics, RMP Proximity, and Hazardous Waste Proximity) were shown to be 80<sup>th</sup> percentile or higher of statewide average in these two census tracts:

- NATA Air Toxics: 99<sup>th</sup> Percentile (3214-2)
- RMP Proximity: 83<sup>rd</sup> Percentile (3213.02-2) and 95<sup>th</sup> Percentile (3214-2)
- Hazardous Waste Proximity: 83<sup>rd</sup> Percentile (3214-2)

According to the FEIR, these environmental indicators (except NATA Air Toxics) are proximity indicators, which are proxies for potential environmental exposures but do not represent actual exposures. In addition, none of the air pollutants that are typically of concern for diesel traffic, including fine particulate matter (PM<sub>2.5</sub>), diesel particulate matter (DPM), and ozone, were elevated compared to state levels.

In order to further evaluate potential impacts, the Proponent also expanded its survey of EJ Screen factors to the full five mile DGA around the site; as shown below, when aggregated across the entire five mile DGA, none of the indicators are shown to be 80<sup>th</sup> percentile or higher of statewide average:

- Particulate Matter (PM<sub>2.5</sub>): 73<sup>rd</sup> Percentile
- Ozone: 23<sup>rd</sup> Percentile
- Nitrogen Dioxide: 37<sup>th</sup> Percentile
- NATA Diesel Particulate Matter (DPM): 35<sup>th</sup> Percentile
- NATA Air Toxics: 48<sup>th</sup> Percentile
- Traffic Proximity: 26<sup>th</sup> Percentile
- Superfund Proximity: 56<sup>th</sup> Percentile
- RMP Proximity: 28<sup>th</sup> Percentile
- Hazardous Waste Proximity: 38<sup>th</sup> Percentile

According to the FEIR, while air quality impacts are anticipated to result from project construction activities, construction period adverse effects would be mitigated to the greatest extent practicable through use of construction period best management practices (BMPs), including the use EPA Tier 4 construction equipment or equipment retrofitted with diesel emission control devices to the greatest extent practicable; Ultra-Low Sulfur Diesel for all trucks and construction machinery; maintaining an "idle free" work area; and minimizing exposed storage of debris on-site through measures such as wetting soils prior to disturbing and covering stockpiles. The Proponent has also committed to minimize the frequency of truck routing through EJ communities, for those vehicles that are under the Proponent's direct control. In addition, the Proponent has committed to donating \$50,000 (\$10,000 annually for five years) to the Town expressly for the purpose of tree planting associated with Town projects, which could have the co-benefit of improving air quality for overburdened neighborhoods. The FEIR states that it is anticipated that these projects would be performed under the

authority of the Hudson DPW and the donated funds would be used by the Town to support tree planting in Town rights-of-way for roadway improvement projects and other similar projects that benefit the community. As noted, while existing air quality indicators are not shown to be elevated above 80<sup>th</sup> percentile of statewide rates for the communities directly near the site, the project nonetheless will route 96% of project truck traffic through the three Hudson EJ neighborhoods in close proximity to the site; in addition, several K-8 schools where asthma rates are reported to be above statewide average are located near designated truck routes. In these circumstances, it is strongly recommended that the Proponent work with the Town to select planting areas that best serve residents along the anticipated truck routes. I also encourage the Proponent to explore additional fuel alternative options and early adoption of the Advanced Clean Truck regulations (at 310 CMR 7.40) to reduce GHG emissions, including the use of trucks meeting the above forthcoming emissions standards and EV truck tractors.

### *Land Alteration and Stormwater*

In accordance with the Scope, the FEIR provides additional details regarding total land alteration and creation of impervious surfaces. According to the FEIR, the design development changes that occurred between the ENF and DEIR filings resulted in a 1.8-acre increase in direct land alteration and creation of impervious surface. Specifically, the proposed access roads and paved areas were refined to accommodate vehicle access to and movement within the proposed residential drop-off area (RDOA), and vehicle access and movement in and around the transfer station building. Pavement areas were also refined to accommodate empty trailer storage, temporary full trailer vehicle layover, and roll-off container storage. Based on an analysis of existing cover types, the project is anticipated to alter 0.18 acres of existing paved area; 0.01 acres of existing building area; 1.18 acres of gravel area; 0.24 acres of grassed area; 1.55 acres of scrub/shrub; and 9.44 acres of woodland.

As noted above, the Proponent has incorporated a number of LID measures into the stormwater management system, including grassed swales, grassed buffer areas, permeable pavers, and bioretention basins. In general, these areas are located where the Proponent had originally proposed grassed islands, within or adjacent to paved areas. Permeable pavers are proposed for installation in the parking stalls in the employee parking lot, encompassing an area of approximately 4,600 sf. The permeable paver system will be comprised of a concrete paver underlain by a sand layer, stone base layer, and stone reservoir layer. The system will collect and infiltrate stormwater runoff from the parking lot area. According to the Proponent, the Stormwater Report will be updated to reflect the incorporation of these LID measures; however, any additional attenuation or recharge benefits they would provide would supplement those already presented in the DEIR.<sup>9</sup> The other components of the stormwater management system will continue to consist of four subsurface detention/infiltration structures and oil grit separators, 50 deep-sump catch basins, 29 drain manholes, and associated drainage piping. In addition, the system has been designed to convey and provide peak attenuation for stormwater runoff up to the future (2070) 50-year storm event (9.5 inches).

### *Solid Waste*

According to the FEIR, the proposed transfer station will consist of two primary operational areas: an approximately 53,000 sf transfer station and recycling building, and an approximately 1.3-acre

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<sup>9</sup> Confirmed by email from Alex Brooks (Epsilon Associates) to Nicholas Moreno (MEPA) on November 22, 2024.



RDOA, which will be reserved for Hudson residents who choose to visit the site to drop-off their household waste and recyclables. As noted above, a Minor Modification to the existing site assignment will be sought from the Hudson Board of Health, in accordance with 310 CMR 16.22(3) to address the increase in permitted tonnage from 350 tpd to 850 tpd, prior to seeking authorization permits from MassDEP.

As noted above, the Proponent has incorporated changes to the proposed facility's wastewater management system, and dust and odor control misting system, in response to comments provided by MassDEP on the DEIR. Wastewater collected via the transfer station's floor drains will no longer be conveyed to an on-site holding tank but instead will be conveyed through an oil/water separator and into the municipal sewer system. The Proponent originally proposed the installation of a dust control and odor control misting system that would be deactivated during the winter months (generally from December through March) to prevent freezing in the misting system lines. However, the system has been redesigned in order to operate throughout the year. The FEIR states that a total of three wall-mounted fog cannons, that operate using a combined air/water mix to produce the misting spray, will be installed around the tipping floor and trailer pit areas. Two fog cannons will be located above the overhead doors that provide access onto the tipping floor and a third will be installed in the northwest corner of the building providing both tipping floor coverage and coverage at the two trailer pits. In addition, the building's ventilation system will be designed to account for considerations such as odor and dust control, as well as management of emissions from mobile equipment operating on the tipping floor.

In accordance with the Scope, the FEIR includes a capacity analysis which evaluates the rate at which MSW and C&D waste can be moved through the transfer station during peak operating conditions as well as the temporary floor storage space needed to support material handling activities during peak operations. The transfer station building will provide a large tipping floor area for MSW (approximately 17,800 sf) and unprocessed C&D waste (approximately 12,900), and a recyclables processing area for the sorting and baling of recyclable materials. The facility will also include two drive-through trailer pits located below the tipping floor in order to expedite loading. According to the analysis a typical 100 cubic yard (cy) trailer can be loaded and exiting the facility in under 20 minutes. Based on the proposed increase in tonnage capacity of 850 tpd (650 tpd of MSW and 200 tpd of C&D waste), all 850 tons can be loaded into trailers in under nine hours. The tipping floor has also been sized to provide at least 1,300 cy of space for MSW and 800 cy of space for C&D waste, with approximately 400 cy of supplemental space available. In addition, the existing facility currently accommodates 5,800 tons per year (tpy) or approximately 22 tpd of recyclables from both businesses and residents. The project facility has been designed to account for future growth in recyclable quantities and will capacity to accommodate 20,000 tpy or approximately 77 tpd of recyclables.

According to the FEIR, C&D processing will not be performed at the proposed facility; however, since the facility will be classified as a "Large C&D Transfer Station," the facility must be operated in compliance with the MassDEP's Minimum Performance Standard (MPS) applicable to C&D handling facilities. The MPS establishes performance criteria that are intended to improve the efficiency of C&D handling facilities in separating banned and other recoverable materials from inbound waste loads. However, facilities that elect to transfer all unprocessed or partially processed C&D materials to an MPS-compliant facility for further processing, after first separating clean gypsum wallboard and zero-tolerance waste ban items, are exempt from meeting the MPS criteria. The FEIR states that C&D loads

from the proposed transfer station will be shipped to the ReSource Waste Services of Epping C&D Processing Facility, located in Epping, New Hampshire, which provides MassDEP data annually to demonstrates the processing facility meets the MPS.

### *Climate Change*

#### *Adaptation and Resiliency*

As noted above, the project is anticipated to result in the alteration of 11.23 acres of vegetated area, including 9.44 acres of tree clearing. Based on a LiDAR analysis, approximately 7.87 acres of the roughly 9.44-acre woodland disturbance area consists of conifers and the remaining 1.57 acres consists of deciduous trees. Conifer heights generally ranged from 50 to 80 ft, whereas deciduous tree heights ranged from 10 to 50 ft. The FEIR states that the Proponent also conducted an evaluation of measures to reduce the impacts associated with tree removal. According to the FEIR, existing trees will be preserved along portions of the southern and eastern property boundaries of the project site to the maximum extent possible and LID measures have been incorporated into the stormwater management system. As noted, the Proponent has committed to donate \$50,000 (\$10,000 annually for the first five years from when the facility begins operating) to the Town expressly for the purpose of tree planting associated with Town projects. It is anticipated that these projects would be performed under the authority of the Hudson DPW and the donated funds could be used by the Town to support tree planting in Town rights-of-way for roadway improvement projects and other similar projects that benefit the community. In addition, the Proponent has committed to further evaluating the feasibility of incorporating tree plantings into the proposed design, specifically in grassed areas where such plantings would not interfere with stormwater management. As noted, it is encouraged that the locations for tree plantings prioritize communities along designated truck routes, as well as locations of nearby K-8 schools.

In accordance with the Scope, the Proponent consulted the recommended methodologies in the Climate Resilience Design Standards Tool to evaluate the project's heat resiliency. As part of the evaluation of the project's resiliency to future heat conditions, "hot spot" areas within 500 ft of tree clearing activities were identified using present-day land surface temperature indices available through the Resilient MA Climate Change Projections Dashboard. Based on the evaluation, one existing hot spot is located in the center of the municipal complex adjacent to the project site, approximately 100 feet from the proposed tree clearing area. The FEIR states that this area is not located within an EJ community and the closest hot spot to the site that is located within an EJ community is approximately 0.9 miles away. Furthermore, the FEIR states that since the effects of hot spots tend to be localized, any potential heat impacts of tree clearing on the site would be limited to the project site itself and would not exacerbate any existing hot spot conditions that may be mapped within nearby EJ communities. Nevertheless, the Proponent has committed to preserving existing trees along portions of the southern and eastern property boundaries to the extent possible and will continue to explore opportunities to incorporate tree plantings on-site.

### *Construction Period*

According to the FEIR, construction is anticipated to begin in spring 2026 with the facility to begin operating in 2027. The existing transfer station will cease operations once the new transfer station begins operating.

All construction and demolition activities should be managed in accordance with applicable MassDEP's regulations regarding Air Pollution Control (310 CMR 7.01, 7.09-7.10), and Solid Waste Facilities (310 CMR 16.00 and 310 CMR 19.00, including the waste ban provision at 310 CMR 19.017). The project should include measures to reduce construction period impacts (e.g., noise, dust, odor, solid waste management) and emissions of air pollutants from equipment, including anti-idling measures in accordance with the Air Quality regulations (310 CMR 7.11). I encourage the Proponent to require that its contractors use construction equipment with engines manufactured to Tier 4 federal emission standards or select project contractors that have installed retrofit emissions control devices or vehicles that use alternative fuels to reduce emissions of volatile organic compounds (VOCs), carbon monoxide (CO) and particulate matter (PM) from diesel-powered equipment. Off-road vehicles are required to use ultra-low sulfur diesel fuel (ULSD). If oil and/or hazardous materials are found during construction, the Proponent should notify MassDEP in accordance with the Massachusetts Contingency Plan (310 CMR 40.00). All construction activities should be undertaken in compliance with the conditions of all State and local permits. I encourage the Proponent to reuse or recycle construction and demolition (C&D) debris to the maximum extent.

#### Mitigation and Section 61 Findings

The FEIR provides final mitigation commitments and draft Section 61 Findings for use by Participating Agencies, which are summarized below. The Section 61 Findings should be provided to Participating Agencies to assist in the permitting process and issuance of final Section 61 Findings.

#### *Environmental Justice (EJ) / Public Health*

- Install a dust and odor control system, consisting of three wall-mounted fog cannons, around the tipping floor and trailer pit areas that will operate throughout the year.
- Design the building's ventilation system to account for considerations such as odor and dust control, as well as management of emissions from mobile equipment operating on the tipping floor.
- Donate \$50,000 (\$10,000 annually for the first five years from when the facility begins operating) to the Town of Hudson expressly for the purpose of tree planting associated with Town projects. It is encouraged that selection of planting locations prioritize the communities along designated truck routes for the project.

#### *Land Alteration and Stormwater*

- Protect and maintain existing trees along portions of the southern and eastern property boundaries of the project site to the maximum extent practicable.
- Further evaluate whether tree planting opportunities exist on-site in proposed grassed areas where trees would not interfere with the functioning of the stormwater management system.
- Donate \$50,000 (\$10,000 annually for the first five years from when the facility begins operating) to the Town of Hudson expressly for the purpose of tree planting associated with Town projects.
- Construction of a stormwater management system, (including deep-sump, hooded catch basins, oil/grit separators, subsurface detention/infiltration structures, and sediment forebays paired with infiltration basins) designed to convey and provide peak attenuation for stormwater runoff up to the future (2070) 50-year storm event (9.5 inches).

- Incorporate Low Impact Development (LID) measures into the stormwater management system, including grassed swales, grassed buffer areas, permeable pavers, and bioretention basins.

#### *Wetlands and Water Resources*

- Comply with all Standard and Special Conditions to be included in the Order of Conditions issued by the Hudson Conservation (or MassDEP in the case of an appeal).
- Prepare and implement a Stormwater Pollution Prevention Plan (SWPPP).
- Protect wetland resource areas from secondary impacts during construction through the implementation of erosion and sedimentation controls, incorporating BMPs.

#### *Transportation*

- Install STOP-signs (Manual on Uniform Traffic Control Devices (MUTCD) R1-1), with a painted STOP-bar included, at all driveways.
- Install all signs and other pavement markings within the project site to the applicable standards of the current MUTCD.
- Prompt removal of snow within the project site within sight triangle areas where such accumulations would impede sight lines.
- Maintain landscaping or signage along the site frontage or the site driveway to be no higher than 24 inches or be set back sufficiently from the edge of the roadways so as not to inhibit the available sightlines.
- Implement off-site improvements in collaboration with the Town of Hudson Department of Public Works, including:
  - Installation of appropriate warning signage, such as MUTCD designation W8-6 (Truck Crossing), along Main Street approximately 200 ft away from the intersection with Mackin Street, to alert motorists driving along Main Street to the possibility of trucks crossing at the intersection; and
  - Relocation of the Main Street eastbound stop bar approximately 20 ft to the west of the intersection in order to reduce the level of encroachment from transfer station outbound trailers

#### *Climate Change*

##### *Adaptation and Resiliency*

- Locate the proposed transfer station building approximately 500 ft from the current edge of the 100-year floodplain associated with the Assabet River to the north of the site.
- Design and construct the transfer station building with the lowest floor elevation (the trailer pit floors) approximately 10 ft above the 100-year BFE of the Assabet River and the major operational space of the building (tipping floor) approximately 22 ft above the BFE.
- Construction of a stormwater management system, (including deep-sump, hooded catch basins, oil/grit separators, subsurface detention/infiltration structures, and sediment forebays paired with infiltration basins) designed to convey and provide peak attenuation for stormwater runoff up to the future (2070) 50-year storm event (9.5 inches).
- Donate \$50,000 (\$10,000 annually for the first five years from when the facility begins operating) to the Town of Hudson expressly for the purpose of tree planting associated with Town projects.

*Greenhouse Gas Emissions*

- Design and construct the proposed buildings and structures to achieve compliance with updated Stretch Code requirements through the use of energy mitigation measures, including:
  - High performing building envelopes for conditioned office spaces;
  - 100% electric heat pump space heating and cooling;
  - Electric domestic hot water heating via air source heat pumps;
  - Roof to be constructed PV-ready; and
  - Install electric vehicle (EV) charging and readiness per 2023 Stretch code requirements.
- Submit a self-certification to the MEPA Office, prepared in accordance with the MEPA GHG Policy, that identifies the GHG mitigation measures incorporated into the building and will detail the compliance to the GHG reduction commitments detailed above.

*Construction Period*

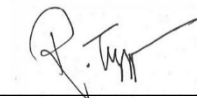
- Implement mitigation measures to prevent stormwater contamination including among others, use of erosion and sedimentation controls.
- Limit fugitive dust emissions using industry-best practices, such as watering, sweeping, and wheel-washing.
- Reduce potential air emissions through the use of heavy equipment retrofitted with diesel emissions control devices, using Ultra Low Sulfur Diesel for all trucks and construction machinery, and minimizing idling.
- Minimize construction period noise impacts to the extent feasible through the use of mufflers, selection of quieter equipment, and minimizing idling.

Conclusion

Based on a review of the FEIR, comment letters, and in consultation with Agencies, I find that the FEIR adequately and properly complies with MEPA and its implementing regulations. Outstanding issues may be addressed during the local, state, and federal permitting processes. No further MEPA review is required, and the project may proceed to permitting. Participating Agencies should forward copies of the final Section 61 Findings to the MEPA Office for publication in accordance with 301 CMR 11.12.

November 29, 2024

Date



Rebecca L. Tepper

Comments received:

Comments submitted on the MEPA Public Comment Portal

11/14/2024 Keith Griffis

11/14/2024 Sara Frost  
11/18/2024 Sushma Singh  
11/18/2024 Anonymous  
11/19/2024 Cindy Boland  
11/21/2024 James Carvalho  
11/21/2024 Per & Lena Gyllstrom  
11/21/2024 LJ Strz  
11/22/2024 Julie Bolduc

Comments submitted by email

11/14/2024 Ashley Murphy  
11/14/2024 Sarah Bis  
11/15/2024 Katie Cunningham  
11/18/2024 Alicia Smith  
11/18/2024 Jaime Olivo  
11/18/2024 Michelle Bernier-Capaldo  
11/18/2024 Tim Porter  
11/19/2024 Robert Burgess  
11/19/2024 Shira Meadows  
11/20/2024 Tony Pires  
11/21/2024 Jeanette Millard  
11/22/2024 Barabara Worley  
11/22/2024 Brianna Graca  
11/22/2024 Sarah Wise  
11/22/2024 Rachel Attaway  
11/22/2024 Katie Staines  
11/22/2024 Kelli Peterson  
11/22/2024 Riverside Gun Club  
11/22/2024 Massachusetts Department of Environmental Protection (MassDEP) Central Regional  
Office (CERO)  
11/27/2024 Massachusetts Department of Energy Resources (DOER)

RLT/NJM/njm

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## Hudson transfer station

---

**From** Ashley Murphy <murphyashleyc@gmail.com>

**Date** Thu 11/14/2024 2:51 PM

**To** Moreno, Nicholas (EEA) <Nicholas.Moreno@mass.gov>

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.

Good Afternoon Mr. Moreno,

I'm writing as a concerned Mulready Elementary parent and Hudson resident regarding the Hudson transfer station FEIR proposal. The smell from the garbage at the transfer station permeates the Mulready playground on a daily basis. It's unpleasant to say the least. I'm concerned about student and staff health and safety as it is, and adding more waste capacity will only make things worse. In addition, the increased traffic of large trucks coming and going throughout the day, adding to air pollution and safety concerns. I've been pulling out of the Mulready parking lot seeing trucks flying by the school on their way to the transfer station as students are walking to and from school. Hudson doesn't need to take on everyone else's trash.

Ashley Murphy  
Hudson resident



[Dashboard\(javascript:void\(0\);\)](#) > [View Comment\(javascript:void\(0\);\)](#)

## View Comment

## Comment Details

EEA #/MEPA ID	First Name	Address Line 1	Organization
16586	KEITH	6 STRATTON ROAD	--
Comments Submit Date	Last Name	Address Line 2	Affiliation Description
11-14-2024	GRIFFIS	--	Individual
Certificate Action Date	Phone	State	Status
11-22-2024	--	MASSACHUSETTS	Opened
Reviewer	Email	Zip Code	
Nicholas Moreno (617)699-4254, Nicholas.Moreno@mass.gov	keithdgriffis@gmail.com	01749	

## Comment Title or Subject

**Topic:** Our Students Deserve Better

## Comments

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I am a resident of hudson and have two girls with chronic health conditions at Mulready School. My concern of this project is that it is going to increase traffic, capacity, noise, and be in ther literal back yard near the playground.

if you have ever set foot in this areas you can realize the kids are already smelling noxious fumes during the day. They keep windows closed to keep the smell out. Their claim of holding public sessions are a joke. Nobody has any idea this is coming until a parent stumbled on it today. People are outraged. We are going to take this to the news media if needed to stop the increase in capacity. The move of location is better, but the proximity to a fragule ecosystem is already a major concern on top of our students health. Please consider the points below and restrict the capacity - there is only 50 tons generated in town a day - WHY DO WE NEED 850? This is a money making sceheme due to the high density of contracts with construction waste in surrounding towns. Please stop it or put a cap on the waste below 450 tons a day.

•

Poor Air Quality: The increase in diesel truck traffic due to the facility's expansion is expected to contribute significantly to air pollution, particularly diesel particulates. Such pollution could adversely affect the health of young children, exacerbate conditions like asthma, and pose risks to their developing lungs.

•

Proximity to School: The proposed transfer station is located adjacent to Mulready Elementary School. The proximity raises concerns about persistent noise from truck backup alarms, trailer hitching, and constant vehicle movement, creating a disruptive learning environment for students.

•

Proximity to Wetlands: The project includes work within the wetland buffer zone, which may lead to environmental concerns, including the potential impact on local ecosystems that can influence the overall health and wellness of the surrounding communities, including school children.

•

Significant Increase in Waste Processed: The expansion plan proposes increasing the transfer station's capacity to handle an average of 850 tons of solid waste per day, which is significantly more than the 60 tons per day generated by the town of Hudson. This expansion is not solely serving the local community's needs and will attract additional external waste and associated traffic.

## Attachments



## Update Status

Status

Accepted

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SUBMIT →

## Share Comment

↪ SHARE WITH A REGISTERED USER

◀ BACK TO SEARCH RESULTS



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## View Comment

## Comment Details

EEA #/MEPA ID	First Name	Address Line 1	Organization
16586	Sara	2 Edith Road	--
Comments Submit Date	Last Name	Address Line 2	Affiliation Description
11-14-2024	Frost	--	Individual
Certificate Action Date	Phone	State	Status
11-22-2024	--	MASSACHUSETTS	Opened
Reviewer	Email	Zip Code	
Nicholas Moreno (617)699-4254, Nicholas.Moreno@mass.gov	drsarafrost@gmail.com	01749	

## Comment Title or Subject

**Topic: Keep Hudson Safe and Clean!**

## Comments

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## Attachments

## Update Status

## Status

Accepted ▼

**SUBMIT** →

## Share Comment

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## Hudson Solid Waste Transfer Station, Project 16586

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**From** Sarah Bis <marith.se@gmail.com>

**Date** Thu 11/14/2024 2:45 PM

**To** health@townofhudson.org <health@townofhudson.org>; Moreno, Nicholas (EEA) <Nicholas.Moreno@mass.gov>

**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,

My name is Sarah Bis and I am a resident of Hudson, MA at 20 Orchard Drive. I am writing regarding concerns for the impact of expanding the current Hudson Solid Waste Transfer Station at 300 Cox St. My daughter is currently a kindergartener at Mulready Elementary School at 306 Cox St, which abuts the transfer station. My young son will also attend this school when he turns 5. The odor and noise of the existing transfer station is already quite disruptive to outdoor activities at the elementary school, including student drop off and pick up, recess, physical education, and other recreational use of the school fields and playground. I have yet to personally experience this on the hottest days of June, but I expect it will be unpleasant. Many of the programs for students with special needs in our town are served at this location. In addition, I am concerned about the traffic and air pollution that will result from an increase in the number of large trucks on the road where children are walking to and from school. Increasing the size and amount of trash that the transfer station manages by 1600% will have a strong noticeable impact on not only the health and safety of children on our community. Please help me safeguard the health of my children and their ability to access a free and appropriate public education in my community by opposing expansion of this facility.

Respectfully,

Sarah Bis

---

**Fwd: Opposition to Expansion of Hudson Transfer Station**

---

**From** Katie Cunningham <k8e.cunningham@gmail.com>

**Date** Fri 11/15/2024 8:48 AM

**To** Moreno, Nicholas (EEA) <Nicholas.Moreno@mass.gov>

**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.

Dear Nicholas Moreno,

I am writing to express my strong opposition to the proposed expansion of the Hudson transfer station. Unfortunately, I couldn't get the "comments" button to populate in the "actions" portion of the grid on the MEPA site, so I am emailing you and asking if you can attach my comment to the open comment period.

As a concerned resident of Hudson, I am deeply troubled by the potential negative impacts this expansion will have on our community, particularly on the health of our children and the environment.

**Environmental Justice Concerns:**

The proposed expansion will disproportionately impact the health and well-being of residents in a community less affluent than its neighboring towns (from whence the garbage will come). The increased truck traffic, noise pollution, and air pollution will significantly degrade the quality of life for families living nearby. Given the high population of recent immigrants, ESL learners, and the more disparate socioeconomic brackets in this town, I believe this project fails to meet the principles of environmental justice, as it places an undue burden on a vulnerable population. Furthermore, at the elementary school that this project will abut, there is a dedicated program for children with autism. Exposing this vulnerable population to both the toxins implicit in the project as well as the increased sensory input inherent in the expansion is unfair.

**Public Health Risks:**

The expansion will lead to a substantial increase in diesel truck traffic, resulting in higher levels of harmful air pollutants. These pollutants, such as particulate matter and nitrogen dioxide, have been linked to serious health problems, including respiratory illnesses, heart disease, and cancer. Children, the elderly, and individuals with pre-existing health conditions are particularly vulnerable to the adverse effects of air pollution.

**Ecological Impacts:**

The proposed expansion site is adjacent to the Assabet River, a vital waterway that has undergone significant restoration efforts. Increased truck traffic, potential spills, and runoff from the expanded facility pose a significant threat to the river's water quality and ecosystem. This could harm aquatic life, disrupt the delicate balance of the ecosystem, and undermine the progress made in restoring the river.

**Community Disruption and Quality of Life:**

The expansion will disrupt the peaceful character of town leading to increased noise pollution, traffic congestion, and safety hazards. The constant influx of heavy trucks will negatively impact the quality of life for residents, particularly those living near the facility.

This project benefits the residents of the Commonwealth minimally and private enterprise maximally, at the expense of the health of our residents and our community.

I urge MEPA to carefully consider the potential negative impacts of this proposed expansion and reject the project.

Thank you for your attention to this important matter.

Sincerely,  
Katie Cunningham  
5 West Ave  
Hudson, MA

- \* <https://decodingbiosphere.com/2023/04/25/the-causes-and-effects-of-air-pollution-a-comprehensive-guide/>
- \* <https://www.studocu.com/vn/document/truong-dai-hoc-khoa-hoc-xa-hoi-va-nhan-van/quan-he-quoc-te/air-pollution-is-a-significant-concern-in-vietnam/85155501>

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## Public Comments Against BP Transfer Station Expansio

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From Alicia Smith <smith.alicia@gmail.com>

Date Mon 11/18/2024 4:24 PM

To Moreno, Nicholas (EEA) <Nicholas.Moreno@mass.gov>

**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 Nick!

Thank you for taking our public comments on the BP Transfer project. I am a parent of a student at Mulready Elementary School and an abutter to the Dump. I am writing to express my concerns about the expansion of the BP Transfer station.

From my initial research/convos, the expansion has very little to no benefit for the people of Hudson. For the below reasons, I am against the expansion.

1. The dump is looking to increase its ability to receive garbage by 242%, which is 1700% of what Hudson needs for its own garbage disposal. This would bring in trash from all surrounding towns.
2. Hundreds of more trucks barreling down the narrow roads, more smell, more trashwater on the roads coming home to your garage (yes, this is an actual problem).
3. Since BP pays pennies on the dollar to lease the land from the town, the expansion wouldn't solve our current budget issues, and we'd STILL have to pay for the wear and tear on the roads (they are abysmal due to these trucks already).
4. We'd still have to pay for trash pick up!
5. The scariest aspect is the increased threat to the safety of the children and pedestrians walking to Mulready Elementary. The huge trucks already fly down narrow Cox Street and surrounding streets cutting over to the transfer station. More trucks = more traffic = more accidents.
6. The most vulnerable population in Hudson (PreK-4th grade) already has polluted air on their only sports field. It absolutely STINKS when you go outside. And yet they breathe it in consistently all day while playing on the field or playground. I can't imagine 1700% more trash. Yes, the new proposal has a "misting system" to keep the smell down. Do we have this now?
7. Trucks will be driving through wetlands to get to the expanded area. It's adjacent to Assabet land and now drainage may be an issue (we already have enough superfund waste sites in our town that we're paying to rectify).
8. Not to mention the noise pollution and actual trash that is covering the sidewalks already from trucks dropping trash as they drive by. The homeowners deal with it every day and the town has to pick it up.

Don't turn Hudson into everyone else's dump!

Gratefully,

Alicia Smith

24 Zina Road, Hudson MA

978-204-1554



Nicholas.Moreno@mass.gov

[Dashboard\(javascript:void\(0\);\)](#) > [View Comment\(javascript:void\(0\);\)](#)

## View Comment

### Comment Details

EEA #/MEPA ID	First Name	Address Line 1	Organization
16586	--	--	--
Comments Submit Date	Last Name	Address Line 2	Affiliation Description
11-18-2024	--	--	Individual
Certificate Action Date	Phone	State	Status
11-22-2024	--	--	Opened
Reviewer	Email	Zip Code	
Nicholas Moreno (617)699-4254, Nicholas.Moreno@mass.gov	--	--	

## Comment Title or Subject








**Topic:** Wetland Protection

## Comments

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I don't see how this plan can even be permitted since the proposed access road cuts through the wetland and is well within the 25 foot no disturb bylaw of Hudson. What protections will be there from trash ending up in both the wetland and the assabet from the facility.

## Attachments

## Update Status

## Status

Accepted SUBMIT →

## Share Comment

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**Comment on Project ID number 16586, Hudson Solid Waste Transfer Station**

---

**From** Jaime L. Olivo <jaimelynnolivo@gmail.com>

**Date** Mon 11/18/2024 12:57 PM

**To** Moreno, Nicholas (EEA) <Nicholas.Moreno@mass.gov>

**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.

As a long time resident with children in Hudson Public Schools, including the school next to the transfer station, I am not in favor of increasing the amount of waste at this transfer station. I am concerned with the traffic, large trucks, and the smell that I have witnessed myself when dropping off my child. Hudson has been building new residences and townhouses and should also invest in infrastructure to support them. Thank you.

Jaime Olivo

---

Dump expansion

---

**From** Michelle Bernier-Capaldo <michellebernier@gmail.com>

**Date** Mon 11/18/2024 5:14 PM

**To** Moreno, Nicholas (EEA) <Nicholas.Moreno@mass.gov>

**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 express my concerns about the expansion of the BP Transfer station in Hudson.

From my initial research/convos, the expansion has very little to no benefit for the people of Hudson. For the below reasons, I am against the expansion.

1. The dump is looking to increase its ability to receive garbage by 242%, which is 1700% of what Hudson needs for its own garbage disposal. This would bring in trash from all surrounding towns.
2. Hundreds of more trucks barreling down the narrow roads, more smell, more trashwater on the roads coming home to your garage (yes, this is an actual problem).
3. Since BP pays pennies on the dollar to lease the land from the town, the expansion wouldn't solve our current budget issues, and we'd STILL have to pay for the wear and tear on the roads.
4. We'd still have to pay for trash pick up!
5. The scariest aspect is the increased threat to the safety of the children and pedestrians walking to Mulready Elementary. The huge trucks already fly down narrow Cox Street and create a lot of dust and noise.
6. The most vulnerable population in Hudson (PreK-4th grade) already has polluted air on their only sports field. It absolutely STINKS when you go outside. And yet they breathe in the pollution.
7. Trucks will be driving through wetlands to get to the expanded area. It's adjacent to Assabet land and now drainage may be an issue (we already have enough superfund waste in the area).
8. Not to mention the noise pollution and actual trash that is covering the sidewalks already from trucks dropping trash as they drive by. The homeowners deal with it every day and it's a nightmare.

Help us prevent Hudson from turning into everyone else's dump!

Gratefully,

Michelle Bernier-Capaldo

22 Worcester Ave

508 954 5887

--

Michelle Bernier-Capaldo

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## View Comment

### Comment Details

EEA #/MEPA ID	First Name	Address Line 1	Organization
16586	Sushma	9 Elaine Circle	--
Comments Submit Date	Last Name	Address Line 2	Affiliation Description
11-18-2024	Singh	--	Individual
Certificate Action Date	Phone	State	Status
11-22-2024	--	MASSACHUSETTS	Opened
Reviewer	Email	Zip Code	
Nicholas Moreno (617)699-4254, Nicholas.Moreno@mass.gov	sushma01749@hotmail.com	01749	

## Comment Title or Subject

**Topic:** Vehemently oppose the above proposal

## Comments

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Hello ,

I am a long time resident and live close to,the current transfer station location. This proposed expansion is very concerning to me and my community. There's an elementary school near by and we can't go to the school's playground and soccer's field without smelling a foul odor. I am a resident on the near by street , by fire station and on my walks during summer time , I had to hold my breath from school to fire station. I am deeply concerned about the environmental effect this proposal will have on the health of the community. Not to mention , the wear and tear our roads and streets will have to bear while transporting these same BP trucks. I will strongly recommend a third party review of this proposal , preferably an environmental scientist to assess the effects of this proposal on the safety and health of our community. Please consider my sincere request to oppose this proposal to expand transfer station location. Thank you !

## Attachments

## Update Status

Status

Accepted

SUBMIT →

## Share Comment

 SHARE WITH A REGISTERED USER

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**Fwd: Hudson MA Transfer Station**

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**From** Tim Porter <tporter138@gmail.com>

**Date** Mon 11/18/2024 8:10 PM

**To** Moreno, Nicholas (EEA) <Nicholas.Moreno@mass.gov>

**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.**

Hi Nicholas,

My name is Tim Porter and I was trying to add comments to EEA 16586 but was unable to. Would you be able to assist with adding the below?

I live in Hudson with my wife and two children, both of whom attend Mulready Elementary school in Hudson. After hearing more about plans for the new transfer station we are extremely concerned about what is planned for the site. Below are some bullets shared by a local town member that highlights many of the pitfalls of this project.

Thanks,  
Tim Porter  
Resident of Hudson

- The dump is looking to increase its ability to receive garbage by 242%, which is 1700% of what Hudson needs for its own garbage disposal. This would bring in trash from all surrounding towns.
- Hundreds of more trucks barreling down the narrow roads, more smell, more trashwater on the roads coming home to your garage (yes, this is an actual problem).
- Since BP PAYS PENNIES ON THE DOLLAR to lease the land from the town, the expansion WOULDN'T SOLVE OUR BUDGET ISSUES, and we'd STILL have to pay for the wear and tear on the roads (they are abysmal due to these trucks already)
- The scariest is the increased threat to the safety of the children and pedestrians walking to Mulready. The huge trucks already fly down narrow Cox Street and surrounding streets cutting over to the transfer station. More trucks = more traffic = more accidents.
- The most vulnerable population in Hudson (PreK-4th grade) already has polluted air on their only sports field. It absolutely STINKS when you go outside. And yet they breathe it in consistently all day while playing on the field or playground. I can't imagine 1700% more trash. Yes, the new proposal has a "misting system" to keep the smell down. Do we have this now??
- Trucks will be driving through wetlands to get to the expanded area. It's adjacent to Assabet land and now drainages may be an issue (we already have enough superfund waste sites in our town that we're paying to rectify).
- Not to mention the noise pollution and actual trash that is covering the sidewalks already from trucks dropping trash as they go by. The town gets to pick that up with the infrequent street sweepers.





---

## Concerned about Hudson Transfer Station expansion

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**From** Robert Burgess <bobb2001@gmail.com>

**Date** Tue 11/19/2024 2:27 PM

**To** health@townofhudson.org <health@townofhudson.org>; Kate.Hogan@mahouse.gov <Kate.Hogan@mahouse.gov>; Moreno, Nicholas (EEA) <Nicholas.Moreno@mass.gov>

**Cc** sduplisea@townofhudson.org <sduplisea@townofhudson.org>; jcongdon@townofhudson.org <jcongdon@townofhudson.org>; dbemis@townofhudson.org <dbemis@townofhudson.org>; jquinn@townofhudson.org <jquinn@townofhudson.org>; ssharek@townofhudson.org <ssharek@townofhudson.org>

**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.**

As a resident of Hudson, Mass., I am concerned about the expansion of the proposed new transfer station.

I have been at the current transfer station on Saturdays when many contractors from out of town visit to drop off their truck loads. My understanding is there are not many dumps open on Saturdays, so these trucks bring their garbage to Hudson. The line of trucks can be as long as an hour long.

I don't see how encouraging these out of town trash haulers benefits Hudson residents. Anyone who lives in the neighborhood has to deal with large trucks, loud noise, and unpleasant smells, which is especially frustrating for the elementary school students and staff next door.

With the transfer station moving nearby, why would we want to increase any of these health, safety, annoyance factors by increasing the tonnage of waste the dump can take in?

Finally, I would much rather see the new transfer station take an ecofriendly approach and increase its capacity to accept and process compostable materials. Many area towns return compost for free to their residents. In Hudson, we can drop off our leaves and grass clippings, but do not have access to the compost that should come from processing those materials. Furthermore, expanding the list of compostable materials the transfer station will accept to include dead garden plants and food waste would reduce the amount of trash going into the wastestream created by Hudson residents, while creating a valuable end product (compost) that can be used to enrich our yards, parks, and neighborhoods.

I urge you to encourage BP to think about being greener by working in a small footprint, collecting as little out of town waste as possible, and by establishing a modern day composting program. Let's think more about the environment and human wellbeing and less about how much out of town trash we can process so close to an elementary school.

Thank you,  
Robert Burgess  
31 Bradford Road  
Hudson, MA

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## Protect Hudson: Oppose BP Transfer Station Expansion

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**From** Shira Meadows <shiracmeadows@gmail.com>

**Date** Tue 11/19/2024 5:22 PM

**To** Moreno, Nicholas (EEA) <Nicholas.Moreno@mass.gov>

**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.

Dear Mr. Moreno,

My name is Shira Meadows, and I reside near the BP Transfer Station. I am writing to express my strong concerns regarding the proposed expansion of the transfer station's tonnage capacity.

This expansion raises several issues that could significantly impact our community:

1. **Increased Traffic:** Cox Street is already heavily trafficked, and adding more trucks will only worsen congestion, making it less safe for residents, commuters, and children.
2. **Limited Access:** More traffic and longer wait times could restrict residents' ability to access the Transfer Station when needed.
3. **Environmental Concerns:** The increased garbage intake would likely intensify unpleasant odors, undermining the quality of life for those living nearby.

Allowing BP to increase its garbage intake by 242.85%—approximately 1700% of what the town itself generates—offers no clear benefits to Hudson. Instead, it creates unnecessary challenges for our community, turning our beautiful town into a dumping ground for others' waste.

I urge you to prioritize the well-being of Hudson residents by rejecting BP's proposal to increase its garbage tonnage. Let's work together to keep Hudson safe, clean, and a place we're proud to call home.

Thank you for considering my concerns.

Sincerely,  
Shira Meadows

6 Edith Road, Hudson



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**BP expansion**

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**From** Antonio Pires <pires24@yahoo.com>

**Date** Wed 11/20/2024 9:20 AM

**To** Moreno, Nicholas (EEA) <Nicholas.Moreno@mass.gov>

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 with deep concern about the building of the new transfer station and the amount of trash trucks that will be entering our community.

I have lived in Hudson my whole life (52 years) but on broad street since 2010. the amount of trucks that come up and down this street has become ridiculous. I have a partner who works from home and has opted not to because of such heavy noise from their big trucks..

We had passed the J break law in Hudson but that doesn't seem to apply to broad st. With most of our houses on broad st being 10-20 ft from the road they shake our whole house when decelerating down Broad Street. Maybe a sign would help from using the engine break coming down the hill, or more law enforcement to monitor the busy times. The loud exhaust on these trucks is also just as bad coming up the hill with a full load. The quality of life on Broad Street has really decreased from the amount of BP trucks and trash contractors going all day. I'm not sure how much longer we can live here due to the noise pollution from these trucks on broad street.

Perhaps they should be forced to go Marlboro st which has a less impact on the residents. Just seems kind of absurd to go down Broad Street and then make the tight turn down by Main street or vila do Porto Boulevard. This is not a good trucking route.

I work in Waltham and have followed BP trucks as well as contractors from that area all the way to the BP transfer station. If they plan on increasing their trash disposal this will be a big blow to our community. The amount of trash trucks will really decrease the quality of life in Hudson. We will be a major hub for anybody looking to dispose of their trash with zero revenue for our beautiful town. This is not good for Hudson or community.

Im not sure why we even need this if we already have a trash pick up service in Hudson. If people choose to sign up for it.

Please consider us residence in our community and vote against the BP expansion. It is just not good for Hudson or its future.

Concerned resident

Tony

November 21, 2024

Nick Moreno  
MEPA Analyst  
[nicholas.moreno@mass.gov](mailto:nicholas.moreno@mass.gov)

Nicholas,

The attached is a comment upon the "Hudson Solid Waste Station" Final Environmental Impact Report (FEIR) submitted to MEPA by Epsilon Associates on behalf of B-P Trucking under MEPA EEA #16586. Please include this as a Public Comment for the Project.

Regards,  
James Carvalho  
3D Autumn Drive  
Hudson, MA 01749  
[jbcarvalho@verizon.net](mailto:jbcarvalho@verizon.net)

## Hudson Solid Waste Transfer Station and Recycling Facility



Submitted to:  
Executive Office of Energy and Environmental Affairs  
MEPA Office  
100 Cambridge Street, Suite 900  
Boston, MA 02114

## **This proposed 850 ton/day Solid Waste Transfer Station in Hudson should NOT be approved**

This public comment is in response to the Final Environmental Impact Report (FEIR) prepared by Epsilon Associates on behalf of B-P Trucking and submitted to MEPA on October 15, 2024.

I had previously submitted a public comment in response to the previously submitted Draft Environmental Impact Report (DEIR) back in May of this year. That prior comment is included in Section 7.0 of this FEIR. In my opinion, the issues in my prior comment remain valid concerns for this proposed project and should be part the MEPA review before approval or disapproval by Secretary Tepper. I will not be resubmitting that previous comment as I consider that the copy in Section 7.0 should be sufficient to be included in the Secretary's review of this project.

B-P Trucking has included in the FEIR their answers to the issues raised in my DEIR comment. Where, in my opinion, the B-P answers do not address the fundamental issues which I raised, I will ask again for an answer. Where, in my opinion, the B-P answers provided are insufficient I will challenge their viewpoint. I trust the Secretary will take this into consideration.

I have no insight into what is the MEPA view of the issues which I raise. You have provided no answers. I know that MEPA approval is required for this project. It is unclear to me what discretion MEPA has under 301 CMR 11.00 to deny or approve with conditions. As the Hudson public learned under the recent EEA #16585 warehouse project, Massachusetts law greatly favors business and developers, not citizens. There may be little that MEPA can do. But, I will ask.

I am not a traffic engineer or an environmental scientist. I am a resident of Hudson who is concerned about the impact of this massive expansion of our solid waste transfer station. I see this project as unfair to the Cox Street neighborhood, the adjacent Mulready Elementary School and the Town of Hudson in general. Hudson is already hosting a 350 ton/day solid waste facility, characterized as "Large", which far exceeds the level of solid waste generated in our town.

**It is my hope that MEPA will deny the B-P expansion to 850 ton/day capacity for the protection of the citizens of Hudson. The current 350 ton/day certification is more than enough.**

When the FEIR for EEA #16586 was officially noticed in the October 23<sup>rd</sup> issue of the MEPA Monitor, which I subscribe to, I posted that information on the local facebook group page Keep Hudson Safe & Strong <https://www.facebook.com/groups/keephudsonsafe>



This prompted one of the facebook group members to ask “This is going through no matter what ... correct?”, see above. In truth I don’t know the answer to this question. My limited experience with the MEPA approval process comes from EEA #16585, the proposed mega warehouse at 75 Reed Road in Hudson. Many in Hudson opposed this warehouse as excessive in that location surrounded by two over 55 residential communities and a child care center. Various concerns prompted public comments to MEPA and our local Hudson Planning Board including traffic concerns, noise and diesel PM2.5 pollution. These same issues exist for the proposed Hudson Solid Waste Transfer Station, EEA #16586. The warehouse application under EEA #16585 was withdrawn by the proponent, Portman. There was significant opposition from citizens of Hudson to this project, however, in my opinion, Portman withdrew their speculative proposal because business conditions showed a reduced demand for large warehouses. We will never know what the final Secretary Certificate would have said for EEA #16585.

I used the MEPA “Search” tool to find another 119 Solid Waste Transfer Station projects reviewed by MEPA. In particular I found EEA #16236 in 2020 which requested the doubling of the ton/day capacity of the Northbridge solid waste transfer station. MEPA characterized this expansion as “minor” and it was approved “Pursuant to the Massachusetts Environmental Policy Act (MEPA) (M.G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00)”. Also “Conclusion The ENF has described and analyzed the project and its alternatives, and assessed its potential environmental impacts and mitigation measures. Based on a review of the ENF and comments received, and in consultation with State Agencies, I have determined that an EIR is not required. The project may proceed to permitting.” I also noted that an online search showed MEPA denied in 2004 a solid waste transfer station in Brockton, Champion City Recovery, in part because “the company did not supply sufficient information about traffic safety around the site and the facility’s effect on air quality.” MEPA Permitting SW05 and SW06 only asks for an anticipated or proposed solid waste capacity.

My conclusion is that MEPA may approve or deny or approve certification with reasonable conditions based upon review of the impact and mitigation measures.

## An UNFAIR burden on Hudson:

At the April 24, 2024 zoom public presentation of the Hudson Solid Waste Station project, B-P representative V.P. Gary DePaolo noted that the solid waste generated by Hudson is estimated at 50 ton/day. The balance of the 350 ton/day capacity which is currently approved for this transfer station comes from other sources. Some of this excess solid waste comes from neighboring, and much wealthier, towns like Sudbury and Wayland. Look at this comparison of median family income.



Rank ↕	Municipality ↕	Type ↕	County ↕	Per capita income ↕	Median household income ↕	Median family income ↕	Households ↕	Population ↕
149	Hudson	Town	Middlesex	\$48,829.00	\$94,191.00	\$129,472.00	8,035	20,032
5	Sudbury	Town	Middlesex	\$96,008.00	\$217,847.00	\$228,426.00	6,208	18,912
26	Wayland	Town	Middlesex	\$89,947.00	\$203,789.00	\$234,051.00	4,779	13,859
31	Stow	Town	Middlesex	\$88,285.00	\$111,701.00	\$144,861.00	5,573	7,130
85	Northborough	Town	Worcester	\$62,946.00	\$129,780.00	\$161,601.00	5,821	15,863
99	Maynard	Town	Middlesex	\$55,372.00	\$112,432.00	\$147,701.00	4,269	10,702
101	Berlin	Town	Worcester	\$55,248.00	\$106,908.00	\$121,182.00	1,311	3,326
113	Bolton	Town	Worcester	\$66,748.00	\$167,132.00	\$191,434.00	1,853	5,606

[https://en.wikipedia.org/wiki/List\\_of\\_Massachusetts\\_locations\\_by\\_per\\_capita\\_income](https://en.wikipedia.org/wiki/List_of_Massachusetts_locations_by_per_capita_income)

The median family incomes in these surrounding towns is twice that in Hudson. Further consider the property values in these neighboring towns, also twice that in Hudson.

### City/Town 2022 median home price

Hudson      \$550,750

Sudbury      \$1,150,000

Wayland      \$1,047,000

<https://www.bostonmagazine.com/property/single-family-home-price-chart-2023/>

The neighboring town of Sudbury just opened their \$28.8 million 51,000 square foot net zero ready Fairbank Community Center with an 8 lane pool, fitness room, gymnasium with volleyball/basketball etc. The Lincoln-Sudbury High School ranks near the top 1% of high schools in America. In contrast, Hudson is facing a struggle to maintain level services in our school system and will see severe cuts to all schools if the expected 2.5 tax override vote does not pass next Spring.

Approval to expand the Hudson transfer station to 850 ton/day capacity will invite more wealthier towns, Lincoln, Weston etc. to send their waste to Hudson.

The Hudson Select Board tries hard to keep our real estate tax rate down. There is a trend in Town to establish public-private partnerships to offload municipal services from the annual budget. As a result Hudson has for-profit companies run our waste water treatment plant, our ambulance service and our transfer station. While it may be argued that this approach provides some efficiencies and lowers direct cost to the Town, it is unlikely that a municipally run solid waste transfer station would be petitioning to expand the facility certification so that they can import more garbage from surrounding towns.

All of the benefits listed in the FEIR can be made available to Hudson with a modern solid waste facility certified for the current 350 ton/day capacity, alas, but less business for B-P Trucking.

It is unfair for MEPA to approve this expansion to 850 ton/day capacity, making Hudson the regional solid waste center for wealthier towns who do not share this burden. The current 350 ton/day capacity is enough.

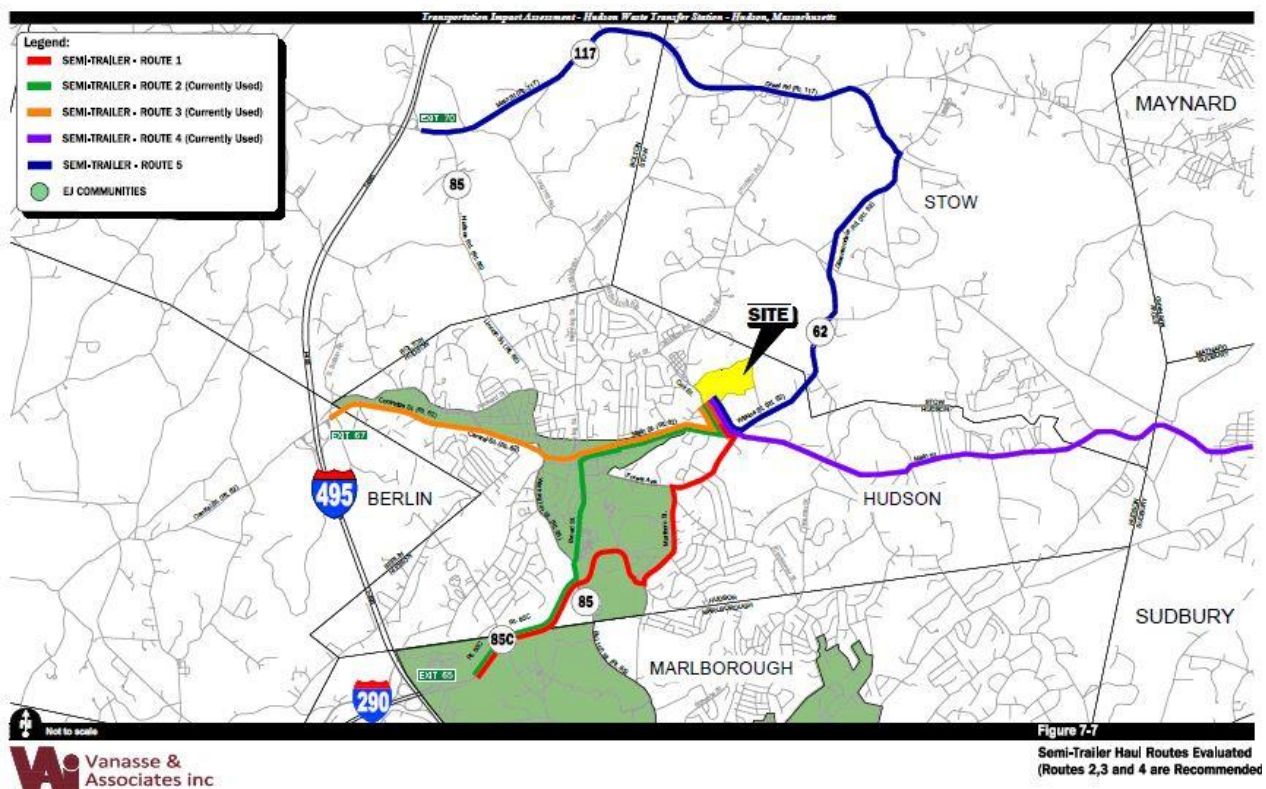


## JC.2

*"The Proponent is not aware of any requirement to conduct additional traffic monitoring,"* Noted that under the proposed large warehouse facility in Hudson, reviewed by MEPA under EEA # 16585, that Proponent, Portman, did agree to conduct traffic monitoring ".... including monitoring 6 months after occupancy and one year after occupancy". That warehouse Proponent agreed as part of the Planning Board Site Plan Review to provide this study as a reasonable confirmation of the actual traffic impact which was estimated in the project filings. For that project the site plan review preceded the MEPA review.

The scale data would be only one step in the confirmation of traffic impact. Traffic monitoring along each of the major proposed Routes identified in the DEIR, or whatever routes the truck choose to take, will confirm not only the magnitude of traffic impact via scale data but the actual impact of large trucks on the roadways in Hudson. This is especially important in light of the disclosure in the FEIR that "With respect to third-party customers visiting the proposed facility with packer trucks, roll-off trucks, and smaller vehicles, B-P will have no control over the routes these customers choose to take....".

In case MEPA does not have jurisdiction to require this study perhaps the Hudson Planning Board will make this a requirement in their Site Plan Review, whenever that happens.



### JC.3



The intent of this public comment may not have been clear. It is a concern about the wear upon the roadways in Hudson due to the large increase in heavy truck traffic.

Semi-trailers from the transfer station loaded could weigh as much as 80,000+ pounds (30,000 to 35,000 pounds empty with up to 55,000 pounds, 25 tons, solid waste bales) and there would be something like 34 of these leaving the transfer station every day. Smaller rear/side/front load and roll off solid waste trucks may have empty weight approaching that of a semi-trailer depending on their capacity (i.e. 18,000 to 35,000 empty). Something like 260 of these truck trips arriving at the transfer station to deliver the 850 tons of solid waste could carry an average of about 7000 pounds of solid waste each. These are rough estimates. Heavy trucks such as these increase the wear on roadways far above that of passenger vehicles and will predictably reduce the useful life of these roadways before maintenance is required. The axle weight formula in the DEIR public comment predicts the equivalent wear compared to a passenger car based upon axle weight. It's from an old study. Depending upon the quality of the roadway the wear on pavement due to these heavy trucks may be more or less. The pavement maintenance cost which results from this transfer station traffic will be a burden on Hudson DPW budget. It could be significant increased cost to the taxpayer in Hudson. That is why an analysis of the impact of the transfer station traffic on Hudson roadways is important.

The FEIR response reads *"A pavement impact analysis is conducted when the existing pavement structure shows evidence of failure due to truck traffic. No such damage was identified within the study area."* Perhaps the technical term "pavement impact analysis" is inappropriate. What Hudson needs to know is how much the pavement structure will be damaged as a result of the traffic from the transfer station, how much this will reduce the useful life of our roads.

In 2017 the Hudson Department of Public Works issued a Pavement Management Study. This report was prepared by Vanasse Hagan Brustlin of Watertown, MA, which may be the same firm who contributed to the FEIR Traffic Impact Analysis. In this report it states *"Pavement management is the practice of planning for pavement repairs and maintenance with the goal of maximizing the value and life of a pavement network."*

[https://www.townofhudson.org/sites/g/files/vyhlif3281/f/uploads/townwide\\_pavement\\_study.pdf](https://www.townofhudson.org/sites/g/files/vyhlif3281/f/uploads/townwide_pavement_study.pdf)

The 2017 Study didn't wait for "evidence of failure" because our DPW needs to plan for and budget for pavement repairs and maintenance. It's just good management.

The FEIR says "No such damage was identified within the study area." It is unclear in this reply how much actual investigation was done to support this statement. There are many roadways in



Hudson now which have asphalt crack filler repair. The crack filler may be an indication that a more extensive maintenance and capital cost expense will be need in the near future.

It is of no consequence that Cox street was recently repaired. That was part of Hudson DPW Director Eric Ryder's plan. What is of consequence is how long will that new pavement last considering the increased heavy truck traffic resulting from the proposed 850 ton/day expansion of the transfer station. Eric may be planning for that section of Cox Street to last 20 years before maintenance is needed. But, for example, the increased heavy truck traffic may make repair necessary after only 7 years. That would be an impact to Eric's Capital Paving Plan and an unanticipated expense to the Town. This goes for all of the roadways in Town, including state highways, on the proposed truck routes for the proposed transfer station.

If the Vanasse and Associates listed in the FEIR is the same as the Vanasse firm which did the 2017 report for the Hudson DPW, they would be a unique resource to evaluate the impact of an expanded transfer station.

MEPA must require B-P Trucking to provide a study of the pavement impact for all Hudson roads on the proposed travel routes for the transfer station due to the heavy truck traffic from the transfer station as a requirement of approval of this project.

## Rodent Information & Reporting

Have you seen a rat in your neighborhood? [Report a Rodent Sighting](#)

### How We Can Work Together to Prevent Rodents

Rats have been a part of the Massachusetts ecosystem since the area was originally settled in the early 17th century. They are commonly found in most urban areas and increasingly in suburban areas like Hudson. Neighboring communities, such as Marlborough, are also seeing an increase in rats. However, they are only present because of human activities, and thus it is possible to reduce their numbers by working together as a community to modify our habits.

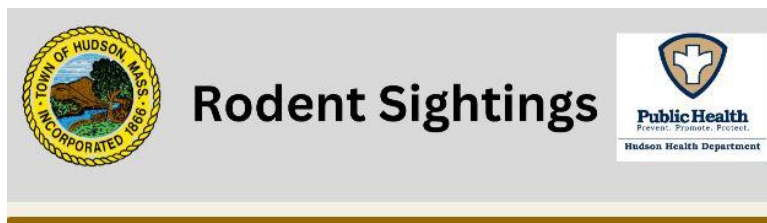


<https://tinyurl.com/2fa58zfp>

Hudson has seen a big increase in rats recently. To address this the Hudson Health Department now has established an online rodent sighting mechanism. It is a serious concern. Parents who send their children to the Mulready Elementary School are going to be concerned about this risk of an expansion to 850 ton/day of solid waste, justified or not. As a matter of good community public relations B-P Trucking should provide the relatively small cost to extend extermination services to the neighboring Mulready School to assure these parents that this proposed expansion will not put their children at risk.

If MEPA does not have the jurisdiction to require this protection for the Mulready School, then perhaps the Hudson Health Department/Board of Health should do so. Board of Health approval is required for this project. This so-called “minor” expansion of the Hudson Solid Waste Transfer Station first came up at a Hudson Board of Health meeting on Monday November 18. No one from B-P was present at this meeting. There will be a public comment period on the project sometime in December and a public hearing scheduled sometime in January. B-P needs to be there, with good answers.

<https://www.facebook.com/HudsonBOH>



Report a Rodent Sighting

## JC.6

“the Amazon project application (EEA #16585) has been withdrawn. Should that project or any other proposal for that site come forward, the proponent for that project will be required to prepare a new traffic study, which would need to incorporate traffic projections for both the proposed transfer station and the 75 Reed Road development.”

The new owner of the Intel property off Reed Road, National Development, is currently in process of marketing that property for development and that development will potentially coincide with the completion of the proposed transfer station. The potential of a massive increase in traffic on the proposed transfer station Route 1 from the former Intel remains. This concern came up at the Hudson Planning Board site plan review of a new Dunkin' location down the street at the intersection with Washington Street. That will be a minor impact compared to the potential traffic from the former Intel property and still that coincidence became a concern for site plan approval of the Dunkin' project. Diesel Truck traffic on transfer station Route 1, on Reed Road, has already raised concerns in this neighborhood regarding the noise created by the use of truck engine brakes, enough so that a citizen petition at Hudson Town Meeting this year resulted in a new engine brake noise bylaw. The warehouse project has raised a level of sensitivity to more traffic by the abutters in that area of town.

B-P should de-emphasize the use of Route 1 for transfer station traffic.

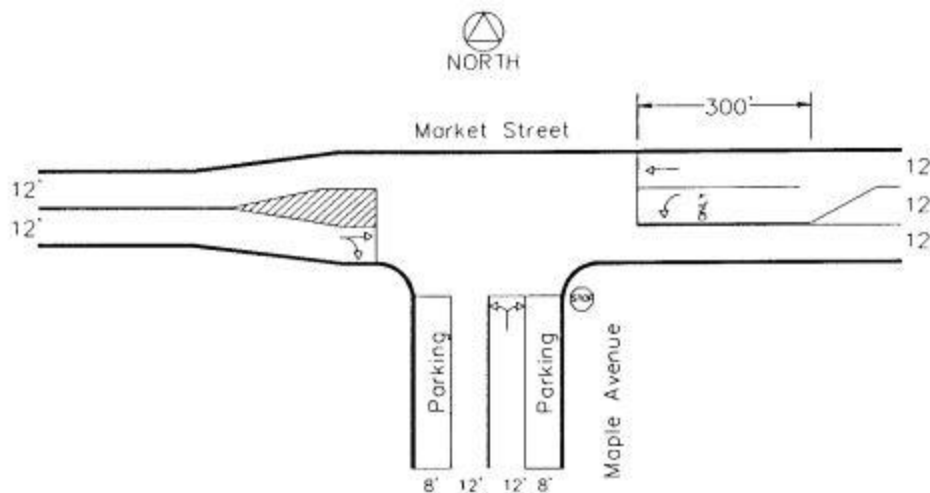


Figure A-9. Case Study 3: Existing intersection geometry (not to scale).

The intent of this public comment may not have been clear. It is a concern about safety at the intersection of the proposed transfer station driveway on Cox Street and not the inconvenience of travel delays for traffic at peak times during the day.

The warrant analysis described in the FEIR according to the National Cooperative Highway Research Program (NCHRP) sounds impressive but the public can not be expected to have a background to evaluate the detail of that analysis.

<https://onlinepubs.trb.org/onlinepubs/nchrp/esg/esg.pdf>

Warrant analysis in NCHRP Report 457 is based, in part, upon “Historic Data” for an existing intersection. The proposed driveway to the proposed Hudson Solid Waste Transfer Station doesn’t exist. There is no historic data, crash data, for this intersection and there won’t be significant, unusually frequent crash, data for years. The warrant analysis can not be complete without this data.

As observed in the drawings included in this DEIR comment large trucks and in particular tractor trailer trucks do not turn like passenger cars and will encroach upon other travel lanes if the intersection is not wide enough. Large trucks and in particular tractor trailer trucks do not accelerate cross travel lanes. The proposed solid waste transfer station intersection design has to take truck turn dimensions into account. A wider roadway, a dedicated left turn lane, should make left turns at the intersection safer.

In the B-P response to public comment JC.2 in the FEIR it reads *“the typical weekday afternoon peak hour for adjacent roads usually occurs between 4:00 PM and 6:00 PM. In contrast, the critical traffic activities for the existing facility peak around midday, between 12:00 PM and 2:00 PM, when adjacent roads are not typically burdened with heavy traffic volumes.”* That fact would reduce the inconvenience of delay to peak hour traffic. But, that facility peak more closely coincides with the traffic associated with the Mulready Elementary School, school busses, parents picking up their children, children walking home from school.

## **Hudson Public Schools Elementary School Hours & Curriculum**

### Elementary School Hours

#### All Hudson Elementary Schools

8:20 a.m. – 8:35 a.m. Student Arrival

8:20 a.m. – 8:40 a.m. Breakfast Available

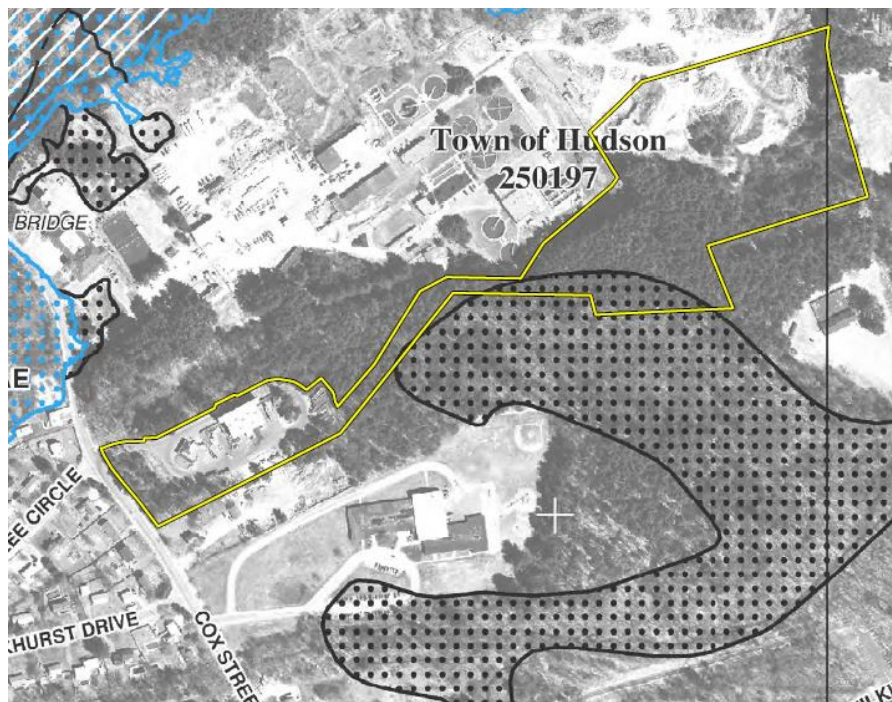
8:35 a.m. Starting Time

2:55 p.m. Dismissal (11:45 a.m. Early Dismissal)

The B-P Trucking FEIR conclusion is nothing special is needed at the site driveway. Now is the time to evaluate this intersection for safety not after it is apparent from historic data.

This is a further reason why a peer review by subject expert professionals should be done for the public to have confidence in the conclusions given in the FEIR. MEPA must require a peer review of this intersection as a condition of approval.





The intent of this public comment may not have been clear. It is a concern about the health of young children, aka sensitive receptors, at the nearby Mulready Elementary School.

The lungs of these children are still developing. PM2.5 particulate matter is fine “inhalable” particulate matter less than 2.5 microns in diameter. Concentrations of PM2.5 from diesel trucks can impact long term health. PM2.5 can cause devastating health impacts including asthma, chronic obstruction pulmonary disease (COPD), cancer and premature death. PM2.5 can penetrate deeply into the lungs to irritate and corrode the lung wall. Some PM2.5 particles are small enough to pass through lung tissue into the blood stream. Living within 500 feet of a diesel truck highway has been identified as a risk factor for respiratory and cardiovascular problems, a “diesel death zone”.

A longer driveway and a big increase in diesel traffic means more PM2.5 emissions. Massachusetts has an “anti-idling” law which limits unnecessary engine idling to five minutes.

<https://malegislature.gov/Laws/GeneralLaws/PartI/TitleXIV/Chapter90/Section16aIn>

The penalty for violating the anti-idling law is a fine of up to \$500 for each offense after the first, and a fine of up to \$100 for the first offense. The law also restricts unnecessary idling in school zones (within 1000 feet from the grounds of Mulready School). Mass DEP won’t be enforcing this law. Hudson Police have authority to enforce but they won’t be doing that either. It must be a B-P responsibility to enforce the MA idling law. According to the FEIR Section 3.2.1.3 *“Therefore, the total time to fill a trailer and replace it with an empty trailer is approximately 20 minutes. For both C&D and MSW trailers loads, the weight of the load typically averages 25 tons.”* for each of the two pits in the plan. In case B-P allows these trailers to idle for 20 minutes while loading that will exceed the state idling law. Without a coordinated arrival management plan trailers will queue up behind the trailers being loaded along this long driveway and these waiting trailers may also be idling thus extending their anti-idling violation. 40 trailers, all violating the anti-idling law, would incur a \$20,000 per day fine. Additional trucks delivering solid waste to the facility, offloading and queuing up behind them,



can also contribute to anti-idling violations. B-P Trucking must have a plan for compliance with the state anti-idling law. Compliance with Massachusetts law will lower the PM2.5 emissions which might impact children at the Mulready Elementary School. The plan must include posting signage about idling. Potentially B-P might furnish block heater connections at each diesel truck loading bay to keep diesel engines warm in order to reduce idling. Eventually the transition to fossil-free vehicles will eliminate this diesel pollution. MEPA must require this anti-idling concern to be addressed.

The FEIR reply says “Air quality in the vicinity of the Project Site is generally good, with all local background concentrations found to be well below the NAAQS”. The validity of this statement must be challenged because it is based upon data collection at the air quality station in Worcester some 16 miles away and a theoretical Mesoscale Analysis based upon emission trends. This will be of small comfort to the parents who send their young to the Mulready Elementary School.

The FEIR says “The Mulready Elementary School, which is the closest school to the Project Site on Cox Street, has an asthma prevalence rate of 10.3%, which is lower than the state rate of 12.2% and is in the 39th percentile for the state.” This statement in the FEIR is irrelevant. Irrelevant today for the child at Mulready Elementary School who has asthma. Irrelevant for MEPA to certify a facility which has 20 years remaining on the current land lease with a facility estimated to have a 60 year life expectancy. The children (and possibly the grandchildren) of current Mulready School students could potentially be impacted by this MEPA approval decision.

Mulready parents want to know that the air quality at their child’s school is safe, not theoretically safe, measured safe. That’s what they will want to know at the upcoming Board of Health Public Hearing in January. MEPA suggested that the proponent mitigate the loss of trees which will be removed when the proposed facility is constructed. B-P has offered to donate \$50,000 to offset the carbon capture loss of those trees. The cost of on site air quality measurement is far less. Purple Air of Draper, Utah, for example, offers a complete air quality monitor for \$299 which can provide measurements via WiFi or log them to a micro-SD card. The cost to B-P Trucking would be to install a low cost air quality monitor and to have a B-P employee periodically report the



#### **PurpleAir Zen Air Quality Monitor**

★★★★★ 58 reviews  
\$299.00

The PurpleAir Zen is the latest air quality monitor from PurpleAir, measuring real-time PM2.5 concentrations for residential, commercial, or industrial use. Containing a full-color LED ring, the resulting glow indicates real-time air quality at a glance, whether used indoors or out. Built-in WiFi enables the air quality monitor to transmit data to the real-time PurpleAir Map, where it is stored and made available to any smart device.

Double tap to adjust the brightness of the highly visible multi-colored LED ring, allowing quick air quality identification from across the room. Uncluttered and attractive, this indoor or outdoor monitor provides you and your family with industry-leading performance in measuring PM2.5 pollutant levels in or around your home.

For locations with limited WiFi access, the PurpleAir Zen PM2.5 measurement device incorporates real-time clock and SD card capabilities, allowing the sensor to record and store data on a microSD card.

measurements to the Hudson Board of Health.

<https://www2.purpleair.com/products/purpleair-zen>

MEPA (and the Hudson Board of Health) must make PM2.5 diesel emissions reduction a requirement for approval. Evidence of this reduction can be confirmed by ongoing low cost, on site, air quality measurement equipment which must also be a requirement for approval.

**There needs to be a peer review of the Vanasse and Associates Traffic Impact Report (TIA).**

This not disrespect for the work which Vanasse has provided but, like a second opinion for an important medical decision, a peer review provides an additional perspective on the options for this proposed transfer station.

The TIA provided is a complex technical study. The average citizen doesn't have the training to evaluate this complex report. Perhaps MEPA (and the Hudson Planning Board, other Boards) doesn't have that expertise either. A peer review by a professional traffic engineering company can provide additional options and potentially lead to a more informed decision for those who approve or disapprove.

On EEA #16585, the Intel warehouse project on Reed Road in Hudson, which was withdrawn, there were peer reviews of traffic, stormwater and noise impacts. It took a professional traffic engineering company, Muller Associates to question the TIA for the project by Howard Stein Hudson based upon a warehouse according to ITC LUC150 "a standard warehouse" when clearly the site plan presented a warehouse configuration which more properly be characterized as a LUC 155 "fulfillment center" or as a LUC 156 "parcel hub", configurations which would generate 2 to 3 times the diesel truck traffic as the LUC 150 traditional "warehouse". Citizens couldn't do that.

It's also a manner of presentation which if not clear to the public which may lead to misunderstanding. Take for example the total trips presentation in the DEIR.

Land Use	AM Peak Hour <sup>4</sup> (8:00 – 9:00 AM)			PM Peak Hour <sup>4</sup> (12:00 – 1:00 PM)			Weekday ADT <sup>5</sup>		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Existing Waste Facility Trips</b>									
TMC May 25, 2022 (350 TPD) <sup>1</sup>	54	48	102	49	48	97	374	380	754
<b>Proposed Waste Facility Expansion</b>									
Proposed Expansion Inbound Trips <sup>2</sup>	43	43	86	15	15	30	185	185	370
Proposed Expansion Outbound Trips <sup>2</sup>	2	2	4	2	2	4	22	22	44
Proposed Employee trip Increases <sup>3</sup>	0	0	0	0	0	0	17	17	34
Proposed Expansion Total Trips	45	45	90	17	17	34	224	224	448
<b>Waste Facility Total Trips</b>									
850 TPD	99	93	192	66	65	131	598	604	1,202

An uninformed citizen might see this chart and compare 754 total trips for the currently certified 350 ton/day transfer station and compare this to 1202 total trips for the expanded 850 ton/day transfer station as a 59% increase, not so bad. That chart doesn't break out the distribution of trash trucks (inbound), semi-trailers (outbound) and citizen recycling trips today. Presented differently this table might show that diesel traffic based upon the certified capacity (850/350) is more like a 240% higher number of heavy diesel truck trips impacting the roadways and citizens of Hudson.

MEPA and/or the Hudson Planning Board must require professional peer review for all the major issues presented in the plan for this increased capacity transfer station as a condition of any approval.



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**Comment from Hudson resident**

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**From** JSM 21 <millardjeanette@gmail.com>

**Date** Thu 11/21/2024 1:57 PM

**To** Moreno, Nicholas (EEA) <Nicholas.Moreno@mass.gov>

**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.**

Re: Solid Waste Station Final Environmental Impact Report (FEIR)" submitted to MEPA by Epsilon Associates on behalf of B-P Trucking under MEPA EEA #16586. Please include this as a Public Comment

Hello,

I was happy when I first learned that B-P was getting an upgrade for a larger waste transfer facility. I work in the recycling area that is part of the larger space.

Recently I learned that the upgrade is now an expansion that will nearly triple the size and, more importantly, the capacity that trucks (and not just trucks from Hudson) will be able to bring to the transfer station. This includes huge trucks hauling construction debris from distant towns, in addition to just Hudson residents.

This increase in size, tonnage, and trips per day will have a significant impact on Hudson - we are not a huge town or city, we are a relatively small town of just under 20,000 people. Our roads are not built like highways that can tolerate huge trucks with heavy weight, And our neighborhoods will certainly be less safe with behemoth trucks thundering down the town's roads.

While it is true that there is one road (Cox St) that connects fairly directly to highway 495, we cannot make that route mandatory. So all the other small, windy roads will also be at the mercy of the truck traffic, increased noise, and safety concerns that will come with such a large expansion.

I attended an early presentation about this B-P expansion. Much was made of the building planned, and the shoddy state of the current building. All true. But from what I heard and read, there was never anything specific stated in the public forum about almost tripling the tonnage that is being proposed.

Please look carefully, not just at what Hudson's "business friendly" SelectBoard wants, but also what makes sense for our town and the residents. At a time when we are working hard to reduce pollution, crowding, and traffic - all contributing negatively to our carbon footprint - I think we need to scale back this business proposal in favor of something more fitting to our town.

Thank you very much for considering these concerns.

Jeanette Millard

Hudson MA

Jeanette Millard

Green Hudson

Threshold Choir

Westford Community Rowing

(she/they)

*"If I cannot fly, let me sing."*

*~ Stephen Sondheim*

[millardjeanette@gmail.com](mailto:millardjeanette@gmail.com)

(1+) 617-513-5123

(she/they)



[Dashboard\(javascript:void\(0\);\)](#) > [View Comment\(javascript:void\(0\);\)](#)

## View Comment

## Comment Details

EEA #/MEPA ID	First Name	Address Line 1	Organization
16586	L J	16;Welsh Street	--
Comments Submit Date	Last Name	Address Line 2	Affiliation Description
11-21-2024	Strz	--	Individual
Certificate Action Date	Phone	State	Status
11-22-2024	--	MASSACHUSETTS	Opened
Reviewer	Email	Zip Code	
Nicholas Moreno (617)699-4254, Nicholas.Moreno@mass.gov	ljstrz15@yahoo.com	01749	

## Comment Title or Subject

**Topic:** Hudson transfer station

## Comments

This is not a necessity for the town, there is overbuilding & local streets that cannot handle increased tractor trailer traffic. The towns drinking water supply has already been compromised by the incompetence of town officials. Building a larger regional trash facility in such close proximity to the Assabet River is a risk that future generations do NOT need to have their health & the overall health of the town subjected to. Instead of unnecessarily raping the land for minimal monetary gain, the town should be concerned with the overall health of the of the town's natural resources & not risk further pollution & contamination.

## Attachments

## Update Status

## Status

Accepted ▼

**SUBMIT** →

## Share Comment

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November 21, 2024

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

Ms. Tepper:

We are 37 year residents of Hudson, MA, and *we would like to register our objection* to the proposed expansion of the Hudson Solid Waste Station: **MEPA EEA #16586**

We fully agree with comments already made by Mr James Carvalho, Mr McCormack, and Mr & Mrs Lalli.

Our major concerns and observations:

Increased truck traffic through residential area and schools. The transfer station location is already poor to begin with. The location is on the opposite side of the town from I-495. To significantly expand the site as proposed will force 400+ additional truck trips per day through populated residential areas and schools. That makes no sense in so many ways. This brings air pollution, noise pollution, wear and tear on town roads, increased risk to cars, bicycles and people walking along the routes.

We find it extremely disappointing to see comments stating that the air quality is so good that additional pollution is acceptable. The goal isn't bring the air quality down as close as possible to the threshold of acceptability. Our state mandate says the opposite. Noise pollution is also of great concern. Although signs have been posted along Reed Road not to jake-brake, this practice continues and it is near impossible to enforce.

A large "super facility" as proposed, should be placed away from residential areas near major highways. The proposed Hudson "super facility" is in the worst possible place.

Hudson residents successfully prevented the building of a warehouse off of Technology Drive for many of the same objections stated for this project. It's time we stop have hundreds additional of trucks aiming for Hudson. We need Hudson to be a safe and healthy place to live. (We hope proposals to dramatically increase truck traffic through Hudson is not becoming a pattern.)

Please say NO to this project!

Thank you for your consideration.

Sincerely,  
Per and Lena Gyllstrom  
34 Otsego Drive  
Hudson, MA

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16586-Hudson SW Transfer Station Final EIR Comments

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**From** Kasper-Dunne, JoAnne (DEP) <joanne.kasper-dunne@mass.gov>

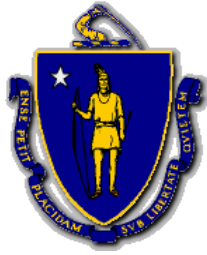
**Date** Fri 11/22/2024 2:32 PM

**To** Moreno, Nicholas (EEA) <Nicholas.Moreno@mass.gov>

Hello, Nicholas. MassDEP has reviewed the FEIR for the Hudson SW Transfer Station Project and does not have any additional comments. The FEIR adequately addressed the comments MassDEP made on the Draft EIR. As part of its permit process, MassDEP may request further information and detail from the Proponent.

Please let me know if you have any questions. Thank you and have a good day.

JoAnne Kasper-Dunne  
MassDEP  
Central Regional Office



COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE OF  
ENERGY AND ENVIRONMENTAL AFFAIRS  
DEPARTMENT OF ENERGY RESOURCES  
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**Maura Healey**  
Governor

**Rebecca Tepper**  
Secretary

**Kim Driscoll**  
Lt. Governor

**Elizabeth Mahony**  
Commissioner

27 November 2024

Rebecca Tepper, Secretary  
Executive Office of Energy & Environmental Affairs  
100 Cambridge Street  
Boston, Massachusetts 02114  
Attn: MEPA Unit

RE: Hudson Solid Waste Transfer Station & Recycling Factory, Hudson, MA, FEIR #16586

cc: Jo Ann Bodemer, Director of Energy Efficiency, Department of Energy Resources  
Elizabeth Mahony, Commissioner, Department of Energy Resources

Dear Secretary Tepper:

We've reviewed the Final Environmental Impact Report (FEIR) for the proposed project. The project includes a 3,000 SF conditioned office space, adjoining a 53,000 SF unconditioned transfer station building. There will be 25 new parking spaces.

### **Executive Summary**

The proposed buildings can readily achieve a high level of emissions mitigation with their commitments to efficient electrification of space and water heating and improved envelope, as described herein.

### **Executive Summary**

Hudson is a Stretch Code town. Accordingly, code minimum is Massachusetts Stretch Energy Code (IECC 2021 with MA and Stretch Code Amendments). More information can be found here: [Stretch Energy Code FAQ](#).

### **Key Commitments**

The project is committing to the following key items:

- High performance building envelope for conditioned spaces.
- 100% electric heat pump space heating and cooling.
- Electric domestic hot water heating via air source heat pumps.
- Roofs will be constructed to be PV ready.
- Installed EV charging and readiness.

### **Recommendations**

While the DOER continues to recommend that the project include the above-code GHG mitigation measure, of improved air infiltration limits (Option 8 of Section C406), provided there are no changes to the key commitments, the DOER has no further recommendations for this project.

Sincerely,  
Massachusetts Department of Energy Resources



Becca Edson  
Decarbonization Architect



Paul F. Ormond, P.E.  
Energy Efficiency Engineer