2. ENVIRONMENTAL OVERVIEW

The operation and development of an airport has the potential to affect neighboring land uses and natural and human environments, which are of fundamental concern in the airport planning process. Therefore, it is imperative to identify the resources and potential impacts on the environment and the surrounding community during the initial stages of the planning process. This allows airport planners and engineers to incorporate measures in accordance with federal, state, and local rules and regulations to avoid, minimize, or mitigate potential impacts on the environment.

The National Environmental Policy Act (NEPA) of 1970 requires that all federal agencies consider the potential impacts their projects and policies have on the environment. To ensure airport development complies with NEPA, the Federal Aviation Administration (FAA), an agency of the United States Department of Transportation (USDOT), developed FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The Order describes the environmental review process and identifies environmental categories which must be addressed prior to the implementation of a federal action at an airport, including the funding of a development project. The current version of FAA Order 5050.4B, dated April 28, 2006, in conjunction with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, dated July 16, 2015, provides guidance for reviewing and documenting the effects airport development projects have on the environment. FAA Orders 5050.4B and 1050.1F identify specific environmental categories that must be considered in relation to a proposed action to determine whether a significant impact would result and, if so, determine what measures would be appropriate to avoid or minimize an impact's effect. FAA Order 1050.1F specifies the threshold of significance for each of the categories addressed. The following is a list of environmental impact categories, identified in Order 1050.1F, that may be relevant to FAA actions:

- Biotic Resources (including plants, fish, and wildlife)
- Water Resources (including wetlands, surface waters, wild and scenic rivers, floodplains, and groundwater)
- Coastal Resources
- Department of Transportation Act, Section 4(f) Resources
- Historic and Cultural Resources (including architectural, archaeological, and cultural resources)
- Farmlands
- Land Use
- Noise
- Visual Effects
- Air Quality
- Hazardous Materials and Solid Waste
- Energy
- Climate
- Socioeconomics and Environmental Justice (including children's environmental health and safety risks)

This chapter provides a summary of the environmental conditions and constraints at the Auburn-Lewiston Municipal Airport (LEW or the Airport). The information provided in this chapter will be considered as part of the alternatives analysis that will be completed for this Master Plan Update. Future airport development proposed will be reviewed in further detail in the subsequent environmental documentation to satisfy the requirements of NEPA and required permit applications. Agency coordination is documented in **Appendix B** and a history of previously obtained permits for past development is included in **Appendix C**. The information provided in this chapter is based on information obtained from appropriate federal, state, and local agencies along with publicly available information.

2.1. Biotic Resources

2.1.1. Plant Communities

Most of the Airport consists of managed grasslands, with larger wooded areas to the south and east. According to the Natural Resources Conservation Service Soil Survey Geographic Database (SSURGO)-certified soils data accessed via the Web Soil Survey online tool, most soils on Airport property consist of a variety of loamy sands and sandy loams.

The Airport was reviewed by the Maine Natural Areas Program for the potential presence of rare and unique botanical features. According to the review, dated December 26, 2023, there were no rare or unique botanical features identified within the Airport.

2.1.2. Threatened and Endangered Species

2.1.2.1. State-Listed Species

The Airport property and surrounding areas were reviewed by the Maine Department of Inland Fisheries and Wildlife (MDIFW) for potential presence of state-listed rare species and significant wildlife habitat as defined by the Maine Natural Resources Protection Act (NRPA). According to the response from MDIFW, dated February 02, 2024, the state endangered little brown bat (*Myotis lucifugus*), federally and state endangered northern long-eared bat (*Myotis septentrionalis,* NLEB), state threatened eastern small-footed bat (*Myotis leibii*), state threatened tricolored bat (*Perimyotis subflavus*), and state threatened upland sandpiper (*Bartramia longicauda*). The tricolored bat is also proposed as endangered under the US Endangered Species Act.

Upland Sandpiper

NLEB

Tricolored Bat

Sources: Aroostook National Wildlife Refuge, Virginia Department of Forestry, USFWS.

2.1.2.2. Federally Listed Species

The US Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) database query was completed to identify potential federally listed rare species on Airport property. According to IPaC Official Species List (**Appendix B**), the Airport is located within the documented range for one[1] federally protected species, one proposed endangered species, and one candidate species. Atlantic salmon (*Salmo salar*) is a federally endangered anadromous fish, with a complex life cycle that begins in freshwater, where spawning adults lay eggs. After hatching and spending a period in freshwater, the juveniles migrate to saltwater to mature. The tricolored bat (*Perimyotis subflavus*) is a proposed federally endangered species that occurs throughout the eastern and central United States and portions of southern Canada, Mexico and Central America. During the non-winter months, tricolored bats are found in forested habitats where they roost in trees, primarily among leaves of live or recently dead deciduous hardwood trees, but may also be found in Spanish moss, pine trees, and occasionally human structures. During the winter, tricolored bats are often found in caves and abandoned mines, although in the southern United States, where caves are sparse, tricolored bats are often found roosting in road-associated culverts where they exhibit shorter torpor bouts and forage during warm nights. A final determination regarding listing the tricolored bat is anticipated in fall 2024. If the tricolored bat is listed as endangered, consultation with USFWS would be required for any proposed impacts to tricolored bat habitat. Avoidance and minimization measures may need to be incorporated into the project for the tricolored bat if it is listed under the ESA. Candidate species monarch butterfly (*Danaus plexippus*) was also listed on the IPaC resource review; however, candidate species do not receive statutory protection under the Endangered Species Act (ESA). Monarch butterflies are found in grassland, prairie, and meadow habitats throughout North America.

2.2. Water Resources

2.2.1. Wetlands

The National Wetland Inventory (NWI) online Wetlands Mapper tool was used as an overview resource to identify mapped wetlands in the general vicinity of the Airport. This is a preliminary tool, used prior to the development of any specific projects; a formal wetland delineation will be required prior to the construction of any future projects that are in the vicinity of potential wetlands. Based on results from the NWI mapper, one palustrine emergent wetland (PEM) is mapped within in the northwestern corner of the Airport, and one palustrine forested/shrub wetland (PFO/PSS) is mapped to the east of Runway 22 and north of Runway 35. South of Kittyhawk Avenue and east of Logistics Drive on a parcel of Airport property, there is a mapped freshwater pond and a linear palustrine emergent wetland feature.

Palustrine emergent wetlands are a type of freshwater wetland that are dominated by emergent vegetation, such as grasses, shrubs, trees, and sedges. Palustrine scrub-shrub are a type of freshwater wetland dominated by woody vegetation less than 6 meter (20 feet) tall. Lastly, palustrine forested wetlands are dominated by woody vegetation that is 6 meter tall or taller.

In October 2023, wetland delineation areas were reviewed for the presence of wetlands by McFarland Johnson; however, this effort did not constitute a jurisdictional delineation per the 1987 United States Army Corps of Engineers *Wetlands Delineation Manual* (1987 USACE Manual) and 2012 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region* (2012 Regional Supplement). Potential wetlands identified during the field survey effort are listed in **Table 2-1** and shown on **Figure 2-1** and would need to go through a jurisdictional delineation for confirmation.

Table 2-1: Wetlands within Wetland Delineation Areas

Wetland Identifier	Wetland Type	Acres
A	PEM	0.24
B	PEM	0.07
C	PEM	2.98
D	PEM	0.40
E	PEM/PSS	1.80
F	PSS	0.40
G	PSS	0.13
H	PEM	0.14
I	PFO	0.07
J	PFO	0.09
K	PSS/PFO	0.24
L	PEM/PSS	0.24
M	PEM	0.32
N	PFO	0.30

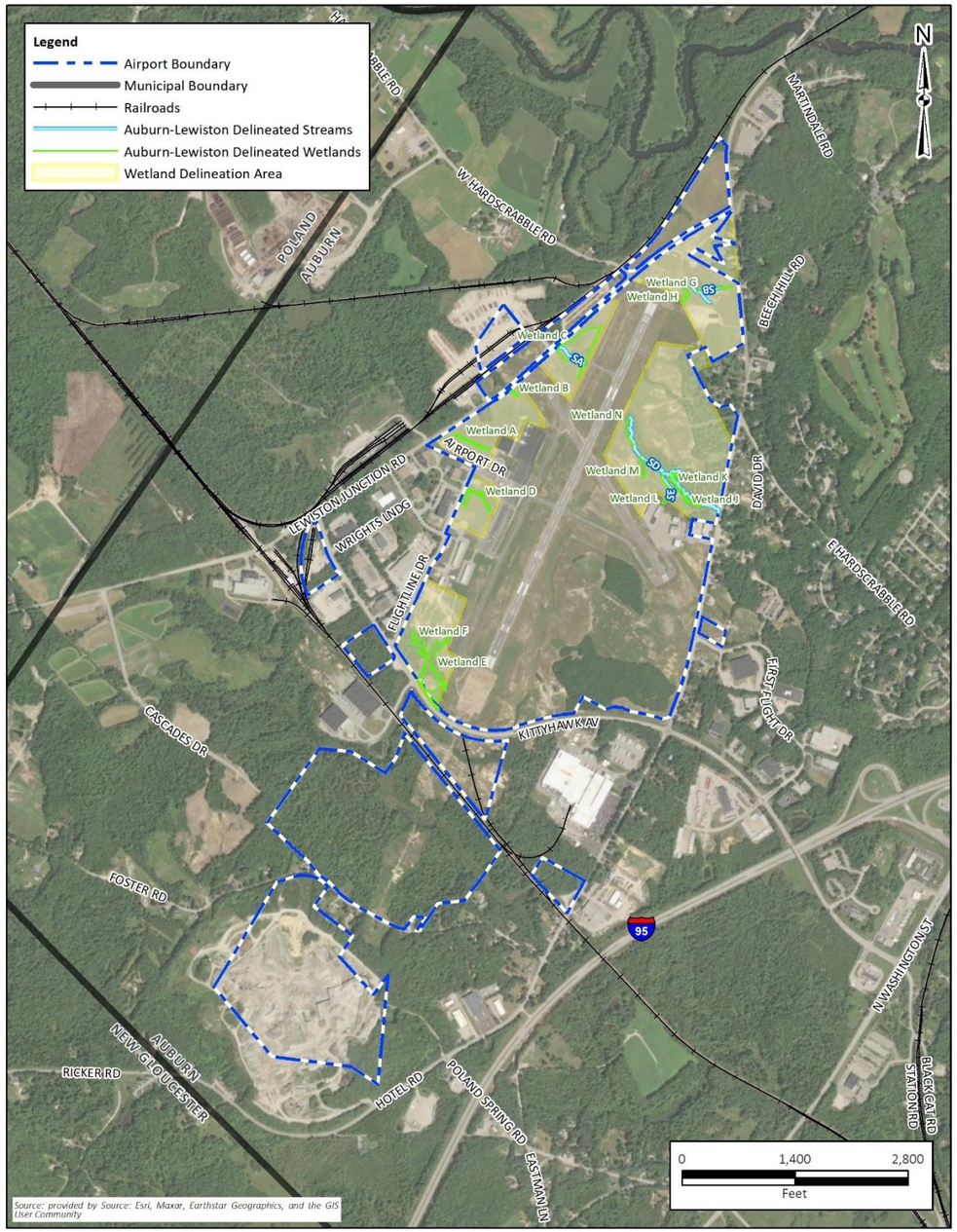
PEM – Palustrine Emergent; PFO – Palustrine Forested; PSS - Palustrine Scrub Shrub
Source: 2023 McFarland Johnson Field Survey.

2.2.1. Surface Waters

Surface waters were also delineated during the October 2023 field survey. Multiple streams were identified within the wetland delineation areas, as shown in **Figure 2-1**. There was evidence of beaver activity along Stream D (shown as SD in **Figure 2-1**), which resulted in an impoundment, and three smaller streams were flowing from the impoundment approximately 100 feet before converging back into one stream. Additionally, Wetland E, a palustrine emergent and shrub-scrub wetland, is bisected by a stream that has been impounded by muskrat and flooded the wetland. The flooded stream within Wetland E was not delineated during this effort. Streams identified during the field survey are shown in **Figure 2-1**.

[1] As of September 2024, the Airport is no longer within the USFWS mapped current range for NLEB.

Figure 2-1: Observed Potential Wetland Locations



Source: McFarland Johnson field survey, October 2023.

Table 2-2: Streams within Target Study Areas

Stream Identifier	Stream Type	Length (ft)
SA	Perennial	462
SB	Perennial	581
SC	Intermittent	193
SD	Perennial	2,058
SE	Intermittent	383

Source: 2023 McFarland Johnson Field Survey.

2.2.1. Wild and Scenic Rivers

There are no federally designated Wild and Scenic Rivers within the vicinity of the Airport.

2.2.2. Floodplains

According to the National Flood Hazard Layer produced by the Federal Emergency Management Agency (FEMA), which represents the current effective flood data for the country, the entire Airport is mapped within an area of minimal flood hazard (Zone X).

2.2.3. Groundwater

The Airport is not located over a state mapped significant sand and gravel aquifer, or over an Environmental Protection Agency (EPA) designated sole source aquifer.

2.3. Coastal Resources

The Airport, located in the City of Auburn, is not located within the Maine Coastal Zone.

2.4. Department of Transportation Act, Section 4(f) Resources

Section 4(f) of the U.S. DOT Act of 1966 (now codified at 49 U.S.C. § 303) protects significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites. There are no wildlife or waterfowl refuges in the vicinity of the Airport. There are no publicly owned recreational facilities within the vicinity of the Airport. Therefore, there are assumed to be no Section 4(f) resources in the vicinity of the Airport. There are Paleoindian sites on Airport property considered eligible for the National Register of Historic Places, which are considered Section 4(f) resources, and are covered in more detail in Section 2.5.

2.5. Historic and Cultural Resources

The Maine Department of Transportation Public Map Viewer's Historic Districts and Properties layer was accessed on December 19, 2023. According to the map viewer, there are no previously documented National Register of Historic Places districts or properties on Airport property.

A request for project review was submitted to the Maine Historic Preservation Commission (MHPC) on December 15, 2023. According to the response from MHPC, dated January 8, 2024, previous archaeological surveys in and around the Airport have encountered multiple pre-European Indigenous archaeological sites. The two larger areas east of Runway 22 end, the area north of

Runway 22 end, and the smaller area west of Runway 4 end may require additional investigation prior to future development. Several historical, archaeological, and/or cultural sites have been documented on Airport property. The Keogh, Michaud, Taxiway, and Cornier sites have been completely excavated. There is an existing easement on Airport property between the Airport owner and MHPC for an area of approximately 20 acres at the southern end of Runway 4, established in 1985, that prohibits the alteration of land without written approval from both parties. This area has been called the Auburn/Lewiston Airport Paleoindian District and comprises at least two prehistoric archaeological sites numbered 23.12 (the Michaud site) and 23.13.

The MHPC provided historical and archaeological records pertaining to a region of the airport between the two runways called "Airport (Beacon) Hill". Based on an archaeological survey performed by Farmington Archaeology Research Center (UMF ARC), dated July 24, 2007, determined that the site 23.41 on Beacon Hill is clearly significant and eligible for inclusion in the National Register of Historic Places and will require further detailed reporting. The site is attributed to the Paleoindian period of Native American history for the region. Conclusions from the survey recommend Section 106 consultation and a Phase III data recovery excavation of the Beacon Hill site to mitigate the adverse effects of any future proposed construction activity. This was reaffirmed during recent consultation with MHPC, with additional consideration for access routes for any excavation to be reviewed for archaeological sensitivity as well. Most recently, a Phase I archaeological survey was completed June 14-16, 2024, leading to the identification of a single newly recorded precontact Native American site, designated Maine state site number 23.50 ME, which is considered eligible for the National Register of Historic Places.

The Airport is evaluating options to complete further archaeological survey and site mitigation efforts to allow for full archaeological clearing of ongoing Airport maintenance and potential future development activities. Consultation with MHPC is included in **Appendix B**.

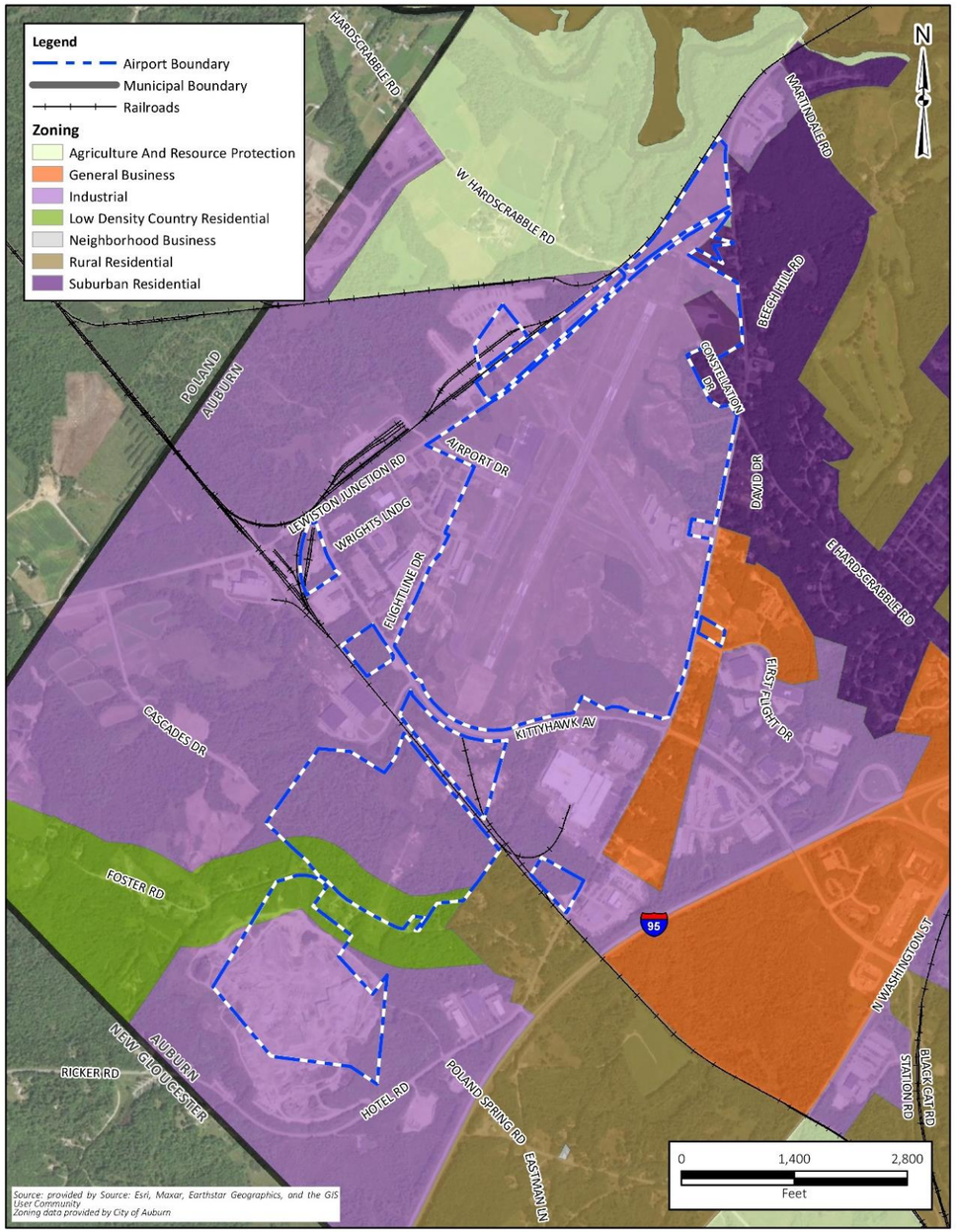
2.6. Farmlands

The Airport is situated on land that is relatively flat to gently sloping, with an airport elevation of 288 feet above mean sea level. According to the SSURGO-certified soils data accessed via the Web Soil Survey online tool, approximately 19 percent of the Airport soils are classified as prime farmland soils (Ninigret fine sandy loam, zero to eight percent slopes) and another 25 percent as farmland soils of statewide importance (Adams loamy sand, zero to eight percent slopes and Lyman-Tunbridge complex); however, lands within the Airport boundaries are not actively farmed. Further, due to their placement within an active airport, they have no reasonable potential for such activity.

2.7. Land Use

The Airport is located within the City's industrial zone and is an allowed use of this zone. The Airport is bordered by Hotel Road and Constellation Drive with residential development to the east, Kittyhawk Avenue and commercial and industrial development to the south, Lewiston-Junction Road, and the Airport business park to the west, and residential and commercial development to the north. The Little Androscoggin River flows west to east approximately 350 feet north of the Airport, under Hotel Road. Martingale Country Club and golf course is located approximately 1,100 feet to the east and Exit 75 for the I-95 Corridor 4,000 feet to the east. The Airport is located within the city's Industrial Zone. The surrounding land use by zoning classification is shown on **Figure 2-2**.

Figure 2-2: Auburn, Maine Zoning



Source: City of Auburn, Maine.

2.8. Noise

Aircraft noise emissions, inherent to the operation of an airport, can adversely impact land use compatibility between an airport and surrounding properties, particularly in the presence of noise-sensitive receptors. Churches, hospitals, schools, amphitheaters, and residential districts are receptors that are sensitive to elevated noise levels. Therefore, it is important to estimate any change in noise levels associated with airport development, to determine the significance, if any, of the impact on noise-sensitive land-uses. Then, abatement measures can be incorporated into airport development plans to avoid or minimize the impacts. The Airport is adjacent to a Suburban Residential zoning district to the east (**Figure 2-2**), with residences along Constellation Drive immediately bordering Airport property. There are no schools, churches, or hospitals within one mile of the Airport. According to the Aircraft Owners and Pilots Association (AOPA), current noise abatement measures at the Airport include no touch-and-go landings or engine run-ups from 11pm to 6am. As of October 2024, there was one noise complaint in the past 18 months.

2.9. Visual Effects

The Airport is a publicly owned, regional, reliever airport. A reliever airport serves to relieve congestion at a commercial service airport and to provide more general aviation access to the overall community. Light emissions are typically one of the greatest concerns for residents in neighborhoods, as well as users of other incompatible land uses, adjacent to an airport that could be directly impacted by a change in lighting. Given the Airport's size, location, history, and surrounding land use, an increase in light emissions is unlikely to be significant. However, future projects that may result in any lighting changes or other visual changes to the Airport or surrounding community may require additional analysis.

2.10. Air Quality

The Airport is in Auburn, Androscoggin County, Maine, which is designated as a maintenance area for criteria pollutant 1-Hour Ozone (1979)-NAAQS Revoked listed in the National Ambient Air Quality Standards (NAAQS). An air quality emissions analysis may be required for future projects depending on the nature of the development and applicable air quality regulations at the time of proposed development.

2.11. Hazardous Materials

The storage of petroleum at the Airport consists of a 20,000-gallon Avgas tank and a 30,000-gallon Jet-A fuel tank for aviation uses currently located in an aboveground fuel farm between Buildings 4 and 6. The Avgas tank is scheduled to be relocated in 2024 to the area between Buildings 1 and 2.

According to a NETROnline Environmental Radius Report, obtained December 27, 2023, there are no federally listed hazardous materials sites within one (1) mile of the Airport. The Airport, formerly a US Naval Auxiliary Air Facility, is registered under the superfund program and the Maine Department of Environmental Protection (MaineDEP) Uncontrolled Sites Program for its history as a Formerly Used Defense Site (FUDS) and the environmental concerns pertaining to munitions and explosives at the Machine Gun Butt range and the Skeet Range 2. According to a Site Investigation report prepared by the US Army Corps dated January 19, 2010, a No Department of Defense Action Indicated (NDAI) designation is recommended for the site as no munitions constituents are likely to be present due to the removal and redistribution of soil at the sites. The Airport is also listed under the Resource Conservation and Recovery Act (RCRA) hazardous waste permitting program along with two other facilities at the Airport including EWaste Recycling Solutions and Lufthansa Technik North America. All the RCRA listed facilities comply with the program.

2.11.1. Per- and Polyfluoroalkyl Substances (PFAS)

Per- and polyfluoroalkyl substances (PFAS) are anthropogenic chemicals that have commonly been used in a variety of commercial, household, and industrial products, including firefighting foams. In November 2016, the USEPA published a drinking water Health Advisory level for two components of PFAS, perfluorooctane sulfonic acid (PFOS) and perfluorooctanoic acid (PFOA), at individual or a combined 70 parts per trillion (ppt) based on the level of science to test and identify these chemicals at that date. On April 10, 2024, EPA finalized the National Primary Drinking Water Regulation (NPDWR) legally enforceable Maximum Contaminant Levels (MCLs) for six PFAS in drinking water. PFOA, PFOS, PFHxS, PFNA, and HFPO-DA as contaminants with individual MCLs, and PFAS mixtures containing at least two or more of PFHxS, PFNA, HFPO-DA, and PFBS using a Hazard Index MCL to account for the combined and co-occurring levels of these PFAS in drinking water. EPA also finalized health-based, non-enforceable Maximum Contaminant Level Goals (MCLGs) for these PFAS.

The MaineDEP tests and monitors PFAS in wastewater effluent, fish, surface water, soil, and groundwater. According to the MaineDEP PFAS Investigation, there has been no recorded application of municipal sludge on Airport property. The closest sludge application is approximately 2,150 feet southwest of the Airport. There is no record of groundwater or soil sampling in the immediate vicinity of the Airport. The closest sampling site is approximately 3,285 feet east of the Airport of a domestic well, which recorded PFAS levels below drinking water standards.

2.12. Energy

Energy consumed at the Airport includes electricity, fuel oil, and natural gas. Diesel and gasoline are also consumed to power the Airport's fleet vehicles and equipment (e.g., ground service equipment, snow removal equipment, and light-, medium-, and heavy-duty vehicles).

Electricity to the Airport is delivered by Central Maine Power and used primarily to power Airport-owned buildings and operations. Natural gas is used to heat the Airport's buildings. Potable water consumed at the Airport is provided through the Auburn Water and Sewer District (AWSD), from the City's water supply at Lake Auburn. Wastewater is disposed of via sewer maintained by the AWSD and treated by Lewiston-Auburn Water Pollution Control Authority (LAWPCA) in Lewiston, Maine. Solid waste at the Airport is handled by independent contractor Almighty Waste.

The storage of petroleum at the Airport consists of a 20,000-gallon Avgas tank and a 30,000-gallon Jet-A fuel tank for aviation use currently located in an aboveground fuel farm between Buildings 4 and 6. The Avgas tank is scheduled to be relocated in 2024 to the area between Buildings 1 and 2.

2.13. Climate

A variety of greenhouse gas (GHG) emission sources are associated with the operation of the Airport. GHG emissions are linked to equipment and energy use owned by the Airport and with equipment

that is operated by its tenants and the general public. Airport-owned sources of emissions include ground service equipment, fleet vehicles, parking lots, buildings, and stationary sources such as emergency generators. Tenant emissions are associated with the operation of aircraft, ground service equipment, and any fleet vehicles. Emissions associated with the general public include vehicle travel to and from the Airport.

Emissions from Airport buildings are associated with electricity consumption and fuel consumption. Lighting, plug loads, fans, and pumps are all examples of building equipment that consume electricity.

Although no federal standards have been set for GHG emissions, it is well established that GHG emissions can affect climate. Executive Order EO13990, *Climate Crisis; Efforts to Protect Public Health and Environment and Restore Science,* directs all executive departments and agencies to immediately review and, as appropriate and consistent with applicable law, take action to address the promulgation of federal regulations and other actions during the four years prior to 2021 that conflict with national climate objectives, and to immediately commence work to confront the climate crisis.

In 2021, the FAA released the Aviation Climate Action Plan, to provide a government approach and policy framework for the aviation sector to help meet climate goals. Actions for airports identified by this plan include seeking grants for authorized emission reduction projects and developing a resilience framework.

The FAA has not identified a significance threshold for GHG emissions, as there is no current accepted method of determining the level of significance applicable to airport construction projects given the small percentage of emissions they contribute. Any increase in emissions of GHGs as the result of projects proposed in this Master Plan would be considered negligible in comparison with U.S. annual emissions and therefore would not have a significant impact on global climate change.

On November 28, 2021, the Maine Legislature passed into law the State Greenhouse Gas Emissions Regulation, which requires a reduction from 1990 levels of gross emissions of GHGs from all sources in the State and all sectors of the State economy of 45 percent by the year 2030 and 80 percent by the year 2050. The statewide level of greenhouse gas emissions in 1990 was 32.02 million metric tons of carbon dioxide equivalent (MMTCO2e). There are currently no enforceable measures for sectors to limit GHG emissions, nor are there state standards for GHG emissions by sector.

2.14. Socioeconomics and Environmental Justice

Proposed projects will be evaluated for the potential effects on the community's economy, social structure, and necessary health and safety services as specific alternatives are developed during the design process. Environmental justice evaluations consider the potential of federal actions, including those involving federally obligated airports, to cause a disproportionate and adverse effect on low-income or minority populations.

According to the US Census Bureau American Community Survey (ACS) 2018-2022 5-year estimates, the City of Auburn has a population of 24,038, 96.2 percent of which is "White," 3.4 percent "Black or African American," 2.1 percent "American Indian and Alaska Native," and 1.6 percent Asian. The median household income for the City of Auburn in 2022 was $59,659, which is lower than the state median household income of $69,543.

The USEPA defines Environmental Justice as the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment so that people:

- are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and
- have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices.

The USEPA EJScreen combines environmental and demographic socioeconomic indicators into EJ Indexes. EJScreen includes 13 environmental indicators, 7 socioeconomic indicators, 13 EJ indexes, and 13 supplemental indexes. For early applications of EJScreen, EPA identified the 80th percentile filter as that initial starting point. In other words, an area with any of the 13 EJ Indexes at or above the 80th percentile nationally should be considered as a potential candidate for further review. The Airport is not located within an area above the 80th percentile for any of the 13 environmental indexes; however, it is in the 98th percentile environmental indicator RMP Facility Proximity. A copy of the EJScreen report is included in **Appendix B**.

In addition to the FAA's standard review, this master plan also reviewed new tools developed and/or utilized in conjunction with the USDOT Justice40 Initiative, which aims to have at least 40 percent of the benefits from many of their grants, programs, and initiatives flow to disadvantaged communities.

2.14.1. Climate and Economic Justice Screening Tool

The Climate and Economic Justice Screening Tool (CEJST) was developed by the White House Council on Environmental Quality to identify disadvantaged communities as part of the Biden-Harris Administration's Justice40 Initiative. According to the CEJST, the Airport is in Tract 23001010700, which is not identified as a disadvantaged community.

2.14.2. Equitable Transportation Community Explorer

The USDOT Equitable Transportation Community (ETC) Explorer is an interactive map that shows how a community or project area is experiencing disadvantage related to transportation investments. Anything above the 65th percentile is considered disadvantaged for the respective category. According to the ETC, the Airport, located in Census tract 23001010700 is listed as within the 66th percentile for Transportation Insecurity relative to the national scale, and the 82nd percentile for Environmental Burden and 71st percentile for Transportation Insecurity relative to Maine.

2.14.3. Areas of Persistent Poverty and Historically Disadvantaged Communities

Areas of Persistent Poverty & Historically Disadvantaged Communities lists U.S. Census tracts that qualify as Areas of Persistent Poverty & Disadvantaged Communities according to Section 6702 of

the Infrastructure Investment and Jobs Act (the RAISE program). The Airport is located within a community identified as an Area of Persistent Poverty Census Tract 107.

2.14.4. Environmental Justice Index

The Centers for Disease Control and Prevention (CDC) Environmental Justice Index (EJI) explorer combines a variety of aspects of social vulnerability and environmental burden into a ranking from 0 to 1. A domain ranking of 0.85 signifies that 85 percent of tracts in the nation likely experience less severe environmental burden or social vulnerability attributable to that domain than the tract(s) of interest, and that 15 percent of tracts in the nation likely experience more severe environmental burden or social vulnerability attributable to that domain. The Airport is in Census Tract 107, Androscoggin County, Maine, which has an EJI rank of 0.37.