

LOGAN AIRSIDE IMPROVEMENTS PLANNING PROJECT SECTION 61 FINDINGS

RESOLUTION AND VOTE OF MASSPORT BOARD IN COMPLIANCE WITH M.G.L. C.30, SECTION 61

WHEREAS, the Authority has been engaged in long-term planning activities to ensure that flight operations at Boston-Logan International Airport (“Logan”) are conducted as safely and efficiently as possible in terms of on-time performance and in a manner consistent with established environmental impact policies and goals, and

WHEREAS, in the context of this planning process the Authority has identified a range of alternatives for achieving these results, including specific improvements to the airfield component of Logan, and

WHEREAS, pursuant to the National Environmental Policy Act (“NEPA”) and Massachusetts Environmental Policy Act (“MEPA”) and related regulations and other requirements, the Authority has been engaged in an environmental review process to examine a number of aspects of the various alternatives under review, including without limitation, purpose and need, analysis of the current and projected flight delay problem, role of the regional airport system and other transportation alternatives in meeting current and forecast passenger demand, affected environment, environmental consequences, environmental justice, and environmental mitigation, and

WHEREAS, the environmental review process under MEPA commenced with the filing of an Environmental Notification Form (“ENF”) on July 31, 1995 for the Logan Airside Improvements Planning Project (the “Airside Project”) which was the subject of a formal scoping process, including a public scoping session on September 23, 1995, which process in turn led to the issuance of a Certificate by the Secretary of the Executive Office of Environmental Affairs (“EOEA”) defining the scope of the Airside Project Draft Environmental Impact Report (“Draft EIR”), and *WHEREAS*, the Airside Project Draft EIR was filed on February 1, 1999, which document included the designation of a Preferred Alternative consisting of the following components: unidirectional Runway 14/32; Centerfield Taxiway; extension of Taxiway Delta; realignment of Taxiway November; improvements to the southwest corner taxiway system; and reduction in approach minimums on Runways 22L, 27, 15R and 33L (which component is an initiative of the Federal Aviation Administration), and

WHEREAS, the Draft EIR was the subject of an extended public comment period, including public hearings on Wednesday, April 7, 1999 at the State Transportation

Building in Boston and Thursday, April 8, 1999 at the Holiday Inn in East Boston, which resulted in the issuance of a certificate from the Secretary of EOE A dated May 7, 1999, in which said Secretary determined that the Draft EIR adequately and properly complied with MEPA and with its implementing regulations and specified certain additional analytic work, including additional mitigation measures and responses to substantive comments, to be included in the Final Environmental Impact Report (“Final EIR”),

WHEREAS, the Final EIR was the subject of an extended public comment period, and of public hearings, and notice of availability of the Final EIR was published in the Environmental Monitor on May 9, 2001, and on June 15, 2001, the Secretary of EOE A issued a certificate determining that the Final EIR adequately and properly complies with MEPA and its implementing regulations, concluding the MEPA review of the Airside Project; and

WHEREAS, these findings will be revised, if appropriate, to incorporate any further commitments within MEPA jurisdiction that may arise during the federal environmental review process;

NOW THEREFORE BE IT RESOLVED AND VOTED:

A. The Authority hereby finds that: (a) the environmental impacts associated with the Airside Project, EOE A No. 10458, and selection and implementation of the Preferred Alternative, are properly and adequately described and evaluated in the ENF, Draft EIR and Final EIR and the description of such environmental impacts set forth in said documents is adopted as a specific finding herein, and (b) by implementing the mitigation measures set forth in the Final EIR as modified by and as authorized and directed by this resolution, all feasible means and measures will be taken to avoid or minimize any environmental impacts as determined by this resolution.

B. The Authority hereby further finds and determines that the improvements constituting the Preferred Alternative as set forth in the Draft EIR and Final EIR will enhance the operation of Logan by improving safety conditions and on-time performance of aircraft and will provide related environmental benefits.

C. The Authority hereby makes the findings set forth below in accordance with M.G.L. c.30, Section 61 and hereby authorizes and directs the Executive Director to implement the measures described herein:.

1.0 Runway 14/32 Unidirectional Limitation

Runway 14/32 will be operated as a unidirectional runway to accommodate over-water flight operations only, i.e., arrival operations in an east-to -west

direction to the Runway 32 approach end and departure operations from a west-to-east direction from the Runway 14 departure end. Construction specifications will require that lighting, marking and instrumentation components of Runway 14/32 be done consistent with the above-described unidirectional limitations. No parallel or other type of taxiway facility will be constructed to allow departures from an east-to-west direction from the 32 end. The Authority will, if requested, enter into an appropriate contract with an appropriate governmental body and/or representative community group(s) to provide rights to enforce the intended unidirectional restriction of Runway 14/32.

2.0 Regional Transportation Policy - Regional Airport Network

The Authority is engaged in promoting increased utilization of regional airports and other travel modes to provide relief to Logan Airport. As an independent authority that owns and operates Logan and Hanscom Field, as well as the Tobin Bridge and many properties in the Port of Boston, and has operational responsibility for Worcester Regional Airport, the Authority is just one of many agencies that influence regional transportation policy. With regard to aviation, the Authority's primary responsibilities are the provision, operation and maintenance of airport infrastructure at Logan and Hanscom Field, and the operation of Worcester Regional Airport.

The Authority supports a regional transportation policy to improve the efficient use of the region's transportation infrastructure by expanding use of the regional airports and other transportation modes, where appropriate. To achieve these goals, the Authority is committed to cooperative transportation planning and is actively working with a broad array of transportation agencies and concerned parties to ensure an integrated, multi-modal regional transportation network. The Authority has undertaken several initiatives to advance the role of regional airports in accommodating a greater share of the region's air travel demand. The Authority is also an active participant in several interagency transportation planning forums pertaining to alternative intercity travel modes.

The Authority's efforts in connection with this Regional Transportation Policy will include:

2.1 Worcester Regional Airport

The Authority will, in accordance with its agreement with the City of Worcester, continue to exercise operational control over Worcester Regional Airport, and continue to work to attract new air service and develop and implement a marketing campaign targeted to travelers and airlines to provide awareness of Worcester Regional Airport and enhance its utilization within its primary service area.

2.2 Cooperative Regional Transportation Planning Initiatives

The Authority will:

- ⌚ Maintain an aviation information database and distribute quarterly reports that track aviation trends at all of the regional airports to parties interested in promoting regional airport services;
- ⌚ Compile and issue periodic statistical summaries of passenger levels, aircraft operation counts and airline schedule data at the major New England regional airports;
- ⌚ Prepare an Annual Report summarizing regional airport trends and service developments;
- ⌚ Participate in meetings of other regional and state aviation organizations, including the Massachusetts Aeronautics Commission and transportation summit meetings organized by the New England governors;
- ⌚ Continue to cooperate with the Federal Aviation Administration and directors of other regional airports to undertake and complete a *New England Airports System Study* to evaluate the performance of the regional airports since the completion of the *1995 Regional Airport Air Passenger Service Study*; reevaluate airport market areas and capture rates; evaluate the potential for international, charter and cargo services at the regional airports; evaluate capacity issues at the regional airports; and consider the development of high occupancy vehicle/ground transportation and rail alternatives to improve access to the regional airports;
- ⌚ Continue to encourage various transportation initiatives (e.g., commuter rail, rail or other links between regional airports) by relevant agencies or other governmental bodies through Transportation Bond Bill or other legislative initiatives that may be required to implement an improved effective regional transportation system;
- ⌚ Continue to assist in the development of a comprehensive rail plan for New England, including the designation of high rail corridors;
- ⌚ Continue to support inter-city rail planning through membership in the Metropolitan Planning Organization (MPO); and
- ⌚ Make the Authority's Logan Express satellite parking lots and stations available on a reasonable commercial basis for third-party bus and parkand-ride connections to other regional airports, including Worcester, Manchester and Providence.

3.0 Residential Sound Insulation

The construction and operation of Runway 14/32 will significantly reduce the most severely noise-impacted populations within the 70 and 75 dB DNL contours in East Boston, Winthrop and Revere. This reduction results from a distribution of flights more consistent with the Preferential Runway Advisory

System (PRAS) goals. However, the change in distribution levels resulting from the availability of Runway 14/32 will also increase the population within the future 65 dB DNL contours in comparison to the No Action alternative and in comparison to 1998 conditions. This increase will be mitigated by providing sound insulation to affected residences (located in Chelsea, East Boston and South Boston) that fall within the 65 dB DNL contour for the Preferred Alternative as defined in the 1999 29M Low Fleet scenario (see Final EIR, Table 8.5-1). The number of dwelling units that will be sound insulated are within the new airport wide contours reflecting the conditions of the 29M Low Fleet DNL contour and the sound insulation program will be structured to meet FAA funding requirements. Relevant FAA general sound insulation program funding requirements do not provide sound insulation benefits for buildings that do not meet applicable building codes. However, in order to ensure that all residents of buildings who would otherwise be eligible for sound insulation do not lose eligibility because of building code considerations, funds will be provided, through special Project mitigation commitments from the FAA, to allow for building code upgrades to be made on individual homes to the extent that building code upgrades are necessary to allow the sound insulation work to be completed. To further ensure that all eligible residences are included within the sound insulation program, the specific identity of residences will be determined based upon a detailed block-by-block analysis to be performed during implementation. If federal funding is not available to complete the sound insulation of homes newly included within the 65 dB DNL as a result of the implementation of the Airside Project, the Authority commits to providing the funding necessary to complete the sound insulation of those homes.

4.0 Tenant Relocation Assistance

As described in the Draft EIR and Final EIR, the construction of Runway 14/32 will require the demolition of existing Cargo Building 60 and Cargo Building 61. The current tenant, pursuant to plans independent of the Airside Project, will vacate Building 61. In connection with its acquisition of Building 60 the Authority will provide relocation assistance to building tenants as required by applicable provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Part 24 of 49 CFR and M.G.L. Chapter 79A and implementing regulations. Relocation resources will be made available to all eligible business relocatees without discrimination.

5.0 Vegetation and Wetlands

All construction associated with the Preferred Alternative is confined to upland portions of the Logan airfield. There will be no loss of wetlands as a result of the implementation of the Preferred Alternative. During construction, sediment and erosion controls will be implemented within the 100-foot buffer zone of the coastal bank. All areas disturbed by construction will be stabilized with vegetation common to the airfield once re-grading is completed.

6.0 Wildlife

Construction of the Centerfield Taxiway and the Taxiway Delta extension will result in the conversion of approximately 37 acres of grassland to paved surface, thereby eliminating this area as habitat for the upland sandpiper. In coordination with the Massachusetts Natural Heritage and Endangered Species Program (NHESP), the Authority will develop a mitigation plan to address this impact and that will comprise the following elements:

- ⌚ Alteration of existing airfield grassland mowing procedures prior to the spring arrival of the upland sandpiper to encourage occupation of other areas of the airfield rather than the construction area.
- ⌚ Implementation of a pre-construction and an on-going pre-mowing upland sandpiper reconnaissance program to ensure that no individual birds remain in the area.
- ⌚ Off-site habitat enhancement.

Enhancement of bird habitat at Logan is not feasible due to the significant potential for increased aviation hazards. As part of the Conservation and Management Permit process under the Massachusetts Endangered Species Act (MESA), the Authority in coordination with the NHESP will develop a comprehensive onsite and offsite mitigation program to provide a “net benefit to the local population” of upland sandpipers. The offsite mitigation is expected to involve funding from the Authority for a grassland restoration/habitat enhancement program at Camp Edwards on Cape Cod. Under this program, the Authority will provide funds to the Massachusetts National Guard (MNG) for restoration of the former upland sandpiper habitat. A Memorandum of Understanding (MOU) between the Authority and MNG to ensure effective implementation of the program is anticipated. In the event that such a program at Camp Edwards is not available, an appropriate alternative program acceptable to the NHESP will be developed and implemented.

7.0 Water Resources

Construction of the Runway 14/32 and Taxiway components of the Preferred Alternative will result in a slight increase (3.8 percent) in peak runoff to tidal waters. Peak discharges will be minimized through the use of grassed swales and infiltration of runoff. No long-term impacts to water quality are anticipated. The existing stormwater drainage system will be reconfigured slightly to accommodate runoff from the runway and taxiway improvements. A low-flow water quality treatment structure will be incorporated into the existing system to handle the first flush runoff from portions of the airfield, if feasible. Sediment and erosion controls will be installed and maintained during all portions of construction to minimize adverse impacts. Construction will be phased to minimize the extent of bare soil at any one time. All new runway

and taxiway construction within areas subject to DEP's Stormwater Management Policy will be consistent with applicable policies and performance standards.

8.0 Soils

Disposal of soils excavated for runway and taxiway construction will be completed in compliance with the Massachusetts Contingency Plan (MCP), 310 CMR 40.0000, and will be conducted in a manner consistent with the Authority's Soil Management Plan developed for the Logan modernization projects.

9.0 General Construction Mitigation

Appropriate measures to enhance safety and mitigate traffic, air quality, and noise impacts will be incorporated into the contract documents and specifications governing the activities of contractors and subcontractors constructing all construction elements of the Preferred Alternative.

All construction activity associated with the Preferred Alternative will comply with FAA Advisory Circular 150/5370-2C, Operation Safety on Airports During Construction. In addition, the Authority will utilize a number of mandatory construction mitigation procedures for all construction contractors. The Authority will employ a team of on-site resident engineers and inspectors to monitor all construction activities related to the Preferred Alternative, including the following management practices:

- ⌚ Full coordination with the CA/T Project, and with all relevant agencies including the FAA, MBTA, Massachusetts Turnpike Authority, Massachusetts DEP, Massachusetts Coastal Zone Management (CZM), Massachusetts Water Resources Authority (MWRA), City of Boston, Boston Water and Sewer Commission (BWSC), and utility companies, as appropriate.

- ⌚ Preparation of detailed pre-construction plans for traffic maintenance, construction specifications for contractors, and coordinated scheduling of all construction activities (as well as the other measures noted in the ground transportation sections above).

Construction mitigation measures in a number of categories are described below.

9.1 Construction Traffic Operations

- ⌚ Construction vehicles will be required to use State highways or Logan roadways, including the Ted Williams Tunnel, except when seeking access to local businesses. A clause to this effect will be inserted in all construction contracts relating to the construction components of the Preferred Alternative.

⌚ Truck routes for Logan projects that minimize impacts on the local communities will be established. Construction vehicles would be restricted from using Neptune Road, Maverick Street, and Porter Street in East Boston. Designated truck routes will be specified in all construction contracts.

⌚ Construction employee parking spaces will not be permitted on the construction site nor will provisions be made for them elsewhere on airport with the exception of a small number of spaces for supervisory personnel. It is expected that construction workers will access the airport via public transportation or via shuttle buses from off-airport parking areas.

⌚ Police details will be employed at appropriate locations on the airport to manage traffic and ensure public safety.

9.2 Construction Air Quality

⌚ The Authority will require contractors to retrofit their heavy construction equipment with advanced pollution control devices during construction in accordance with DEP's Clean Air Construction Initiative. Contractor owned equipment such as front-end loaders, backhoes, cranes and excavators will be retrofitted with oxidation catalysts. This device filters out and breaks down hydrocarbons, particulate matter and carbon dioxide associated with diesel emissions.

⌚ During the construction process a regular program of street sweeping will minimize dust from construction vehicle movements on airport roads.

⌚ Fugitive dust also will be controlled with water spray as needed during demolition and construction; no chemical soil stabilizers will be used.

⌚ All trucks hauling demolition materials and excavate from the site will be covered and their wheels will be washed prior to leaving the construction site.

9.3 Construction Noise

General construction noise will be limited using techniques such as:

⌚ Use of: (1) concrete crushers or pavement saws for building demolition or similar construction activity; (2) local power grid to reduce the use of generators, to the extent practicable and feasible.

⌚ Attaching (1) intake and exhaust mufflers, shields, or shrouds; (2) noisedeading material to inside of hoppers, conveyor transfer points, or chutes.

⌚ Maintaining equipment to ensure peak performance.

⌚ Limiting (1) the numbers and duration of equipment idling on the site; (2) the use of annunciators or public address system; (3) the use of air or gasoline-driven hand tools.

⌚ Configuring, to the extent feasible, the construction site in a manner that keeps loud equipment and activities as far as possible from noisesensitive locations.

When construction is scheduled during the nighttime hours and near community sensitive areas (e.g., East Boston and Winthrop) the following noise mitigation measures will be employed.

⌚ The use of backup alarms for all pieces of equipment will be prohibited, to the extent appropriate. The Contractor will be required to provide additional laborers to assure that equipment backup safely and comply with OSHA regulations.

⌚ Trucks delivering bituminous concrete or other materials will be prohibited from slamming their tailgates to clean out truck beds after dumping.

⌚ During paving operations, the contractors will be required to turn off their vibratory compactors prior to exiting off the newly place pavement and onto the old existing pavement.

Further noise control options will be evaluated during the ongoing project design to define their effectiveness and feasibility. Appropriate operational specifications and performance standards will be incorporated into the construction contract documents.

10.0 Preferential Runway Advisory System (PRAS)

Monitoring and Reporting

The Authority will develop and implement a PRAS Monitoring System and will implement a new distribution system for reports. The Massport Quarterly Noise Reports will be expanded to include a number of new reports, and the distribution list will be expanded to include interested parties, including the Logan Citizens Advisory Committee (CAC). In addition, the annual reports on runway utilization, dwell and persistence will also be included as part of the Environmental Status and Planning Report (ESPR) (formerly GEIR) filings made with the Executive Office of Environmental Affairs. Over the longer term, the Authority will work with the FAA to design additional reports that could help enhance the attainment of PRAS. In addition, the Authority will begin working with the CAC to update the PRAS program, with the understanding that the current PRAS system will remain in place until superseded.

11.0 Peak Period Monitoring and Demand Management Program

The Authority commits to putting in place an enforceable Peak Period Pricing (PPP) program or an alternative demand management program with comparable effectiveness. The Authority's objective is to set out clear rules

well in advance to allow airlines to predict with certainty the costs of their scheduling decisions, and to modify their behavior accordingly. As a first step, the Authority will establish and maintain a monitoring system that will: (i) provide advance indication of when airline overscheduling is likely to become a significant contributing factor to aircraft arrival and departure delays at Logan; and (ii) identify the portion of the day during which an overscheduling condition would likely occur. The key components of this system will be as follows:

⌚ Projections of Logan flight activity will be developed on a semi-annual basis. These projections will be prepared 4 to 6 months in advance and will represent estimates of flight levels by hour for the upcoming seasonal schedule period. Projections will be based on the most recent activity levels of Logan, historic seasonality patterns, and advance flight schedules submitted by air carriers to the Official Airline Guide (OAG). The projections will also reflect non-scheduled activity including charter and general aviation.

⌚ Logan's average runway capacity under Visual Flight Rule (VFR) conditions will be evaluated as required.

⌚ Delays due to overscheduling will be quantified through an analysis that simulates the projected flight schedules against Logan's VFR capacity. Delays will be estimated by hour to permit designation of a specific peak period when overscheduling conditions are likely to cause significant delays.

Anticipating that delays due to air carrier overscheduling may soon reach or exceed an average level of 15 minutes per flight (which standard is based on FAA criteria) over a period of three or more consecutive hours in a day, the Authority also will take the necessary steps consistent with applicable legal requirements to put in place an enforceable PPP program applied to flights arriving and/or departing Logan during identified peak hours, with a properly structured exemption program component, consistent with federal law requirements. The purpose of the PPP exemption program would be to prevent affected communities from losing access to the national airport system. In the alternative, the Authority will put in place an enforceable demand management program with effectiveness comparable to a PPP program. The Authority will continue to monitor flight schedules at Logan on a periodic basis and make adjustments to the peak period as warranted by future schedule changes. The Authority will make adjustments to the monitoring system and related action plan as may be appropriate to address the anticipated overscheduling.

12.0 Hushkitted Aircraft

As air carriers and cargo operators phased out their remaining Stage 2 aircraft (gross weight >75,000 pounds) in compliance with federal statutory requirements, some opted to retrofit their older Stage 2 aircraft with “hushkits”, designed to reduce noise levels to meet the Part 36 Stage 3 noise limits. Other carriers and operators replaced their Stage 2 aircraft with new technology Stage 3 airplanes. Air carriers and cargo operators at Logan Airport have done both. Substituting new full Stage 3 aircraft results in more significant noise abatement benefits.

The reduction in noise exposure that will be experienced as fleet changes continue depends heavily on how many hushkitted aircraft remain in operation over the next few years. While not related to Airside Project impacts, the Authority will continue to work with air carriers to encourage the use of full Stage 3 aircraft in place of hushkitted equipment.

13.0 Single-Engine Taxi Procedures

The Authority will develop and implement a program designed to maximize the use of single-engine taxi procedures by all its tenant airlines, consistent with safety requirements, pilot judgment, and the requirements of federal law.

14.0 Transportation Management Association (TMA)

While not related to Airside Project impacts, the Authority will, as a matter of policy and at the earliest possible opportunity, use every reasonable measure to make membership in the Logan Airport TMA mandatory by all major employers who are tenants at Logan. In addition, the Authority will seek information from such employers on an annual basis regarding level of participation, actions on behalf of its employees specifically including T pass subsidies or other financial support, and best estimates of the High-Occupancy Vehicle (HOV) mode share for employees.