



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

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Massachusetts,  
New Hampshire,  
Rhode Island, Vermont

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Mr. David J. Mohler  
Deputy Secretary for Planning  
Executive Office of Transportation  
And Public Works  
Ten Park Plaza  
Boston, MA 02116-3969

JAN 12 2009

**Re: South Weymouth Parkway and Multimodal Center - Environmental Assessment  
Finding of No Significant Impact**

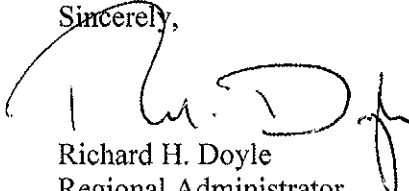
Dear Mr. Mohler:

Based upon a review of environmental documentation, the Federal Transit Administration (FTA) has issued a Finding of No Significant Impact (FONSI) for the South Weymouth Parkway and Multimodal Center project. The purpose of this project is the construction of a new East-West Parkway and Multimodal Center to enhance safety, circulation and access. With the issuance of this FONSI, the Executive Office of Transportation and Public Works (EOT) has complied with the National Environmental Policy Act (NEPA) for the parkway and multimodal center project as defined in the Environmental Assessment (EA).

Please be advised that in accordance with 23 CFR 771.121, the EOT is required to transmit a notice of availability of this FONSI to all affected Federal, state and local governmental entities. In addition, under Section 106 of the National Historic Preservation Act, the FTA has determined that no historic resources are affected by this project.

Please let me know if you have any questions regarding this matter. The FTA looks forward to continuing to work with the EOT on this important transit improvement.

Sincerely,



Richard H. Doyle  
Regional Administrator

Attachment

**FEDERAL TRANSIT ADMINISTRATION  
REGION I**

**Finding of No Significant Impact**

**Project: Parkway and Multimodal Center**

**Applicant: Executive Office of Transportation and Public Works**

**Project Location: South Weymouth, Massachusetts**

**Purpose and Need**

The South Shore Tri Town Development Corporation (SSTTDC) and master developer LNR South Shore LLC (LNR) propose to redevelop the former South Weymouth Naval Air Station. The base redevelopment, South Field, involves construction of commercial space, residential units with a pedestrian friendly village center, recreation complex, Science Park and acres of open space. In order to enhance safety and provide transportation access and circulation to the development site a new East West Parkway and Multimodal Center are needed. These transportation improvements are in support of state, regional and local land use, economic development and growth objectives with respect to the redevelopment of the Base.

**Alternatives Considered**

During the planning process, nine potential alignments and sub-alignments on the western side and four potential alignments on the eastern side of the Base were studied for the Parkway. In order to minimize wetland impacts the preferred alternative for the Parkway resulted in impacting the existing commuter rail station. Therefore a new multimodal center will be constructed providing longer/relocated commuter rail platform, increase parking, improve amenities and enhance multimodal access. The Parkway will establish an east-west connection between Route 3 and Route 18.

**No Build:** The no-build alternative is not consistent with local communities Master Plan and does not satisfy the purpose and need of the project.

**Proposed Project**

A new East-West Parkway will be constructed connecting Route 18 and Route 3. The Parkway will provide transportation access and circulation to the South Field development site. The Parkway will consist of an approximately 2.9 mile four-lane cross-section east of Route 18, followed by a 0.7 mile two-lane cross-section to the intersection with Weymouth Street. East of Weymouth Street, the Parkway will continue on existing roadways that will be improved as part of this Project, to provide a connection with Route 3. The Parkway will provide access to the South Field development through four access points, including two roundabouts and two traffic signals. The Parkway will also provide access to the MBTA commuter rail parking on the east side of the commuter rail tracks.

The Multimodal Center will support existing transit demand as well as demand generated by the South Field development. Shuttle bus operations and commuter rail access will be provided at the Multimodal Center. The commuter rail platform will be relocated and longer. Additionally, the multimodal center will include sheltered bus pick-up/drop off; kiss and ride area; handicapped parking and access; bicycle storage, ticket kiosks and electric signage for train and bus services. There will be two commuter parking lots: 660 spaces in Lot A with an additional 201 spaces in Lot B.

**Determinations and Findings**  
National Environmental Policy Act (NEPA) Finding

FTA serves as the lead agency under NEPA for this project. The MBTA prepared an Environmental Assessment (EA) in compliance with NEPA, 42 U.S.C. 4321 et.seq. and with FTA's regulations, 23 CFR Part 771. The Environmental Assessment dated October 10, 2008 analyzes and describes the project's potential significant impacts.

After reviewing the EA and supporting documents and public comments, the FTA finds under 23 CFR 771.121 that the proposed project will have no significant impact on the environment. The record provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required.

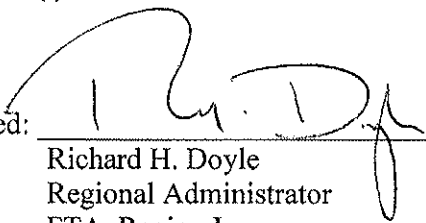
Section 106 Compliance

Section 106 of the National Historic Preservation Act requires the review of federally assisted projects for impacts to districts, sites, buildings, structures and objects listed in, or eligible for inclusion in the National Register of Historic Places. Federal agencies must coordinate with the State Historic Preservation Officer (SHPO) and potentially affected Tribes to make this determination. The Advisory Council on Historic Preservation (ACHP) has established procedures for the protection of historic and cultural properties in, or eligible for, the National Register (36 CFR Part 800).

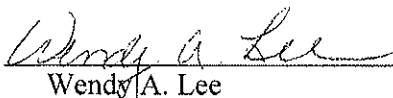
The Massachusetts Historical Commission (MHC) has been consulted regarding this project. The MHC on July 16, 2008 concurred in FTA's determination that this project will have no effect on historic resources.

Section 4(f) Findings

Section 4(f) of the Department of Transportation Act of 1966, codified as 49 U.S.C. 303, declares a national policy that a special effort should be made to preserve the natural beauty of the countryside, public park and recreational lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation may not approve the use of land from a significant publicly owned park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that there is no prudent and feasible alternative to the use of land from the property and the action includes all possible planning to minimize harm to the property resulting from such use (23 CFR 771.135). FTA has determined that the project will not result in a "use" of a Section 4(f) resource.

Approved:   
Richard H. Doyle  
Regional Administrator  
FTA, Region I

Date: 1/12/09

Concur:   
Wendy A. Lee  
Regional Counsel

Date: 1/12/09