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December 15, 2025

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

Project Name	: KCCRA MCP Response Action
Project Municipality	: Weymouth
Project Watershed	: Boston Harbor
EEA Number	: 16955
Project Proponent	: Algonquin Gas Transmission, LLC
Date Noticed in Monitor	: November 7, 2025

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

Project Description

As described in the Single EIR, the project consists of several measures (the "Response Action") at the Kings Cove Conservation Restriction Area (KCCRA) to address existing, historic contamination on-site. In July 2016, Release Tracking Number (RTN) 4-26230 was issued following the identification of evidence of a historical release of petroleum in soil at the Compressor Station north of the project site (the "Disposal Site"). The proposed project, as specified in the Phase IV Remedy Implementation Plan (RIP) developed for the site in accordance with the Massachusetts Contingency Plan (MCP, 310 CMR 40.0000), includes the removal and replacement of 630 cubic yards (cy) of sediment/impacted fill within the intertidal area, the extension of an existing rip rap revetment in the northern area of the site, and the placement of cobble between the excavated area and the revetment.

As previously described in the Expanded Environmental Notification Form (EENF), prior to the 1900s, Kings Cove and what are now surrounding land areas were flowed tidelands. In 1922, a license to fill portions of Kings Cove was obtained by the Edison Electric Illuminating Company of Boston (Edison Electric) in order to construct a coal-fired power station located south of Bridge Street. By 1928, a north-south oriented bulkhead was approved and constructed

within Kings Cove and the area behind the bulkhead was filled. The bulkhead is now obsolete (photographs indicate that it was no longer in place by 1955), and the fill has migrated onto the intertidal area. Hazardous Materials, as defined in the MCP, are present in this fill. An area of the fill, now located below the mean high water (MHW) line, contains nickel and vanadium at concentrations exceeding the site-specific ecological apparent effects thresholds (as defined by the MCP) for those metals. To address contaminants within the intertidal area, approximately 630 cy of sediment below MHW will be excavated and then disposed of off-site, if necessary (based on additional testing during construction), with some fill remaining on site for beneficial use in the extension of the revetment in the upland portion of the site as described below. The excavation will occur during low tide, and a turbidity curtain will be installed within Kings Cove to control the migration of suspended fine materials. The excavated fill and sediment will be replaced with an equal amount of clean cobble stone to restore the excavated area to the preexisting elevation.

Arsenic and chromium have been detected in eroded fill now located within the shoreline sediments, but not at levels that present a potential Imminent Hazard, which would require remediation or other response actions in accordance with the MCP. Further erosion of the upland portion of the project site could expose fill containing higher concentrations of arsenic (associated with the use of coal ash as fill). To address the potential for contamination from the upland area, the project includes the extension of the existing stone revetment, as well as recording an Activities and Use Limitation (AUL) in the Registry of Deeds on the KCCRA site. The revetment extension is anticipated to prevent further erosion in this area (and in turn, additional release of the arsenic-contaminated fill). The construction of the revetment will occur "in the dry" through the use of a sandbag cofferdam along the length of the shoreline. In areas where backfill is required to support the revetment (landward of the rip rap revetment), fill excavated from the intertidal area will be reused for that purpose. The fill proposed to be reused will be contained behind a layer of geotextile fabric, followed by a layer of clean core stone and larger armor stones to match the design of the existing revetment proposed to be extended. Approximately 200 cy of fill will be moved as part of the upland portion of the project (in addition to the 630 cy proposed to be dredged).

As previously described in the EENF, the Human Health Risk Characterization completed as part of the Comprehensive Site Assessment (CSA) concluded that a Condition of No Significant Risk to Human Health currently exists at the KCCRA (for both the intertidal area and the upland area). The project is proposed to address the potential for ecological impacts associated with the current contamination of the site, and to prevent additional release of contaminated sediments within the KKCRA in the future. The Single EIR indicates that the implementation of the project with an AUL would achieve a Permanent Solution with Conditions without "active" operation and maintenance systems, although future routine inspections and maintenance will be required per the AUL to confirm the integrity of the revetment. As stated in the Single EIR, there have been no changes to the project design since the filing of the EENF.[1]

[1] As noted in the EENF Certificate, the Proponent also owns and operates the abutting Weymouth Compressor Station. Because the MCP response actions at the KCCRA relate to contamination associated with historic industrial operations, not the operation of the compressor station, I previously found that this project is severable and not part of a common plan with the Weymouth Compressor Station project, in accordance with the anti-segmentation provisions of 301 CMR 11.01(2)(e).

Project Site

The 1.5-acre project site is located in the southern portion of the KCCRA (which is a public park), located just north of Bridge Street, a Massachusetts Department of Transportation (MassDOT) roadway, and adjacent to the Weymouth Compressor Station (which is located to the west of the site). Kings Cove lies to the east of the project site. The site includes upland portions of the park and the adjacent intertidal area. The upland portion contains both grassed and paved areas, as well as the eroding fill. The intertidal area contains gravel- and cobble-sized pieces of coal slag and other fill material, such as bricks mixed with small amounts of natural sand and gravel. As noted above, there is an existing revetment at the northern limit of the project site, which extends north between the upland portion of the KCCRA and the intertidal area along the Kings Cove shoreline to the top of the peninsula. The project site does not contain *Estimated* and *Priority Habitat of Rare Species* as delineated by the Natural Heritage and Endangered Species Program (NHESP) in the 15th Edition of the Massachusetts Natural Heritage Atlas or an Area of Critical Environmental Concern (ACEC). The site does not contain any structures listed in the State Register of Historic Places or the Massachusetts Historical Commission's (MHC) Inventory of Historic and Archaeological Assets of the Commonwealth.

The project site contains areas mapped as Designated Port Areas (DPA), as well as Land Subject to Coastal Storm Flowage (LSCSF), Coastal Beach, Coastal Bank, and Land Containing Shellfish. Portions of the project site are mapped as Flood Zone VE (an area inundated during a 100-year storm, with additional hazard associated with storm waves) with a Base Flood Elevation (BFE) of elevation (el.) 15 ft NAVD88 as delineated on Federal Emergency Management Agency (FEMA) map 25021C0227F (effective date June 9, 2014). The site is located within the Weymouth Fore River, which is listed as an impaired waterbody. The disposal site regulated under the MCP that the project is proposed to address has been assigned RTN 4-26230.

The project site is not located within an Environmental Justice (EJ) population[2] but is located within one mile of 10 EJ populations characterized by Minority (4); Minority and English Isolation (1); Minority and Income (4); and Minority, Income, and English Isolation (1) criteria. The site is located within five miles of a total of 108 EJ populations. The Single EIR identifies the "Designated Geographic Area" (DGA) for the project as 1 mile around EJ populations.

Environmental Impacts and Mitigation

Potential environmental impacts of the project include the alteration of 0.8 acres of land and the alteration of 29,000 square feet (sf) (0.67 acres) of Designated Port Areas; 37,105 sf (0.85 acres) of Coastal Beach and Land Containing Shellfish; 590 linear feet (lf) of Coastal Bank; and 46,385 sf (1.06 acres) of LSCSF. The project will involve approximately 630 cy of dredging.

[2] "Environmental Justice Population" is defined in M.G.L. c. 30, § 62 under four categories: Minority, Income, English Isolation, and a combined category of Minority and Income.

The project is expected to improve existing conditions on-site through the proposed Response Action which will address historic contamination on-site. Measures to avoid, minimize, and mitigate environmental impacts during project construction include conducting the proposed dredging during low-tide, use of a turbidity curtain seaward of the dredge limits, constructing the revetment in the dry through the use of cofferdams, implementing time of year (TOY) restriction from May 1st through November 1st, and use of erosion and sedimentation controls.

Jurisdiction and Permitting

This project is subject to MEPA review and preparation of an ENF pursuant to 301 CMR 11.03(3)(b)(1)(a), 11.03(3)(b)(1)(e), and 11.03(3)(b)(1)(a) because it requires Agency Action and will, respectively, result in the alteration of alteration of coastal dune, barrier beach, or coastal bank; New fill in a velocity zone; and the alteration of ½ or more acres of any other wetlands (LSCSF and Land Containing Shellfish). The project is required to prepare an EIR under 301 CMR 11.06(7)(b) of the MEPA regulations because it is located within one mile of one or more EJ populations. The project requires a Chapter 91 (c.91) License and 401 Water Quality Certification (WQC) from the Massachusetts Department of Environmental Protection (MassDEP), a Transportation Access Permit (for construction access from Bridge Street) from MassDOT, and a Section 8(m) Permit from the Massachusetts Water Resources Authority (MWRA).

The project received an Order of Conditions from the Weymouth Conservation Commission on September 5, 2024, which was not appealed. The project requires Section 404 Pre-Construction Notification to the U.S. Army Corps of Engineers (USACE) as well as a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) from the U.S. Environmental Protection Agency (EPA).

Because the project is not seeking Financial Assistance from an Agency, MEPA jurisdiction extends to those aspects of the project that are within the subject matter of required or potentially required Permits or within the area subject to a Land Transfer, and that are likely, directly or indirectly, to cause Damage to the Environment.

Review of the Single EIR

The Single EIR included a project description, existing and proposed conditions plans, estimates of project-related impacts, an update on permitting, a response to comments on the EENF, and draft Section 61 Findings. It identified changes to the project design and public outreach/coordination with Agencies conducted since the filing of the EENF. It also contained an assessment of the public health impacts of the project and information related to impacts on EJ populations as required by 301 CMR 11.07(6)(n).

Comments from Agencies do not identify any significant impacts that were not reviewed in the Single EIR or identify additional alternatives for further review, although comments from MassDEP identify additional information that should be provided in subsequent permitting (further described below).

Environmental Justice

As noted above, the project site is not located within an EJ population but is located within one mile of 10 EJ populations characterized by Minority (4); Minority and English Isolation (1); Minority and Income (4); and Minority, Income, and English Isolation (1) criteria. The site is located within five miles of a total of 108 EJ populations. Within one mile of the project site, Chinese was identified as spoken by 5% or more of residents who also identify as not speaking English very well (Limited English Proficiency (LEP) individuals). As noted above, the DGA for the project is identified as 1-mile.

As previously described in the EENF, the Proponent proactively engaged with potentially impacted communities in accordance with a site-specific Public Involvement Plan (PIP) that was developed for the site (included in the EENF as Appendix B). This included multiple public meetings associated with the assessment, remediation planning, and permitting of the project. To encourage potentially affected communities to participate in these public meetings, the Proponent arranged for bus transportation from nearby communities and provided Mandarin speaking translation during the meetings. Previous comments submitted by members of the public expressed support for the proposed project. The Single EIR states that there have been no revisions to the PIP since the filing of the EENF. Additional contacts have been added to the distribution list maintained for the project upon request.[3] The distribution list will continue to be used to announce upcoming public meetings, distribute fact sheets, provide notices of public comment periods, and the availability of documents in the information repositories, and similar relevant information about the project. The Proponent will continue to maintain the mailing list and update it as necessary. The Single EIR further states that the Proponent has provided and will continue to provide translation services in Chinese, as requested, in future outreach efforts.

The Scope on the EENF requested that the Proponent provide additional information regarding project-generated truck trips and routes of travel and tree plantings. The Single EIR describes three major routes for construction trips (shown in Figure 2.1). As stated in the Single EIR, project construction is expected to occur over a maximum of 60 working days, resulting in average of one daily trip between the staging area and workspace ("Route #1," which is less than a quarter mile), which will not pass through any EJ populations; and an average of three daily trips to and from the contractor facilities and potential disposal locations to the north (identified as Route #2) and potential disposal locations to the south (identified as Route #3), which will pass through EJ populations. The final disposal location for any sediment to be disposed of off-site will be determined during project construction, when the excavated sediment is tested. Comments from a member of the public submitted on the Single EIR express concern with Route #3 as described in the Single EIR, which would route the truck traffic next to a school (Ross School) that is located within an EJ community. In response to these comments, the Proponent has updated Route #3 such that the contractor will travel south via Washington Street to McGrath Highway to Burgin Parkway in Quincy or Quincy Avenue and Union Street in Braintree.[4] While this revised routing still extends through EJ neighborhoods, it will avoid passing by the Ross

[3] As stated in the Single EIR, any interested person may be added to the PIP distribution list by emailing the project team at WeymouthCompressorStation@vhb.com.

[4] The updated route of travel for trips to disposal sites south of the project site was described in an email from Erika Johnson (VHB) to Eva Vaughan (MEPA Office) sent on December 3, 2025.

School. I encourage the Proponent to consider scheduling truck trips during off-peak hours and considering other measures to inform the public about construction scheduling and air quality conditions.

As described in the Single EIR, existing trees along the project shoreline will be maintained to the extent practicable and disturbed areas will be loamed and seeded after completion of the work with native cover. New tree plantings will be proposed if tree removal becomes unavoidable during construction, in which case trees damaged or removed during construction would be replaced with suitable native species in coordination with the Weymouth Conservation Commission. As required by the Order of Conditions issued by the Weymouth Conservation Commission, the site will be monitored for two years for the establishment of native cover in disturbed areas, survival of any shrubs or trees planted, and the management of invasive species. Comments received from a member of the public also request that the Proponent commit to removal of an existing barbed wire fence located along the KCCRA access road. The Single EIR states that the Proponent will remove the barbed wire fence during construction, subject to approval from the Weymouth Conservation Commission and the owner of the KCCRA.

Public Health

The Single EIR states that the project is not anticipated to result in adverse impacts to public health and is not required to obtain any permits that contain performance standards intended to protect public health. It will achieve a Permanent Solution as defined in the MCP while enhancing the KCCRA by stabilizing eroding fill along the Upland Portion of the KCCRA and improving surface conditions in the Shore Portion of the KCCRA. The EENF previously provided a preliminary baseline assessment of any existing unfair or inequitable Environmental Burden and related public health consequences impacting EJ populations in accordance with 301 CMR 11.07(6)(n)1. and the MEPA Interim Protocol for Analysis of EJ Impacts. The EENF identified one census tract (178.02) that exhibits vulnerable health EJ criteria[5] for the childhood blood lead criterion, and two census tracts (179.01 and 227.00) that exceed the low birth weight criterion; however, census tract 228.00, which is directly adjacent to the project site, does not meet these two vulnerable health EJ criteria). As requested by the Scope on the EENF, the Single EIR clarifies that census tracts 178.02 and 179.01 are located in Quincy, and census tract 227.00 is located in Weymouth.

The Scope on the EENF also directed the Proponent to provide further details regarding the extent of fill to remain on site for beneficial reuse, given that the excavated sediment necessarily meets the "apparent effects thresholds" (as defined by the MCP) and therefore requires remediation. As described in the Single EIR, any on-site reuse of fill will comply with the MCP and MassDEP MCP guidance including the Similar Soils Provision Guidance (dated September 4, 2014),[6] as applicable. According to the Single EIR, a formal Beneficial Use

[5]See https://matracking.ehs.state.ma.us/Environmental-Data/ej-vulnerable-health/environmental-justice.html. "Vulnerable health EJ criteria" 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.
[6] https://www.mass.gov/doc/wsc13-500-similar-soils-provision-guidance-0/download

Determination (BUD) from MassDEP is not required to reuse the soil on-site, so long as the requirements of the MCP are met. co The project Licensed Site Professional (LSP), together with the project engineer, will determine the suitability of any fill for reuse as it relates to the MCP and revetment design specifications. The Single EIR states that fill will only be reused if it can be accommodated behind the new revetment, and would be protected with geotextile and the revetment itself.

Prior to being exported from the KCCRA, fill and sediment will be sampled and characterized to facilitate the identification of an appropriate off-site disposal/recycling facility that is licensed, permitted, or approved to accept such materials in accordance with state and federal regulations and policies. The Single EIR states that specific disposal locations for sediment to be removed off-site have not yet been determined; however, any disposal location to the north would utilize Route #2, and any disposal location to the south would use the updated Route #3. The project includes several mitigation measures and monitoring practices to manage dust and assess air quality during construction, as detailed in the Final Phase IV RIP prepared for the site. This includes real-time particulate sampling to confirm dust concentrations generated as a result of construction (i.e., not background) do not pose a potential public health risk. Upwind and downwind dust monitoring will be performed each day. The dust and air monitoring data, as well as records of corrective actions implemented to mitigate fugitive dust, will be publicly available at the EEA Data Portal[7] as part of the Phase IV Final Inspection Report/Completion Statement for the project.

Hazardous Waste

The EENF previously detailed previous reports/assessments associated with RTN 4-26230 from January 2022 (Phase II CSA) through July 2024 (Phase IV RIP). As requested by the Scope on the EENF, the Single EIR identifies assessments/reports undertaken in accordance with MCP prior to the Phase II CSA, beginning with a Phase I Initial Site Investigation Report and Tier Classification, dated July 2017. All reports detailed in the EENF and Single EIR can be accessed online via the EEA Data Portal (linked above). The most recent MCP submittal pertaining to the project is a Final Phase IV RIP submitted to DEP in July 2024. Since the filing of the EENF, there have been no MCP submittals associated with the KCCRA prepared or submitted to MassDEP under RTN 4-26230. Following project completion, an As-Built Construction Report and Phase IV Final Inspection Report/Completion Statement will be subject to public comment and then submitted to MassDEP. According to the Single EIR, there are no status reports required by MassDEP between the submittal of the Phase IV RIP and the submittal of the Phase IV Final Inspection Report/Completion Statement.

As requested by the Scope on the EENF, the Single EIR clarifies that RTN 4-28186 was assigned in April 2020 in response to the identification of a potential Imminent Hazard (IH) condition due to concentrations of arsenic in shallow soil in the KCCRA portion of the Disposal Site. As stated in the Single EIR, the subsequent IH evaluation concluded that these arsenic concentrations did not present an IH condition, and that the arsenic identified was associated with the use of coal ash as fill. There are currently no AULs in place on-site; however, as noted

[7] The Data Portal for RTN 4-26230 is accessible at: https://eeaonline.eea.state.ma.us/portal/dep/wastesite/viewer/4-0026230

above, an AUL will be recorded as part of the project to support a Permanent Solution under the MCP. As described in the Single EIR, the AUL is anticipated to include:

- Prohibition of residential, school, or daycare uses
- Prohibition of future excavation without the development and implementation of an appropriate Health and Safety and Soil Management Plan
- Requirements for periodic inspection and maintenance of the revetment

As noted above, fill and sediment excavated in the course of the project will be reused behind the revetment to the extent practicable based on the geotechnical quality of the fill and sediment and space available. A Human Health Risk Characterization respecting the fill and sediment concluded that a Condition of No Significant Risk as defined in the MCP will be achieved following completion of the project (including reuse of fill and sediment), which was reviewed by MassDEP. The Single EIR states that the revetment and associated geotextile materials will prevent future exposure to the reused material. The revetment will be maintained and inspected as required by the AUL. The Single EIR states that reuse of fill and sediment will not require permitting or approvals other than those permits/approvals identified in the Jurisdiction and Permitting section above. Comments from MassDEP Bureau of Waste Site Cleanup (BWSC) state that the Single EIR is responsive to comments submitted on the EENF, and that the Department has no further comments on the project.

Coastal Resources and Waterways

The Single EIR confirms impacts to wetland resources areas as described in the EENF, which include the alteration of 29,000 sf (0.67 acres) of a Designated Port Area (DPA); 37,105 sf (0.85 acres) of Coastal Beach and Land Containing Shellfish; 590 linear feet (lf) of Coastal Bank; and 46,385 sf (1.06 acres) of LSCSF. The EENF identifies all alteration to coastal resources as permanent. The Single EIR states that the construction access drive is located within Coastal Bank and LSCSF but that no additional temporary impacts to coastal resources are anticipated due to the developed nature of the site; the Single EIR notes that impacts to coastal resources (as described above) are consistent with the Notice of Intent reviewed by the Weymouth Conservation Commission. As noted above, the Weymouth Conservation Commission reviewed the project for its consistency with the Wetlands Protections Act (WPA), the Wetland Regulations (310 CMR 10.00), and associated performance standards, and issued an Order of Conditions on September 5, 2024, which was not appealed. Because the project is an MCP Response Action, it qualifies as a Limited Project under the WPA (and was approved as such by the Conservation Commission).

Portions of the site above MHW are located within the Weymouth Fore River DPA. The purpose of the DPA program is to promote water-dependent industries and to prevent the loss of areas that have key characteristics for water-dependent industrial uses. Proposed activities above MHW (within the DPA) include extending the existing riprap revetment south and placing cobble stones to provide a gradual surficial transition to the Shore Portion of the KCCRA. The Single EIR states that these activities will not preempt water-dependent-industrial use within the Weymouth Fore River DPA. However, the Single EIR notes that the site is already subject to a Conservation Restriction held by the Weymouth Conservation Commission that permanently prohibits any industrial use of the site, irrespective of the project. Regardless, the project has

been designed to avoid any further restriction of future water-dependent industrial activity in the DPA.

As previously discussed in the EENF, the project site contains filled and flowed tidelands subject to the c.91 regulations; the project is expected to impact 33,768 sf of flowed tidelands and 20,199 sf of filled tidelands. As required by the Scope on the EENF, the Single EIR provides updated plans which identify the historic high water (HHW) line/delineates the tidelands present on-site (Figure 3.1). The Single EIR provides a preliminary discussion of the project's consistency with the Waterways Regulations (310 CMR 9.00). Comments from MassDEP indicate that further information will be required during the subsequent c.91 review process; however, MassDEP Waterways does not identify concerns with the proposed project, and the additional necessary details may be submitted with the c.91 application. Specifically, the c.91 application should include additional details regarding the c.91 licensing history for the site, and additional documentation demonstrating compliance with the Waterways Regulations.

The project site is comprised of tidelands subject to the provisions of An Act Relative to Licensing Requirements for Certain Tidelands (2007 Mass. Acts ch. 168) and the Public Benefit Determination (PBD) regulations (301 CMR 13.00). A PBD is required for this project as it is subject to preparation of a mandatory EIR. Comments from MassDEP state that the proposed project consists of Water-Dependent Uses pursuant to 310 CMR 9.12(2)(a)9, 11, & 14, and pursuant to 310 CMR 9.12(2)(b)7, the project also meets the definition of Water-Dependent Industrial Uses within the DPA. As a water-dependent project, it is presumed that this project will provide adequate public benefit in accordance with 301 CMR 13.04(1). Given the public benefits associated with remediation of this contaminated site, I am issuing this Single EIR Certificate to serve as the Public Benefit Determination for the project. The Single EIR states that the purpose of the project is to achieve a Permanent Solution under the MCP respecting Hazardous Materials in fill on the site, which will provide a benefit to the environment, public health, safety, and public welfare.

Climate Change Adaptation and Resiliency

Based on the output report from the MA Resilience Design Tool previously attached to the EENF, the project has a "High" exposure rating for sea level rise/storm surge and extreme heat, and a "Moderate" exposure rating for extreme precipitation (urban flooding). It also received a "Moderate" ecosystem benefits score. As previously discussed in the Certificate on the EENF, the elevation of the revetment extension was selected to match the existing revetment that will be extended, and is expected to provide protection and scour resistance up through the 2070 100-year storm event. Based on the 50-year useful life and the self-assessed criticality of this asset, the MA Resilience Design Tool recommends a planning horizon of 2070 and a return period associated with a 50-year (2% chance) storm event when designing for sea level rise/storm surge. According to the Tool, this storm event is associated with a maximum projected water surface elevation of 9.8 ft NAVD88, and a maximum projected wave action water elevation of 12.1 ft NAVD88. The minimum projected wave action water elevation for the 2070 50-year storm event is identified as 9.8 ft NAVD88, and the average as el. 10.3 ft NAVD88.

A coastal hydraulic analysis was completed to evaluate wave impacts to the site from extreme storm events and to calculate the stone size to be used to construct the project revetment. The Single EIR states that the USACE Automated Coastal Engineering System (ACES) modeling software was used for this analysis, and incorporated site-specific survey data for bathymetry, wave height, and sea level rise (SLR) projections. Water level inputs into the modeling were based on a 100-year (1% chance) coastal storm event plus 2070 high SLR scenario (4.2 feet of SLR), resulting in a stillwater water elevation (el.) of 13.7 ft NAVD 88. The results of the modeling were used to determine the armor stone size for the revetment.

The Single EIR states that the revetment is designed with two distinct elevation levels to align with the adjacent upland topography. The northern half of the revetment extension has a crest elevation (el.) of 15 ft NAVD88, while the southern half has a crest el. of 10 ft NAVD88. The Single EIR states that both elevations surpass the current 100-year stillwater elevation of 9.5 ft NAVD88, though the southern half is below the 2070 stillwater elevation identified above as 13.7 ft NAVD88. Both elevations exceed the maximum water surface elevation reported by the MA Resilience Design Tool (9.8 ft NAVD88) for the recommended 2070 50-year storm event, though below the maximum "wave action" water elevations that take into account the effect of waves on the site. As noted above, the elevation of the revetment extension was selected to match the existing revetment on-site. The Single EIR states that, overall, the structure's construction is focused on mitigating the impact of larger waves, thus safeguarding upland areas both now and in future projected scenarios.

Mitigation and Section 61 Findings

The Single EIR provided draft Section 61 Findings for use by Agencies and overall mitigation commitments, which are summarized below. The Section 61 Findings should be provided to Agencies to assist in the permitting process and issuance of final Section 61 Findings. As confirmed in the EENF Certificate, the project is exempt from the May 2010 MEPA Greenhouse Gas Emission (GHG) Policy and Protocol (Policy) as GHG emissions associated with the project will be limited to the construction period and are de minimis.

Environmental Justice

- Removal of fill within the site, a public park, determined to contain elevated concentrations of nickel and vanadium and prevent future erosion of contaminated fill
- Addressing historic contamination on-site to achieve a Permanent Solution as defined under the MCP
- Development of a PIP and maintenance of a project distribution list, which will be used to notify interested members of the public of upcoming public meetings, distribute fact sheets, provide notices of public comment periods, and notice the availability of documents in the information repositories
- Routing of construction traffic traveling south of the site to avoid the Ross School, located within an EJ population
- Real-time particulate sampling to confirm generated construction dust does not pose a potential risk to public health
- Use of construction BMPs (further described below) to minimize impacts associated with dust and noise

Coastal Resources

- Construction of the revetment extension in-the-dry through the use of cofferdams
- Use of sediment and turbidity controls, including a turbidity curtain, for in-water work
- Compliance with the Order of Conditions issued by the Weymouth Conservation Commission, including a TOY restriction from May 1st through November 1st for the proposed excavation and placement of cobble
- Restoration of disturbed areas through loaming and seeding with native cover
- Monitoring of disturbed areas for a period of two years for the establishment of native cover and the management of invasive species
- Conducting proposed dredging during low-tide

Waterways

- Obtaining a c.91 License from MassDEP
- Compliance with MassDEP standards for water dependent use in a DPA
- Improving safe, public access to the waterfront through the remediation of contaminated soils within the park

Adaptation and Resiliency

- Protection of existing trees during project construction, and replacement of any trees removed during project construction as necessary
- Constructing the revetment extension to provide scour resistance up through the 2070 100-year storm event
- Constructing the revetment extension to have a top crest elevation between 10 and 15 ft NAVD88, exceeding the maximum projected water surface elevation of 9.8 ft NAVD88 for the 2070 50-years storm even recommended by the MA Resilience Design Tool

Hazardous Waste

- Removal of fill determined to contain elevated concentrations of nickel and vanadium
- Preventing future exposure to fill containing Hazardous Materials, as defined by the MCP, in the Upland Portion of the site through the revetment extension
- Implementing an AUL to restrict future uses on-site, which is expected to include:
  - Prohibition of residential, school, or daycare uses
  - Prohibition of future excavation without the development and implementation of an appropriate Health and Safety and Soil Management Plan
  - Requirements for periodic inspection and maintenance of the revetment
- Achieving a Permanent Solution for the site as defined under the MCP
- Retention of an LSP during project construction
- Prior to being exported from the KCCRA, fill and sediment will be sampled and characterized to facilitate the identification of an appropriate off-site disposal/recycling facility
- Monitoring air quality during construction, and making air quality data publicly available through the EEA Data Portal[8]

[8] The Data Portal for RTN 4-26230 is accessible at: https://eeaonline.eea.state.ma.us/portal/dep/wastesite/viewer/4-0026230

Construction Period

- Development and implementation of a Construction Management Plan
- Compliance with the Town of Weymouth noise ordinance
- Dust monitoring will be conducted during excavation activities, including during loading of soils/sediments into containers/trucks at the site
- Measures will be implemented to alleviate dust, noise, and order nuisance conditions that may occur during construction and demolition activities. All measures will comply with MassDEP's Bureau of Air and Waste Regulations 310 CMR 7.01, 7.09, and 7.10.
- All solid waste generated during project construction will be properly managed and disposed of in accordance with 310 CMR 16.00 and 310 CMR 19.00, including 310 CMR 19.017 (waste ban). Any hazardous waste generated by earthwork activities will be properly managed and registered in accordance with 310 CMR 30.00.
- Development and implementation of a SWPPP, which will include erosion and sediment controls measures
- Use of ULSD for all trucks and construction machinery as required by the EPA
- The Proponent will comply with MGL Chapter 90, Section 16A and the Massachusetts Department of Environmental Protection (DEP) idling reduction regulation (310 CMR 7.11(1)(b)), which both prohibit unnecessary vehicle idling by stating that the engine must be shut down if the vehicle will be stopped for more than five minutes

Conclusion

Based on a review of the Single EIR and consultation with Agencies, I find that the Single EIR adequately and properly complies with MEPA and its implementing regulations. 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. As noted above, this Single EIR Certificate shall serve as the Public Benefit Determination required under M.G.L. c. 91, § 18B and 301 CMR 13.00.

December 15, 2025
Date

Rebecca L. Tepper

Comments received

11/15/2025	Robert Kearns
12/02/2025	Massachusetts Department of Marine Fisheries (DMF)
12/03/2025	Massachusetts Water Resources Authority (MWRA)
12/09/2025	Massachusetts Department of Environmental Protection (MassDEP), Southeast Regional Office (SERO)

RLT/ELV/elv

Vaughan, Eva (EEA)

From: Robert Kearns <robertvkearns@gmail.com>
Sent: Saturday, November 15, 2025 2:42 PM
To: Vaughan, Eva (EEA)
Subject: #16955 King's Cove Park Cleanup

Follow Up Flag: Follow up
Flag Status: Completed

Dear Eva,

I'm writing as a Quincy resident who frequents the park and strongly supports the proposed project to clean the beach and add cobbles to help stabilize and improve the shoreline at King's Cove. As you know from my previous comments, I have been following this project for many years, and thank the applicant for considering the public's comments. This work is badly needed, and I appreciate the effort to move it forward.

I do have a few requests and clarifications that I hope can be addressed in the filing. First, the materials could be clearer regarding the re-planting of native trees and shrubs, as well as the watering and maintenance plan that will ensure those plantings survive. These details are important to the long-term health of the restored area.

I also want to note that both the Weymouth Conservation Commission and Calpine have expressed support—along with many community members—for removing the barbed-wire fencing. It would be helpful to see a more explicit commitment in the filing confirming that the fence will be taken down explicitly and reaching out to these entities as part of the MEPA process formally.

Lastly, there appears to be an error in Figure 2.1 regarding the construction vehicle routes. The route from Route 3 to the Mass Pike westbound is not permitted. In addition, Hayward Street and Elm Street in Braintree prohibit commercial vehicles over 2.5 tons during school days from 8:00–9:30 AM and 2:00–3:30 PM. Ross School, located on Hayward Street, serves an environmental justice community and is a walking-only school with no buses. It is also part of MassDOT's Safe Routes to School pedestrian program. For safety and compliance, I urge Algonquin to adjust the construction route to use Washington Street to McGrath Highway to Burgin Parkway in Quincy, or Quincy Ave and Union Street in Braintree.

Thank you for the opportunity to comment and for your attention to these important community considerations.

--
Best,
Robert Kearns

www.RobertVKearns.com

Vaughan, Eva (EEA)

From: Schenck, Forest (FWE)
Sent: Tuesday, December 2, 2025 1:40 PM
To: Vaughan, Eva (EEA)
Subject: DMF Comment: SEIR EEA#16955 Kings Cove Conservation Area MCP Response Action

Follow Up Flag: Follow up
Flag Status: Completed

Hi Eva,

DMF has reviewed the SEIR for the Kings Cove Conservation Area MCP Response Action EEA# 16955. DMF has previously commented on this project during the EENF stage of the MEPA review process. Based on the scope of work as currently proposed, DMF is satisfied that the proponent has addressed our comments, concerns, and recommendations and has no further marine fisheries resource recommendations at this time. Please contact me if you have questions about our review. Thank you.

Best,
Forest

Forest Schenck, Ph.D.
Marine Fisheries Habitat Specialist
MA Division of Marine Fisheries
30 Emerson Avenue
Gloucester, MA 01930
Forest.Schenck@Mass.gov
(978) 491-6253 (office)
(978) 855-6054 (cell)
Pronouns: he, him, his

MASSACHUSETTS WATER RESOURCES AUTHORITY
Deer Island
33 Tafts Avenue
Boston, MA 02128

Frederick A. Laskey
Executive Director

Telephone: (617) 242-6000
Fax: (617) 788-4899
TTY: (617) 788-4971

December 8, 2025

Rebecca Tepper, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge St, Suite 900
MEPA Office, Eva Vaughan
Boston, MA 02114

Subject: EOEEA #16955 – Single Environmental Impact Report
Kings Cove Conservation Restriction Area MCP Response Action, Weymouth, MA

Dear Secretary Tepper,

The Massachusetts Water Resources Authority (MWRA) appreciates the opportunity to comment on the Single Environmental Impact Report (SEIR) submitted by Algonquin Gas Transmission, LLC (the "Proponent") for Massachusetts Contingency Plan (MCP) Remedial Action (the "Project") selected for the Kings Cove Conservation Restriction Area (KCCRA) in Weymouth, Massachusetts. The Project consists of the Response Action specified in the Phase IV Remedy Implementation Plan (RIP) for contaminated sediments at the Kings Cove Conservation Restriction Area (KCCRA), as regulated by the Massachusetts Contingency Plan (MCP, 310 CMR 40.0000). Specifically, the Project includes the removal and replacement of 630 cubic yards (cy) of sediment/impacted fill within an intertidal area and the extension of an existing rip rap revetment in the northern area of the project site to contain eroding impacted fill in the KCCRA. In connection with the KCCRA Response Action, clean cobble will be placed between the revetment and the area in which fill and sediment will be removed and replaced to create a gradual surficial transition.

The 1.5-acre Project Site contains the southern portion of the KCCRA, north of Bridge Street. As described in the SEIR, the sediment in this area contains elevated levels of nickel and vanadium associated with historic industrial uses at the site. The Project will involve the alteration of 37,105 square feet (sf) of Coastal Beach/Land Containing Shellfish, 590 linear feet (lf) of Coastal Bank, and 46,385 sf of LSCSF. The Project is expected to improve environmental conditions by addressing the existing contamination on-site. Appropriate mitigation measures will be implemented during project construction, including use of erosion and sedimentation controls, use of a turbidity curtain for in-water work, and restoration of disturbed areas.

MWRA previously commented on the Project Expanded Environmental Notification Form (EENF) on June 23, 2025. MWRA's comments on this SEIR continue to relate to Toxic Reduction and Control (TRAC) discharge permitting and MWRA Enabling Statute Section 8(m) permitting.

TRAC Discharge Permitting

The discharge of contaminated groundwater from the Project into the MWRA sanitary sewer system generated solely for remediation purposes is prohibited, pursuant to 360 C.M.R. 10.093(9).

The discharge of groundwater or stormwater to the MWRA sewer system from construction dewatering or draining activities is prohibited in this area pursuant to 360 C.M.R. 10.023(1), except in a combined area when permitted by the Authority and the Municipality. The Project has access to storm drains and is served by a separate municipal sewer. It is not located in a combined sewer area; therefore, the discharge of groundwater to the sanitary sewer system associated with this Project is prohibited. The Proponent instead will need to secure a USEPA-NPDES General Permit for Storm Water Discharges from its construction activities. The SEIR acknowledges this comment, stating that the coverage of the NPDES General Permit for construction stormwater and dewatering may be obtained if required. To comply with these standards during the construction period, the Project would include the installation of erosion and sedimentation controls to protect against the discharge of any sediment material into on-site drainage systems and implement a Stormwater Pollution Prevention Plan, along with additional requirements.

Section 8(m) Permitting

Section 8(m) of Chapter 372 of the Acts of 1984, MWRA's Enabling Legislation, allows the MWRA to issue permits to build, construct, excavate, or cross within or near an easement or other property interest held by the MWRA, with the goal of protecting Authority-owned infrastructure. Due to the proximity of MWRA infrastructure to the Project Site, an 8(m) permit will be required. The Proponent should coordinate with Kevin McKenna in the Operations Permitting Group at (617) 305-5956 or Kevin.McKenna@mwra.com for assistance. The SEIR acknowledges this requirement.

On behalf of the MWRA, thank you for the opportunity to provide comments on this Project. Please do not hesitate to contact Hillary Monahan of my staff at (857) 324-0554 or Hillary.Monahan@mwra.com with any questions or concerns.

Sincerely,

Colleen C.R.

Colleen Rizzi, P.E.
Director
Environmental and Regulatory Affairs

cc: George Zoto, MassDEP

Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

Southeast Regional Office • 20 Riverside Drive, Lakeville MA 02347 • 508-946-2700

Maura T. Healey
Governor

Kimberley Driscoll
Lieutenant Governor

Rebecca L. Tepper
Secretary

Bonnie Heiple
Commissioner

December 8, 2025

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

RE: SEIR Review # 16955 WEYMOUTH.
Kings Cove Conservation Restriction Area MCP at 82 – 90 Bridge Street

Dear Secretary Tepper,

The Southeast Regional Office of the Department of Environmental Protection (MassDEP or the Department) has reviewed the Kings Cove Conservation Restriction Area MCP at 82 – 90 Bridge Street, Weymouth, Massachusetts (EOEEA #16955). The Project Proponent provides the following information for the Project:

The Project includes excavating and replacing approximately 630 cubic yards (CY) of fill and sediment within the Shore Portion of the Project Site, extending the existing rip rap revetment to contain eroding fill in the Upland Portion of the Project Site, and placing cobble to create a gradual surficial transition between the area of the Shore Portion of the Project Site to be excavated and the revetment as extended. The volume of soil to be excavated from the Upland Portion of the Project Site during the extension of the revetment is estimated at approximately 200 CY. The Project has been designed to minimize potential impacts to the Upland area of the KCCRA through construction access directly from Bridge Street, rather than through the KCCRA. Each of these components and their associated work are described in more detail below. Refer to Figure 1.4 for the Overall Site Plan, Figure 1.5a for the Proposed Conditions Site Plan, Figure 1.5b for the Proposed Grading Plan, and Figure 1.5c for Section Details.

A suite of mitigation measures will prevent short- and long-term adverse environmental and related public health impacts of the Project. Refer to Chapter 4, Mitigation and Draft Section

61 Findings, for additional detail on proposed measures to avoid, minimize, and mitigate any adverse impacts of the Project.

As summarized in Chapter 1 of the EENF, an area of fill below the MHW line in the Shore Portion of the Project Site contains nickel and vanadium at concentrations exceeding the Site-specific ecological Apparent Effects Thresholds for those metals. The Project includes the removal of 630 CY of fill and sediment in the areas below the MHW line determined to contain elevated concentrations of nickel and vanadium.

Comments/Guidance:

MassDEP has reviewed the SEIR and has no additional comments other than those identified below and those from SERO's June 23, 2025 review of the ENF.

Bureau of Water Resources (BWR) Comments:

Wetlands: The Wetlands Program comments remain unchanged since the submittal of the EENF. An Order of Conditions has been obtained for the project, SE 081-1320, on September 05, 2024, and has not been appealed to or by the Department. The Proponent acknowledges the need for a Water Quality Certification for dredge and fill associated with the project.

Waterways/Boston: The Department of Environmental Protection Waterways Regulation Program (the "Department") has reviewed SEIR EEA No. 16955, submitted by Algonquin Gas Transmission, LLC (the "Proponent") to perform dredging, filling, and shoreline stabilization, and temporary stockpiling of materials within Filled and Flowed Tidelands of the Weymouth Fore River (King's Cove) at 0 and 6 Bridge Street, partially located in the Weymouth Fore River Designated Port Area ("DPA"), Weymouth, Norfolk County (the "Project site").

Chapter 91 Regulatory Analysis:

The SEIR does not include complete and accurate information necessary for the Department to fully review the Project with respect to all applicable Chapter 91 standards. However, staff did not identify concerns with the proposed Project, and the additional necessary details may be submitted with the Chapter 91 application, in order to provide for a comprehensive review during the application process. The comments offered below are to assist the Proponent with submittal of a complete Chapter 91 License application.

The proposed Project includes dredging, filling, and shoreline stabilization, and temporary stockpiling of materials within jurisdictional areas, which are activities that require a Chapter 91 License. These activities are Water-Dependent Uses pursuant to 310 CMR 9.12(2)(a)9, 11, & 14, and pursuant to 310 CMR 9.12(2)(b)7, also meet the definition of Water-Dependent Industrial Uses within the DPA.

The SEIR does not include details of the Chapter 91 licensing history for the site or information regarding how the proposed Project relates to existing Chapter 91 licensed areas and authorizations. The information provided as documentation of Project compliance with the standards at 310 CMR 9.32, 310 CMR 9.34(1), and 310 CMR 9.36 is not complete, and additional information will be requested in the Chapter 91 License application process. Although the SEIR asserts to have submitted documentation to address "the Project's consistency with the Designated Port Area Master Plan (Section 3.2.1)," this does not appear to have been included, and the Department has not identified a DPA Master Plan for the Weymouth Fore River DPA. It is recommended this item be addressed in the Chapter 91 License application.

The Department notes that the WW17 Nonwater-Dependent Application Form is not applicable to this type of project and looks forward to receipt of a water-dependent application that includes all of the minimum filing requirements, including the Secretary's final certificate on the EIR. Please be reminded that the Chapter 91 License Application (Water-Dependent Application Form WW01) is required to identify all prior c.91 authorizations, all property owners of the Project site (0 and 6 Bridge Street) and the plans are required to accurately identify all applicable Chapter 91 jurisdictional lines, including an accurate delineation of the DPA Boundary.

Please contact Frank Taormina at frank.taormina@mass.gov if there are any questions.

Bureau of Waste Site Cleanup (BWSC) Comment:

Based upon the information provided, the Bureau of Waste Site Cleanup (BWSC) searched its databases for disposal sites and release notifications that have occurred at or might impact the proposed project area. A disposal site is a location where there has been a release to the environment of oil and/or hazardous material that is regulated under M.G.L. c. 21E, and the Massachusetts Contingency Plan [MCP – 310 CMR 40.0000].

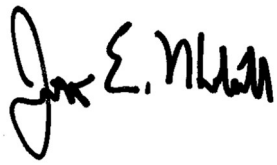
BWSC finds the Project Proponent's responses to BWSC's comments accurate and acceptable. No additional releases have been reported in the vicinity of the Project area since the submittal of the EENF. BWSC has no further comments or questions.

This Project is being performed under a Phase IV Remedy Implementation Plan under Release Tracking Number (RTN) 4-0026230. This RTN has been designated as a Public Involvement Plan (PIP) Site pursuant to 310 CMR 40.1404. The Weymouth Health Department has been established as a document repository for members of the community to access and review documents relevant to the RTN. Additionally, any documents related to the RTN, including the PIP, can be viewed online at https://eeaonline.eea.state.ma.us/portal/dep/wastesite/detailviewer/4-0026230.

Other Comments/Guidance:

The MassDEP Southeast Regional Office appreciates the opportunity to comment on this SEIR. If you have any questions regarding these comments, please contact George Zoto at George.Zoto@mass.gov or Jonathan Hobill at Jonathan.Hobill@mass.gov.

Very truly yours,



Jonathan E. Hobill,
Regional Engineer,
Bureau of Water Resources

JH/GZ

Cc: DEP/SERO

ATTN: Gerard Martin, Regional Director
John Handrahan, Deputy Regional Director, BWSC
Brian Harrington, Deputy Regional Director, BWR
Mark Dakers, Acting Deputy Regional Director, BAW
Jennifer Viveiros, Deputy Regional Director, ADMIN
Christine Hopps, Assistant Director, Waterways, BWR/Boston
Daniel Padien, Chief, Waterways, BWR/Boston
Frank Taormina, Waterways, BWR/Boston
Brendan Mullaney, Chief, Waterways, BWR
Maissoun Reda, Chief, Wetlands, BWR
Jennifer Wharff, Acting Chief, Solid Waste, BAW
Michelle McCloud, Solid Waste, BAW
Christopher Redus, Air/New Source Review, BAW
Angela Gallagher, Chief, Site Management, BWSC
Amanda Boustany, Site Management, BWSC