



**U.S. Department of Housing and Urban
Development**

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Washington, DC 20410
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Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

**This is a suggested format that may be used by Responsible Entities to document completion of an
Environmental Assessment.**

Project Information

Project Name: Trenton Ave Streetscape & Sound Barrier Improvements

Responsible Entity: Bristol Borough

Grant Recipient (if different than Responsible Entity):

State/Local Identifier: PA

Preparer: Christopher Freer, P.G.

Certifying Officer Name and Title: James Dillon, Borough Manager

Grant Recipient (if different than Responsible Entity):

Consultant (if applicable): Gilmore & Associates, Inc.

Direct Comments to: Christopher Freer, P.G.

Project Location:

Trenton Avenue, Bristol, PA 19056 Lat: 40.113411 Long: -75.842903

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The project applicant proposes upgrading the existing trail and streetscape along Trenton Avenue. The asphalt trail will be brought into compliance with the Americans with Disabilities (ADA) standards and will provide accessible access from the neighborhood. In addition, the project includes the construction of a 1,650-foot-long, 12-foot-high transparent sound barrier between the residential neighborhood on Trenton Avenue and the 4-rail Amtrak railroad corridor to help reduce the noise pollution created by passenger and commercial trains. The proposed wall will be located adjacent to Trenton Ave and will span between Green Lane and McKinley Street. Improving the streetscape will include providing lighting along the trail and street, providing benches along the trail and the installation of new landscaping along the length of the proposed sound barrier.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The Trenton Avenue Sound Barrier and Streetscape Improvements project will provide safety and sound proofing along the Amtrak railroad for the residential neighborhood along Trenton Avenue. The improvements include the construction of a 1,650-foot-long, 12-foot-high, transparent sound barrier along the multi-line railroad corridor, reconstruction of the existing asphalt trail, installation of lighting, and installation of benches and landscaping along the trail. Currently, the railroad corridor is at grade with the homes on Trenton Ave in this location and is separated by a 6-foot-high ornamental fence. Average train decibels (dB) within 100 feet range from 70 to 100 db. Multiple rail agencies utilize the tracks, including SEPTA which runs approximately every 20 to 25 minutes, Amtrak as part of the Northeast Corridor route, and freight rails which idle directly behind the residential area for a track siding to the North of the project site. The closest home to the tracks is approximately 112 feet. Additionally, due to the trail's proximity to Bristol Junior-Senior High School, the trail is utilized by students to get to and from school as the Bristol Borough School District does not provide bus transportation. The improvements will provide ADA access to the trail, provide a sound and safety barrier along the tracks and improve the overall safety and aesthetics of the area.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The proximity of the rail lines to residential homes has been a concern for some time, from the perspective of both safety and sound. There are 85 residential homes within 500 feet of the rail lines that are currently affected by the noise pollution created from the train traffic. An existing 6-foot-high ornamental fence does not provide adequate separation from Amtrak trains traveling at 100+ mph, and a student walking on the trail to school. In some areas, the trail is no more than 15 feet from the fence line, and homes are within 100 feet of the fence line. Because train technology developments allow for increased speeds, and industrial developments near the tracks have created an increased need for freight rails, this project has become a high priority for Bristol Borough.

The residential neighborhood would benefit from the proposed project from a safety and health aspect but also from an economics standpoint. Safety for the residents would be provided via the multi-use trail which would keep pedestrians out of the vehicular travel lanes of the roadway as many young students utilize this route to and from school. In addition to the barrier reducing the sound from the rail lines, the barrier would also limit the ease of access for individuals to climb the existing 6-foot fence and traverse the tracks. Economically, the sound barrier would reduce the noise pollution for the neighborhood resulting in a more desirable residential neighborhood, likely resulting in an increase of nearby home values. It should be noted that there are more than 85 residences within 500 feet of just this stretch of rail lines.

Funding Information

Grant Number	HUD Program	Funding Amount
B-24-CP-PA-1897	Community Project Funding	1,717,000

Estimated Total HUD Funded Amount:
1,717,000

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]:
1,717,000

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	A preliminary screening was performed, and the property is not located in a FAA-designated Airport Clear Zone and Accident Potential Zone. The property is approximately 8.8 miles from the Eastern

		<p>Philadelphia Airport. The property is not located within 2,500 feet from a civilian airport or 15,000 feet from a military airport.</p> <p>Attachment 1 includes: AirNav.com – Airport Search Results and Google Map for distance.</p>
<p>Coastal Barrier Resources</p> <p>Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Bristol Borough is approximately 42 miles from the Island Beach Coastal Barrier Resource System. There will be no adverse effects on the Barrier Resources System.</p> <p>Attachment 2 includes USFWS Coastal barrier Resources System Map.</p>
<p>Flood Insurance</p> <p>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to the FEMA Community Status Book Report, Bristol Borough is not listed as a community participating in the national flood program. Additionally, the project development includes the installation of a protective sound barrier and does not require flood insurance.</p> <p>Attachment 3 includes: FEMA Cities that participate in the FEMA National Flood.</p> <p>Attachment 9 includes: FEMA FIRM Map, Map Number, 42017C0527K.</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5</p>		
<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Construction related emissions associated with the proposed project are minimal. Emissions would occur intermittently throughout the construction period and would not occur as a constant plume of emissions from the project site.</p> <p>Attachment 4 includes: US EPA Pennsylvania Nonattainment Areas Map.</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project is not located in a coastal zone. The project does not involve any property or parcel located within the Coastal Zone Management area for Bucks County. No</p>

		<p>coastal barriers will be impacted by the proposed project.</p> <p>Attachment 5 includes: Delaware Estuary Coastal Zone Map</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>A Phase I Environmental Site Assessment (ESA), dated 11/15/2024, was performed for the project site in accordance with American Society for Testing and Materials (ASTM) Standard E1527-21 and HUD standards. The Phase I ESA did not identify any Recognized Environmental Conditions (REC's) in association with the property or adjacent sites. The property is currently recreational land consisting of a community walking trail; therefore, asbestos and lead surveys are not required. The project is in compliance with HUD 24 CFR Part 58.5 (i)(2) for Contamination and Toxic Substances.</p> <p>Soil excavated as part of the trail reconstruction and wall installation will be managed in accordance with the PA Management of Fill Policy and disposal facility requirements. Construction of the trail will consist of pavement and clean top soil. Following construction there will be no negative impacts from site soils on future users of the trail.</p> <p>The Phase I ESA is provided in Attachment 6.</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>A Pennsylvania Natural Diversity Inventory (PNDI) review dated October 17, 2024 was performed for the project site. The inventory indicated that further review was required by the U.S Fish and Wildlife Service (USFWS). G&A contacted USFWS to investigate the potential impact.</p> <p>According to the Pennsylvania Fish and Boat Commissions Species Impact Review (SIR) letter dated October 28, 2024, no adverse</p>

		<p>impacts are expected to the species of special concern.</p> <p>Attachment 7 includes: Pennsylvania Fish and Boat Commission letter dated, October 28, 2024.</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Phase I ESA did not identify any hazardous industrial operations handling fuels or chemicals of an explosive or flammable nature (24 CFR 51, Subpart C).</p> <p>The project is surrounded by residential and commercial zoned properties which are presently developed with residential and small commercial structures. The nearest property containing explosive or flammable materials is the Wawa service station, approximately 1,000 feet northwest of the site. There are no aboveground gasoline or diesel storage tanks at this gas station, and underground storage tanks are not subject to 24 CFR Part 51 Subpart C. There are adjacent pole-mounted electric transformers that were identified as non-PCB transformers in the Phase I ESA. The electric utility will be contacted prior to construction to avoid any conflicts with the transformers.</p> <p>Refer to Attachment 6: Phase I ESA</p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is an urbanized environment. There is no Prime, unique, or important farmland of Statewide or local importance present on or around the project site. Therefore, there would be no impact to farmland and the Farmland Protection Policy Act would not apply.</p> <p>Attachment 8 includes: PADEP Department of Agricultural Bureau of Farmland Preservation 2023 Annual report, March 2024 and USDA FFPA form.</p>
<p>Floodplain Management</p>	<p>Yes No</p>	<p>According to the FEMA Flood Insurance Rate Map (FIRM) #42017C0527K, dated</p>

<p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>October 7, 2024, the project site is located within a Special Flood Hazard Area Zone X. FEMA has determined that the Zone X areas are outside of the 0.2% annual chance flood. Areas designated as Zone X are considered in areas of moderate flood risk under the National Flood Insurance Program, and flood insurance is not required for these properties.</p> <p>Attachment 9 includes: FEMA FIRM Map, Map Number, 42017C0527K.</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>A response from the Pennsylvania Historical Museum Commission (PHMC) dated October 21, 2024 indicated that the project will have no adverse impacts on historic properties.</p> <p>Attachment 10 includes: PHMC email dated October 21, 2024.</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The property is located less than 500 feet from an existing railroad. Using HUD's DNL Calculator, the existing noise levels within the project area are in excess of 70 dB which is above the maximum limit of 65 dB listed in 24 CFR Part 51.103(C)(2). The proposed project includes the installation of a protective sound barrier which is expected to reduce the noise levels within the community upon completion.</p> <p>Attachment 11 includes: HUD Exchange DNL calculator.</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Sole Source Aquifers (SSA) are mapped by the US Environmental Protection Agency (USEPA). Evaluation of the USEPA's data indicates that the project site is located within a SSA (ID#SSA23b). Dewatering is not proposed during the construction activities. If dewatering is required the project will include development of a Water Control Plan.</p>

		Attachment 12 includes: US EPA Sole Source Aquifers.
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Wetlands do not occur at the project site and the Proposed Action will not impact wetlands. Attachment 13 includes: USFWS National Wetland Map
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	This project is not located near any water course or river that is included under the Wild and Scenic Rivers Act and no Section 7 Report is required. There are no rivers designated in Bristol Borough. Attachment 14 includes: National Wild and Scenic Rivers website reviewed at https://www.rivers.gov/ , accessed 10/07/20204.
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	This project will not have any negative impacts on low-income and minority persons. The project will not displace or otherwise negatively impact low-income or minority persons. The project does not require the removal of any house for its development.

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

(1) Minor beneficial impact

- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	1	<p>The project is in line with the existing zoning and compatible with the surrounding neighborhood which is a combination of single family dwellings, and multi-family buildings. The Project site currently has land use designation of Conservation (C) and is adjacent to a residential neighborhood (R-1, R-1A) to the south and Light Industrial (LI) to the north.</p> <p>The proposed project is compliant with this zoning and is compatible with the land use in the vicinity. Additionally, the protective sound barrier will reduce noise pollution creating a beneficial impact to the nearby residential neighborhood.</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	<p>Slope: No excessive slopes exist at the site identified for the project development and associated activities.</p> <p>Erosion/drainage No erosion was evident at the Project site and the site has minimal change of significant erosion in the area of the proposed development.</p>
Hazards and Nuisances including Site Safety and Noise	2	<p>The proposed project would not create a risk of explosion, release of hazardous substances or other dangers to the public health. The project is not located near any hazardous operations.</p> <p>During project development, adequate public safety warning signs and construction safety personnel will be required for site development. Contractor safety and a traffic control plan will be implemented to reduce the potential impacts to a not significant level.</p> <p>The proposed development is not expected to increase day-to-day noise levels within the community after completion, it is designed to decrease the day-to-day noise level after completion. Applicable health and safety standard practices will be implemented during the construction process.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns		The project will have no impact on employment and income patterns in Bristol Borough or the surrounding area. The project construction activities may have short-term benefits to local employment or income from construction workers in the Borough

	2	as well as contribute to the economy of the Borough based on transportation access. However, these project related impacts are considered minor and the project will not employ any additional workers or significantly change any income patterns for the local community.
Demographic Character Changes, Displacement	2	The project will have no impact on demographic character changes or displacement. The proposed project includes the installation of a protective sound barrier, and streetscape improvements, therefore there will be no displacement of persons.
Environmental Justice	1	This project will not have any negative impacts on low-income and minority persons. The project will not displace or otherwise negatively impact low-income or minority persons. The project does not require the removal of any housing for its development. The project is anticipated to have benefits including improved overall safety and aesthetics of the area and contribute to transportation connections in the Borough. Additionally, it is anticipated that the protective sound barrier will result in a more desirable residential neighborhood, likely to result in an increase of nearby home values.

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The project is located in an area with sufficient educational and cultural facilities. The proposed protective sound barrier is not expected to impact existing facilities.
Commercial Facilities	2	The project is not likely to affect the existing commercial properties in its vicinity.
Health Care and Social Services	2	The project is located in an area with sufficient health care and social services. The proposed protective sound barrier is not expected to impact those services.
Solid Waste Disposal / Recycling	2	The project is not anticipated to generate solid waste or recycling after construction.
Waste Water / Sanitary Sewers	2	Wastewater and sanitary sewer are not required for the project.
Water Supply	2	Water supply is not required for the project. Therefore, the project will not adversely impact the existing water supply resources.
Public Safety - Police, Fire and Emergency Medical	1	The project is located in an area with sufficient police, fire, and emergency medical services. The project is not expected to impact these services. The project is anticipated to have a benefit related to public safety. The improvements provide ADA access to the trail, provide a sound and safety barrier along the tracks and improve the overall safety of the area.

Parks, Open Space and Recreation	1	The project is located in an area with sufficient parks, open space, and recreational spaces. The project is not expected to impact existing parks, open space or recreational areas. Additionally, the proposed streetscape improvements are anticipated to have a positive impact on existing parks and recreational areas.
Transportation and Accessibility	1	Access to public transportation and major roadways are available in the vicinity of the subject property. The project will not have a significant impact on the existing transportation and accessibility. The proposed streetscape improvements are anticipated to have a beneficial impact on the adjacent neighborhood.

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	There are no unique natural features or water resources that would be affected by the Proposed Action. Reference: USFWS National Wetlands Inventory.
Vegetation, Wildlife	2	There are no special botanical species, vegetation communities or wildlife species that require mitigation or special consideration at the project site.
Other Factors	2	There are no "other factors" considered for the Proposed Action.

Environmental Assessment Factor	Impact Code	Impact Evaluation
CLIMATE AND ENERGY		
Climate Change Impacts	2	There are no anticipated adverse impacts to climate change. The project will not create any harmful emissions or contribute to climate change.
Energy Efficiency	2	The project will not create or save on energy efficiency.

Additional Studies Performed:

Phase I Environmental Site Assessment (ESA), prepared by Gilmore & Associates, Inc., November 2024.

Pennsylvania National Diversity Inventory (PNDI) search.

Field Inspection (Date and completed by):

Phase I Environmental Site Assessment and field inspection was performed on October 18, 2024.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

Airport Hazards, Airnav Accessed October 7, 2024.

<https://airnav.com/airports/get>

USFWS (U.S. Fish and Wildlife Service), “*Coastal Barrier Resources System Mapper*,” Accessed October 7, 2024.

<https://fwsprimary.wim.usgs.gov/CBRSMapper-v2/>

United States Department of Homeland Security “*Communities Participating in the National Flood Program*” Community Status Book Report.

FEMA (*Federal Emergency Management Agency*) Accessed October 2024.

<https://hazards->

[fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd](https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd)

EPA (U.S. Environmental Protection Agency) PAssist [interactive online map]. Accessed October 2024.

<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>

EPA “*Sole Source Aquifers for Drinking Water*.” Accessed October 2024.

<https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>

USFWS *National Wetlands Map*. Accessed October 2024.

<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>

Wild and Scenic Rivers, Accessed October 2024.

<https://www.rivers.gov/>

United States Department of Agriculture “*Farmland Protection Policy Act*.” Accessed October 2024.

<https://www.nrcs.usda.gov/conservation-basics/natural-resource-concerns/land/cropland/farmland-protection-policy-act>

Pennsylvania Department of Agriculture, “*Bureau of Farmland Preservation*.” Issued March 2024.

U.S Department of the Interior “*National Park Service*.” Accessed October 2024.

<https://www.nps.gov/state/pa/index.htm>

List of Permits Obtained:

None noted

Public Outreach [24 CFR 50.23 & 58.43]:

The FONSI document will be publicly posted on the front doors of the Borough Hall to inform the public of the Environmental Review (demonstrating compliance with 24 CFR 50.43). A hard copy of the Environmental Review and all associated attachments will be kept at Borough Hall during the Public Review period. Additionally, the FONSI document and Environmental Review will be posted on the Borough’s website for the required Public Review period (demonstrating compliance with 24 CFR 50.23 and 24 CFR 58.43).

Cumulative Impact Analysis [24 CFR 58.32]:

The project applicant proposes upgrading the existing trail and streetscape along Trenton Avenue. The asphalt trail will be brought into compliance with the Americans with Disabilities (ADA) standards and will provide accessible access from the neighborhood. In addition, the project includes the construction of a 1,650-foot-long, 12-foot-high transparent sound barrier between the residential neighborhood on Trenton Avenue and the 4-rail Amtrak railroad corridor to help reduce the noise pollution created by passenger and commercial trains.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

No alternative was sought.

No Action Alternative [24 CFR 58.40(e)]:

Foregoing redevelopment of the project site would cause excessive noise emissions to remain present. Additionally, the existing fence is not adequate to provide proper protection for students and residents. Foregoing redevelopment would continue the existing hazard to the public and environment.

Summary of Findings and Conclusions:

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
None	

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: Christopher Freer Date: 12/11/2024

Name/Title/Organization:
Christopher R. Freer, P.G.
Project Manager
Gilmore & Associates, Inc

Certifying Officer Signature: James Dillon Date: 12/16/24
Name/Title: James Dillon, Borough Manager

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).