



January 31, 2018

The Honorable Matthew Beaton, Secretary
Executive Office of Energy and Environmental Affairs
Attn: Anne Canaday, EEA 3247
100 Cambridge Street, Suite 900
Boston, Massachusetts 02114

**Re: Notice of Project Change/Boston-Logan International Airport
2016 Environmental Data Report - EEA #3247**

Dear Secretary Beaton and Director Buckley:

The Massachusetts Port Authority (Massport), through this *Notice of Project Change* (NPC), requests Executive Office of Energy and Environmental Affairs (EEA) approval to substitute the planned *2016 Environmental Status and Planning Report (ESPR)* with a *2016 Environmental Data Report (EDR)*, as changing circumstances and uncertain trends, as more fully described below, warrant doing so.

BACKGROUND

Since 1978, Boston Logan International Airport has been the only airport in the United States to consistently publish detailed cumulative analyses of environmental conditions. We are proud of this commitment to providing regular and extensive information to our neighbors, regional community, and regulators on Logan Airport's operational and environmental conditions. This includes detailed information on passenger activity levels and aircraft operations; ground access; planning activities; and updates on mitigation programs. This unique "environmental report card" demonstrates our commitment to sharing information on how Massport operates Logan Airport safely and efficiently, while striving to minimize impacts to the community and environment.

As we have discussed with EEA and described in this NPC, Logan Airport is in another phase of transition. Several factors lead to our conclusion that 2016 is not the appropriate baseline for forecasting future operational and environmental conditions. As discussed below, these factors include (1) rapidly growing domestic and international passenger demand, (2) the formal introduction in early 2017 of transportation network companies (TNC) such as Uber and Lyft, and (3) use of the Federal Aviation Administration's (FAA) new noise and air quality model.

RAPIDLY CHANGING LANDSCAPE

Passenger activity has continued to grow faster than previous forecasts; 2017 achieved a new passenger level peak and is far outpacing recent nominal growth in aircraft operations. This trend of more passengers in fewer flights remains consistent with our recent experience, and it supports Massport's long-standing goals to reduce overall operating and environmental impacts at Boston-Logan International Airport.

Similarly, Logan Airport, like many airports across the U.S., is experiencing a potential sea-change in ground access modes; the TNCs such as Lyft and Uber that did not exist just a few years ago are becoming prominent providers of Logan Airport passenger ground access/egress. This new mode is

already beginning to have a dramatic impact on how our passengers arrive and depart Logan Airport. Using TNC data collected since February 2017 when TNCs began picking up at Logan will provide a better indication of future ground access mode share than using limited 2016 information.

Furthermore, the 2016 noise analysis marks the first time Massport has used the Federal Aviation Administration's (FAA) new *Aviation Environmental Design Tool* (AEDT). As described in the *2015 EDR*, AEDT does not incorporate a number of the Logan Airport-specific model adjustments incorporated in the legacy Integrated Noise Model (INM). Therefore, until the 2016 analysis, when some broader adjustments to AEDT were made by FAA, Massport had deferred its use in the annual EDRs. The *2016 EDR* will use AEDT for the first time. The experience gained through this initial analysis will provide a more solid background for projecting likely future noise conditions in a *2017 ESPR*. In all three of these areas of analysis - passenger trends, ground access trends, and noise modeling - deferring preparation of the next ESPR will facilitate a better understanding of these evolving issues. This in turn will provide Massport with a stronger analysis of potential future Logan Airport operating and environmental conditions, and it will better serve commenting agencies and the public by meeting MEPA's goal of providing meaningful data to review.

MODIFIED APPROACH FOR THIS FILING

Because of these rapidly evolving issues, Massport proposes to defer the next ESPR and instead file a *2016 EDR* in the next few months. ESPRs differ from the annual EDRs in that they add detailed analysis of projected future activity levels and associated transportation and environmental impacts at a future point in time; in this case the year 2035. With Logan Airport's growing passenger levels and rapidly evolving ground access modes, development of reliable analytical assumptions for the modeling of future activity levels and environmental conditions is far more challenging than we have experienced with earlier ESPRs. Using a base year such as 2016 when TNC operations at Logan were in their infancy will not provide a suitable basis for future year ESPR analyses, particularly given the implications of our partial year experience with TNCs at Logan in 2017.

Deferring the next ESPR and instead filing an ESPR is consistent with Massport's prior practice of periodically adjusting the EDR/ESPR filing sequence, with prior approval of the EEA Secretary, when changing circumstances or uncertain trends warrant doing so. Most recently, with EEA approval, Massport deferred submittal of the 2011 ESPR by two years as a result of the regional and national economic downturn experienced in the mid- to late-2000s.

UPDATE ON ONGOING PROJECTS

Understanding that there is significant public interest in passenger growth, ground access, noise and air quality, the *2016 EDR* will strive to provide a broader context of these issues and available updates on longer range planning considerations. By filing this EDR, we can provide an earlier update than would have been possible by filing an ESPR later in 2018. In late 2015, Massport initiated public review of the Terminal E Modernization Project, which will add seven new gates to the terminal. All environmental approvals have been issued and Phase 1 of the project is now in final design. Similarly, in 2016 Massport advanced discussion of the continuing on-airport parking issues, particularly focusing on strategies to reduce drop-off/pick-up trips which cause unnecessary vehicle miles traveled and associated emissions. The *2016 EDR* will provide an update on the status of those and other ongoing Logan Airport projects. The *2016 EDR* will also contain the extensive annual data

reporting on Logan activity, planning, ground access, noise, air quality, sustainability, water quality and environmental mitigation tracking.

An attachment to the NPC form is the proposed scope of the *2016 EDR*. This document responds to the Secretary's Certificate on the *2015 EDR*, including responding to all comments. The document reports on the status of airport operations, environmental conditions, and Massport milestones achieved in 2016, and it provides updates on more recent significant Logan Airport planning activities. The *2016 EDR* will include a proposed scope for the *2017 ESPR*.

In light of the proposed modified filing sequence, Massport will strive to supplement the *2016 EDR* with some broad discussions of (1) future passenger and activity levels, (2) planning measures under consideration to respond to the projected continued growth, and (3) strategies to avoid and minimize the associated environmental impacts.

NEXT STEPS

The public comment period for the NPC will begin on **February 7, 2018**, the publication date of the next *Environmental Monitor*, and will close on **February 27, 2018**. The distribution list included as Attachment 2 of the NPC indicates parties that will receive a printed copy of the NPC or an NPC Notice of Availability. The NPC will also be available on Massport's website (<http://www.massport.com/massport/about-massport/project-environmental-filings/>).

Copies of the NPC may be obtained by calling Michael Gove at (617) 568-3546 or emailing mgove@massport.com during the public comment period.

We look forward to your review of this document and to close consultation with you and other reviewers in the coming weeks. Please feel free to contact me at (617) 568-3524, if you have any questions.

Sincerely,

Massachusetts Port Authority



Stewart Dalzell, Deputy Director
Environmental Planning & Permitting,
Strategic & Business Planning Department

Enclosures

NPC Form

Secretary's most recent Certificate on EDR/ESPR process (Attachment 1 in the NPC)

NPC Distribution List (Attachment 2 in the NPC)

Proposed Scope for 2016 EDR (Attachment 3 in the NPC)

cc: G. Carr, F. Leo, E. Becker, M. Kalowski, M. Gove/Massport

This Page Intentionally Left Blank.



31 de enero de 2018

Honorable Señor Matthew Beaton
Secretario de la Oficina Ejecutiva de Energía y Asuntos Ambientales Atn.: Anne Canaday,
EEA 3247
100 Cambridge Street, Suite 900
Boston, Massachusetts 02114

**Ref.: Aviso de Modificación del proyecto/Aeropuerto Internacional Boston-Logan
Informe de datos ambientales 2016 - EEA #3247**

Estimados Secretario Beaton y Director Buckley:

Mediante este *Aviso de Modificación del proyecto* (NPC, por sus siglas en inglés), la Autoridad Portuaria de Massachusetts (Massport), solicita la aprobación de la Oficina Ejecutiva de Energía y Asuntos Ambientales (EEA, por sus siglas en inglés) para reemplazar el *Informe de Planificación y Estado Ambiental 2016 (ESPR, por sus siglas en inglés)* por el *Informe de Datos Ambientales 2016 (EDR)*, debido al cambio de circunstancias y a la incertidumbre de las tendencias. Siguiendo los lineamientos, a continuación se explica detalladamente esta solicitud.

ANTECEDENTES

Desde 1978, el Aeropuerto Internacional Boston-Logan ha sido el único aeropuerto estadounidense que ha publicado de manera continua los análisis detallados acumulados de las condiciones ambientales. Nos enorgullece honrar este compromiso de brindar información vasta y frecuente a nuestros vecinos, a la comunidad regional y a las autoridades regulatorias sobre las condiciones operativas y ambientales del Aeropuerto Logan. Esto incluye información detallada sobre los niveles de actividad de pasajeros y operaciones aeronáuticas, ingreso terrestre, actividades de planificación y actualizaciones sobre programas de mitigación ambiental. Este "Boletín de informe ambiental" demuestra nuestro compromiso de compartir información sobre cómo Massport opera el Aeropuerto Logan de manera segura y eficiente, mientras se esfuerza por minimizar los impactos en la comunidad y el medio ambiente.

Tal como lo hemos discutido con la EEA y de acuerdo a lo explicado en este NPC, el Aeropuerto Logan atraviesa otra fase de transición. Varios factores respaldan nuestra conclusión de que 2016 no constituye el punto de referencia más satisfactorio para predecir las condiciones operativas y ambientales futuras. Como se explica a continuación, entre estos factores se encuentran (1) la demanda creciente de pasajeros internacionales, (2) la introducción formal de las empresas de redes de transporte (TNC, por sus siglas en inglés) como Uber y Lyft a principios de 2017, y (3) el uso del nuevo modelo de ruidos y calidad del aire de la Administración Federal de Aviación (FAA, por sus siglas en inglés).

CAMBIO RÁPIDO DE LA SITUACIÓN

La actividad de los pasajeros sigue creciendo más rápido que lo pronosticado anteriormente; en 2017 se registró un nuevo pico del nivel de actividad de pasajeros y está superando ampliamente el crecimiento nominal reciente en operaciones aeronáuticas. Esta tendencia de más pasajeros en

menos vuelos sigue siendo consistente con nuestra experiencia reciente y respalda las metas de Massport a largo plazo de reducir el impacto general ambiental y operativo del Aeropuerto Internacional Boston-Logan.

De igual forma, el Aeropuerto Logan, como muchos aeropuertos de los Estados Unidos, enfrenta la posibilidad de un cambio radical en el modo de ingreso terrestre al aeropuerto. Las empresas de transporte como Lyft y Uber, que no existían hace unos años, se están convirtiendo en proveedores fundamentales para el ingreso y la salida terrestre de pasajeros en el aeropuerto. Esta nueva forma de transporte ya comienza a tener una repercusión sustancial en el modo de arribo y partida de los pasajeros al Aeropuerto Logan. Los datos de las empresas TNC recopilados desde febrero de 2017, cuando comenzaron a operar en Logan, brindarán un indicador futuro más certero de la modalidad de ingreso terrestre al aeropuerto que la información limitada de 2016.

Asimismo, el análisis de ruido de 2016 marca el primer uso por parte de Massport de la nueva *Herramienta de Diseño Ambiental para Aviación* (AEDT, por sus siglas en inglés) de la FAA. Como se describió en el *EDR 2015*, la AEDT no incorporó un número específico de ajustes al modelo del Aeropuerto Logan, que sí están incorporados en el legado del Modelo Integrado de Ruido (INM, por sus siglas en inglés). Por lo tanto, hasta el análisis 2016 Massport había aplazado el uso del INM en los EDRs anuales, que fue cuando la FAA hizo algunos ajustes más extensos a la AEDT. El 2016 EDR se usará AEDT por primera vez la AEDT. La experiencia obtenida a partir de este primer análisis brindará un antecedente más concreto para proyectar las condiciones futuras de ruido en el *ESPR 2017*. En estas tres áreas de análisis —tendencias de pasajeros, tendencias del ingreso terrestre y modelos de ruido— el aplazamiento de la preparación del próximo ESPR permitirá comprender mejor estos problemas evolutivos. A su vez, esto le permitirá a Massport tener un análisis exhaustivo de las posibles condiciones operativas y ambientales del Aeropuerto Logan a futuro, y también cumplirá con los organismos de recepción de comentarios y el público al satisfacer la meta de MEPA de brindar datos significativos para revisión. Esto, a su vez, proporcionará a Massport un análisis más sólido de las posibles condiciones ambientales y operativas futuras del aeropuerto de Logan, y servirá mejor a las agencias que comentan y al público mediante el cumplimiento del objetivo de MEPA de proporcionar datos significativos para su revisión.

CRITERIO MODIFICADO PARA ESTA PRESENTACIÓN

Debido a la rapidez con que evolucionan estos temas, Massport propone aplazar el próximo ESPR y, en su lugar, presentar un *EDR 2016* en los meses venideros. Los ESPR difieren de los EDR anuales en que agregan un análisis detallado de los niveles de actividad proyectados en el futuro y los impactos asociados al transporte y al medio ambiente en un momento futuro; en este caso, en el año 2035. El crecimiento del nivel de actividad de pasajeros y la rápida evolución de la modalidad de ingreso terrestre del Aeropuerto Logan hacen que sea mucho más difícil que antes, elaborar para los ESPR estimaciones analíticas fiables para el modelado de futuros niveles de actividad y condiciones ambientales. Si se usa de base un año como el 2016, cuando recién comenzaron a operar las empresas TNC, no constituiría una base adecuada para los análisis ESPR de los años siguientes, particularmente, debido a las implicaciones de nuestra experiencia parcial en Logan con la actividad de TNC en el 2017.

Aplazar el siguiente ESPR y en su lugar presentar un ESPR es consistente con la práctica previa de Massport de ajustar periódicamente la secuencia de presentación de EDR/ESPR, con la aprobación previa del Secretario de la EEA, cuando el cambio de circunstancias y la incertidumbre de las tendencias lo ameritan. No hace mucho, con la autorización de la EEA, Massport pospuso dos años la presentación del ESPR 2011, debido a la caída de la actividad económica nacional y regional acontecida en la segunda mitad de la primera década de 2000.

INFORME DE PROYECTOS EN CURSO

Entendiendo que existe un interés público significativo por los datos sobre el crecimiento de pasajeros, el ingreso terrestre al aeropuerto y la calidad del aire y del ruido, el *EDR 2016* intentará brindar un contexto más amplio de estos problemas y facilitar la información disponible sobre las planificaciones de más largo plazo. Al presentar este EDR, podemos proporcionar una actualización antes que hubiera sido posible mediante la presentación de un ESPR más adelante en 2018. A fines de 2015, Massport inició una revisión pública del Proyecto de modernización de la terminal E, que agregará siete puertas de embarque nuevas a la terminal. Se han emitido todas las aprobaciones ambientales y la fase 1 del proyecto se encuentra en la etapa final de diseño. De igual manera, en 2016, Massport avanzó el debate sobre el problema de estacionamiento vehicular en el aeropuerto, en particular, centrándose en las estrategias para reducir los traslados particulares de pasajeros, que generan innecesarias millas viajadas por vehículo y emisión de gases de automóviles. El *EDR 2016* brindará un informe actualizado sobre estos proyectos y otros en curso en el Aeropuerto Logan. El *EDR 2016* también contendrá datos anuales completos sobre la actividad, planificación, ingreso terrestre, nivel de ruido, calidad del aire, sustentabilidad, calidad del agua y seguimiento de las medidas de mitigación ambiental del Aeropuerto Logan.

El alcance contractual propuesto del *2016 EDR* es un anexo del formulario NPC. Este documento responde al Certificado por parte del Secretario del *EDR 2015* así como también contiene las respuestas a todos los comentarios. El documento reporta sobre el estado de las operaciones aeroportuarias, las condiciones ambientales y las metas alcanzadas por Massport en 2016, así como también brinda información sobre actividades importantes de planificación más recientes del Aeropuerto Logan. El *EDR 2016* contendrá el alcance contractual propuesto del *ESPR 2017*.

Teniendo en cuenta el cambio en la entrega de informes, Massport intentará complementar el *EDR 2016* con debates amplios sobre (1) los niveles futuros de actividad de pasajeros, (2) las medidas de planificación en evaluación para responder al crecimiento continuo proyectado y (3) las estrategias para evitar y minimizar los impactos ambientales asociados

PRÓXIMOS PASOS

El período de comentarios públicos para el NPC comenzará el **7 de febrero de 2018**, que es la fecha de publicación del próximo *Monitor Ambiental*, y finalizará el **27 de febrero de 2018**. La lista de distribución incluida como documento adjunto 2 del NPC indica a las partes que recibirán una copia impresa del NPC o un Aviso de Disponibilidad del NPC. El NPC también estará disponible en el sitio web de Massport (<http://www.massport.com/massport/about-massport/project-environmental-filings/>).

Se pueden obtener copias del NPC llamando a Michael Gove al (617) 568 3546 o enviando un correo electrónico a mgove@massport.com durante el período de comentarios públicos.

Quedamos a la espera de su revisión del presente documento, y poder finalizar la consulta con usted y otros revisores en las próximas semanas. Si tiene alguna pregunta, puede comunicarse conmigo al (617) 568-3524.

Atentamente.

Massachusetts Port Authority



Stewart Dalzell, Sub-director
Planificación y Permisos Ambientales,
Departamento de Planificación Estratégica y Comercial

Documentos adjuntos

Formulario NPC

Certificación más reciente del Secretario sobre el proceso EDR/ESPR (Anexo 1 del NPC)

Lista de distribución del NPC (Anexo 2 del NPC)

Alcance propuesto del EDR 2016 (Anexo 3 del NPC)

cc: G. Carr, F. Leo, E. Becker, M. Kalowski, M. Gove/Massport

For Office Use Only
 Executive Office of Environmental Affairs

MEPA Analyst:

Phone: 617-626-

Notice of Project Change

The information requested on this form must be completed to begin MEPA Review of a NPC in accordance with the provisions of the Massachusetts Environmental Policy Act and its implementing regulations (see 301 CMR 11.10(1)).

EEA # 3247		
Project Name: 2016 Environmental Status and Planning Report (ESPR) / Environmental Data Report (EDR)		
Street Address: Boston-Logan International Airport		
Municipality: Boston	Watershed: Boston Harbor	
Universal Transverse Mercator Coordinates: UTM 19, 46 92 654N, 3 36 223E	Latitude: 42° 22' 1.1" N Longitude: 71° 1' 20.5" W	
Estimated commencement date: NA	Estimated completion date: NA	
Project Type: Special Review	Status of project design: NA %complete	
Proponent: Massachusetts Port Authority (Massport)		
Street Address: One Harborside Drive		
Municipality: East Boston	State: MA	Zip Code: 02128
Name of Contact Person: Michael Gove		
Firm/Agency: Massport	Street Address: One Harborside Drive	
Municipality: East Boston	State: MA	Zip Code: 02128
Phone: 617-568-3546	Fax: 617-568-3531	E-mail: mgove@massport.com
<p>With this Notice of Project Change, are you requesting:</p> <p>a Single EIR? (see 301 CMR 11.06(8)) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>a Special Review Procedure? (see 301CMR 11.09) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>a Waiver of mandatory EIR? (see 301 CMR 11.11) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>a Phase I Waiver? (see 301 CMR 11.11) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>		
<p>Request to file a 2016 Environmental Data Report (EDR) in lieu of a 2016 Environmental Status and Planning Report (ESPR). The 2016 EDR would be followed by a 2017 ESPR.</p>		
<p>Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)? No thresholds are triggered. No projects that meet MEPA review thresholds can be constructed based solely on the approval of either ESPRs or EDRs.</p>		
<p>Which State Agency Permits will the project require? No State Agency Permits are required.</p>		
<p>Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres: No financial assistance or land transfers are required.</p>		

PROJECT INFORMATION

As a result of fluctuating passenger and ground access conditions and a new FAA noise and air quality model, Massport proposes to defer preparation of the next *Environmental Status and Planning Report (ESPR)* and file a *2016 Environmental Data Report (EDR)* which would report on conditions in that calendar year. The *2016 EDR* would be followed by a *2017 ESPR* that will assess 2017 conditions and forecast and analyze future conditions once more information is available.

See full project change description beginning on page 3.

Date of publication of availability of the ENF in the Environmental Monitor: **(December 21, 2016 [publication date of 2015 EDR])**

Was an EIR required? Yes No; if yes,
was a Draft EIR filed? Yes (Date:) No
was a Final EIR filed? Yes (Date:) No
was a Single EIR filed? Yes (Date:) No

Have other NPCs been filed? Yes (Date(s):) No

If this is a NPC solely for lapse of time (see 301 CMR 11.10(2)) proceed directly to **ATTACHMENTS & SIGNATURES**.

PERMITS / FINANCIAL ASSISTANCE / LAND TRANSFER

List or describe all new or modified state permits, financial assistance, or land transfers not previously reviewed:

No State Agency Permits are required.

Are you requesting a finding that this project change is insignificant? A change in a Project is ordinarily insignificant if it results solely in an increase in square footage, linear footage, height, depth or other relevant measures of the physical dimensions of the Project of less than 10% over estimates previously reviewed, provided the increase does not meet or exceed any review thresholds. A change in a Project is also ordinarily insignificant if it results solely in an increase in impacts of less than 25% of the level specified in any review threshold, provided that cumulative impacts of the Project do not meet or exceed any review thresholds that were not previously met or exceeded. (see 301 CMR 11.10(6)) Yes No; if yes, provide an explanation of this request in the Project Change Description below.

FOR PROJECTS SUBJECT TO AN EIR

If the project requires the submission of an EIR, are you requesting that a Scope in a previously issued Certificate be rescinded?

Yes No; if yes, provide an explanation of this request_____.

If the project requires the submission of an EIR, are you requesting a change to a Scope in a previously issued Certificate?

Yes No; if yes, provide an explanation of this request _____.

SUMMARY OF PROJECT CHANGE PARAMETERS AND IMPACTS

Summary of Project Size & Environmental Impacts	Previously reviewed	Net Change	Currently Proposed
LAND			
Total site acreage	NA	NA	NA
Acres of land altered	NA	NA	NA
Acres of impervious area	NA	NA	NA
Square feet of bordering vegetated wetlands alteration	NA	NA	NA
Square feet of other wetland alteration	NA	NA	NA
Acres of non-water dependent use of tidelands or waterways	NA	NA	NA
STRUCTURES			
Gross square footage	NA	NA	NA
Number of housing units	NA	NA	NA
Maximum height (in feet)	NA	NA	NA
TRANSPORTATION			
Vehicle trips per day	NA	NA	NA
Parking spaces	NA	NA	NA
WATER/WASTEWATER			
Gallons/day (GPD) of water use	NA	NA	NA
GPD water withdrawal	NA	NA	NA
GPD wastewater generation/ treatment	NA	NA	NA
Length of water/sewer mains (in miles)	NA	NA	NA

***This NPC only requests adjustment of the planned ESPR/EDR filing sequence**

Does the project change involve any new or modified:

1. conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97? Yes No

2. release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction? Yes No

3. impacts on Rare Species? Yes No

4. demolition of all or part of any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?
Yes No

5. impact upon an Area of Critical Environmental Concern? Yes No

If you answered 'Yes' to any of these 5 questions, explain below:

PROJECT CHANGE DESCRIPTION (attach additional pages as necessary). The project change description should include:

- (a) a brief description of the project as most recently reviewed
- (b) a description of material changes to the project as previously reviewed,
- (c) if applicable, the significance of the proposed changes, with specific reference to the factors listed 301 CMR 11.10(6), and
- (d) measures that the project is taking to avoid damage to the environment or to minimize and mitigate unavoidable environmental impacts. If the change will involve modification of any previously issued Section 61 Finding, include a draft of the modified Section 61 Finding (or it will be required in a Supplemental EIR).

Logan International Airport is in another phase of transition. Passenger activity has continued to grow faster than previously predicted; aircraft operations have also continued to grow though not nearly at the pace of passenger growth. This trend of more passengers in fewer flights remains consistent with recent experience and Massport's long-standing goals. Similarly, Logan Airport, like many airports across the U.S., is experiencing a dramatic change in ground access modes; transportation network companies (TNCs) such as Lyft and Uber, that did not exist a few years ago, are now becoming prominent providers of passenger ground access.

Several factors lead to Massport's conclusion that 2016 is not the appropriate baseline for forecasting future operational and environmental conditions at Logan Airport. These factors include (1) rapidly growing domestic and international passenger demand, (2) the formal introduction in early 2017 of transportation network companies (TNC) such as Uber and Lyft, and (3) use of the Federal Aviation Administration's (FAA) new noise and air quality model. In all three of these areas of analysis - passenger trends, ground access trends, and noise modeling - deferring preparation of the next ESPR will facilitate a better understanding of these evolving issues. This in turn will provide Massport with a stronger analysis of potential future Logan Airport operating and environmental conditions, and it will better serve commenting agencies and the public by meeting MEPA's goal of providing meaningful data to review. Because of these rapidly evolving issues, Massport proposes to defer the next ESPR and instead file a *2016 EDR* in the next few months.

Understanding that there is significant public interest in passenger growth, ground access, noise and air quality, the *2016 EDR* will strive to provide a broader context of these issues and available updates on longer range planning considerations. With the EDR filing, Massport can provide some earlier updates than would have been possible by filing an ESPR later in 2018.

The *2016 EDR* will follow the format and include the contents of a typical EDR. In addition, the *2016 EDR* will include Responses to Comments to the Secretary's Certificate on the *2015 EDR*,

and other Certificates for projects at Logan Airport, that refer to the EDR/ESPR documentation, notably the Terminal E Modernization Project and the Logan Airport Parking Project.

The 2016 EDR will include a proposed scope of the 2017 ESPR which will follow the format and content of the proposed scope for the ESPR as included in the 2015 EDR and modified by the Secretary 's Certificate on the 2016 EDR.

ATTACHMENTS & SIGNATURES

Attachments:

1. Secretary's most recent Certificate on EDR/ESPR process
2. Plan showing most recent previously-reviewed proposed build condition **(NA)**
3. Plan showing currently proposed build condition **(NA)**
4. Original U.S.G.S. map or good quality color copy (8-1/2 x 11 inches or larger) indicating the project location and boundaries **(NA)**
5. List of all agencies and persons to whom the proponent circulated the NPC, in accordance with 301 CMR 11.10(7)
6. Proposed scope of the 2016 EDR.

Signatures:

1/31/2018 

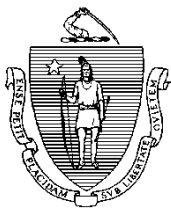
Date	Signature of Responsible Officer or Proponent	Date	Signature of person preparing ENF (if different from above)
Michael Gove			
Name (print or type)		Name (print or type)	
Massport			
Firm/Agency		Firm/Agency	
One Harborside Drive			
Street		Street	
East Boston, MA 02128			
Municipality/State/Zip		Municipality/State/Zip	
617-568-3546			
Phone		Phone	

This Page Intentionally Left Blank.

Attachment 1

*Certificate of the Secretary of Energy and
Environmental Affairs on the 2015 Logan
Airport Environmental Data Report*

This Page Intentionally Left Blank.



The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Charles D. Baker
GOVERNOR

Karyn E. Polito
LIEUTENANT GOVERNOR

Matthew A. Beaton
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1181
<http://www.mass.gov/envir>

February 17, 2017

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
2015 LOGAN AIRPORT ENVIRONMENTAL DATA REPORT

PROJECT NAME : 2015 Environmental Data Report
PROJECT MUNICIPALITY : Boston/Winthrop
PROJECT WATERSHED : Boston Harbor
EOEA NUMBER : 3247
PROJECT PROPONENT : Massachusetts Port Authority
DATE NOTICED IN MONITOR : December 21, 2016

As Secretary of Executive Office of Energy and Environmental Affairs (EEA), I hereby determine that the Environmental Data Report submitted on this project **adequately and properly complies** with the Massachusetts Environmental Policy Act (MEPA) (M.G.L. c. 30, ss. 61-62I) and with its implementing regulations (301 CMR 11.00).

The environmental review process for Logan Airport has been structured to occur on two levels: airport-wide and project-specific. The Environmental Status and Planning Report (ESPR) has evolved from a largely retrospective status report on airport operations to a broader analysis that also provides a prospective assessment of long-range plans. It has thus become, consistent with the objectives of the MEPA regulations, part of the Massachusetts Port Authority's (Massport) long-range planning process. The ESPR provides a "big picture" analysis of the environmental impacts of current and anticipated levels of activities, and presents an overall strategy to minimize impacts. The ESPR is supplemented by (and ultimately incorporates) the detailed analyses and mitigation commitments for project-specific Environmental Impact Reports (EIR). The ESPR is generally updated on a five-year basis; the most recent ESPR for the year 2011 was filed in April of 2013. Environmental Data Reports (EDRs) (formerly referred to as Annual Updates) are filed in the years between ESPRs.

Through these reports, Logan Airport is subject to comprehensive and regular MEPA review, including opportunities for public comment on cumulative impacts. This regular updating and reporting on planning and cumulative impacts is unique among State Agencies. It reflects the challenge and complexity of managing and modernizing Logan Airport within a dense, urban area. It recognizes that the proximity of communities to the Airport warrants an enhanced level of public engagement and a concerted, long-term effort to minimize and mitigate impacts.

The 2015 EDR is the subject of this review and includes the Scope for the 2016 ESPR. The 2016 ESPR is an opportunity to update the cumulative impacts of passenger growth and associated ground and aircraft operations based on revised forecasts. The 2016 ESPR will document trends and environmental impacts and will update and revise environmental management plans to address impacts. The next ESPR will analyze calendar year 2016 and provide projections through 2035.

Subsequent ESPRs and EDRs will also update the cumulative impacts of passenger growth and associated ground and aircraft operations based on revised forecasts and will update and revise environmental management plans to address impacts. Future submittals will continue to document potential impacts and trends and propose measures to implement the broad goal of maintaining or reducing Logan's overall environmental impacts, even as annual passenger volumes rise. I would like to acknowledge Massport's concerted outreach effort over the last year, including the creation of the Logan Airport Impact Advisory Group (IAG) to solicit comment and to identify and prioritize projects and programs of significance to the IAG.

The 2015 EDR provides a comprehensive, cumulative analysis of the effects of all Logan Airport activities based on actual passenger activity and aircraft operational levels, provides updates on projects, environmental management plans and the status of project mitigation. The 2016 ESPR will report on updated passenger activity levels, aircraft operations forecasts, and environmental conditions forecasts.

Review of the 2015 EDR and Scope for the 2016 ESPR

In 2015, Logan Airport served an all-time high of 33.4 million passengers, exceeding the 2014 historic peak. A significant portion of growth in passengers is driven by an increase in demand for international air service. Massport has provided new service to international destinations and expanded service to existing destinations. As passenger levels have increased, aircraft operations remain significantly below the peak of 507,449 operations experienced in 1998 when Logan Airport served 26.5 million passengers.

The long-term trend is towards more efficient operations and reductions or limited increases in overall environmental impacts. Although environmental impacts are significantly lower compared to 1998 when operations were highest, comparison of activity level and environmental impact data to 2014 and more recent EDRs identifies increases in noise exposure and air emissions. These increases were not forecast in the 2011 ESPR. The increases are associated with passenger growth, changes in flight patterns and changes in modeling of noise and air quality. A significant impact since 2011 is the introduction by the Federal Aviation Administration (FAA) of changes to area navigation (RNAV) procedures. The RNAV program has been implemented throughout the country and its primary purpose

is to increase safety and operational efficiency. The implementation of several of these procedures have resulted in concentration of flight patterns over certain communities and significant increases in noise exposure.

The impact of the RNAV program on communities and individuals is clearly reflected in the many comment letters received on the EDR and received during review of specific projects, including the Terminal E Modernization Project (EEA# 15434). In addition, the 2015 EDR indicates that noise complaints have grown significantly. I have received comment letters from elected officials including U.S. Senator Elizabeth Warren, the City of Quincy's Office of Council, and the Milton Office of Selectmen); the Logan Airport Community Advisory Committee; environmental advocacy groups; businesses; and residents. Massport and the FAA recently signed a Memorandum of Understanding (MOU) to frame a process for analyzing opportunities to incrementally reduce noise through changes or amendments to Performance Based Navigation (PBN), including RNAV procedures. I commend Massport and the FAA for establishing this agreement and committing to coordinate to address the impact of the RNAV program on citizens and communities. Massport has indicated that this process will incorporate community outreach and public input. This effort should be a significant focus of the 2016 ESPR.

In addition to noise impacts and abatement, traffic and air quality are common concerns of commenters. Several commenters express continued concern with the effects of ultrafine particulates (less than 100 nanometers in diameter) which are associated with transportation sources, including aviation. Massport has proposed that the Massachusetts Department of Environmental Protection (MassDEP) amend the Logan Airport Parking Freeze Regulation (310 CMR 7.30) so that Massport may increase on-airport parking. Massport has proposed increasing its parking supply, if the regulations are amended, to reduce trip generation associated with increases in passenger drop-off and pick-up at the airport. Commenters are concerned that the lifting of the Parking Freeze will lead to increases in long-term growth in traffic and congestion. I expect the data provided in the 2015 EDR will inform any project-specific review which would include review of potential environmental impacts and of project-specific impact avoidance, minimization, and mitigation measures. I note that commenters have requested to review data that supports Massport's assertion including data from its parking survey.

The EDR includes a significant amount of information and data which can be analyzed to understand historical conditions and trends as well as compare data on an annual basis or to significant milestones or benchmarks. For instance, the EDR identifies and refers to 1998 because it represents the maximum number of operations, references 2000 because that marks the beginning of a concerted effort to identify and track sustainability indicators to guide programs and mitigation, and references 2008-9 because of the economic recession and its associated effect on activity levels. Equally important to monitoring and historical data, are projections to understand how past or existing trends may affect future conditions. The 2011 ESPR projected year was 2030 and the 2016 ESPR projected year will be 2035. Many of the comments received question the relevance of comparison to certain years, assert that too much emphasis has been placed on historical trends rather than recent increases in certain indicators, and/or question the accuracy of data analysis. Massport has responded to comments regarding data in the past by improving the organization, content and presentation of data and analysis of the ESPR and EDR. The 2014 EDR in particular was a significant improvement and the 2015 EDR continues this trend.

The 2015 EDR identifies additional data collection and identifies changes in modeling programs that are designed to more accurately estimate impacts but may produce different results based on same inputs (i.e. a decrease in emissions could result from a change in modeling rather than an actual reduction in emissions). Also Massport has expanded its reporting on greenhouse gas (GHG) emissions to include tenants and ground access passenger vehicles as well as indirect sources.

The FAA Aviation Environmental Design Tool (AEDT) which was introduced in 2015 is a significant change in modeling of noise and air quality. FAA is requiring airports to use AEDT for National Environmental Policy Act (NEPA) review projects and soundproofing eligibility. The tool models aircraft performance in space and time to produce fuel burn, emissions, and noise information. The EDR indicates that Massport initiated modeling with AEDT but had concerns that it did not accurately reflect the noise environment at Logan Airport. Massport consulted with FAA and determined that the AEDT results would not be published in the 2015 EDR. Massport is evaluating the new model and working with the FAA to develop the types of Logan Airport specific adjustments for the AEDT model that have been used for many years in the Integrated Noise Model (INM). Massport has requested that the FAA consider and approve these adjustments and indicates that, if completed in a timely fashion, AEDT modeling results would be presented in the 2016 ESPR.

Based on significant changes in operations, modeling and data collection, the 2016 EDR provides an opportunity to reconsider data collection, presentation and analysis. I expect Massport will consider the many thoughtful comments provided on these issues and will provide a comprehensive analysis of these significant changes (e.g. RNAV, AEDT) and results and projections may be influenced by them.

General

The 2016 ESPR should follow the general format of the 2011 ESPR, presenting major policy discussions and an overview of the role of Logan Airport in the regional planning context. This should be followed by a status report on Massport's planning initiatives, projects, and mitigation measures. The ESPR should include an Executive Summary and Introduction, similar to previous ESPRs and EDRs. Massport must provide necessary background information to allow reviewing agencies and the public to understand the environmental policies and planning which form the context of the environmental reporting, technical studies, and environmental mitigation initiatives at Logan Airport. Some commenters acknowledged Massport's efforts to increase outreach and resources, including providing translation at meetings and translation of the EDR Executive Summary into Spanish.

The 2016 ESPR should report on updated passenger and operations activity forecasts for Logan Airport, Hanscom Field and Worcester Regional Airport. The new forecast used should begin with 2016 as the base year and project activity forecasts forward to calendar year 2035. In addition, the 2016 ESPR will use the results of the 2016 Logan Airport Air Passenger Ground Access Survey and the Long-term Parking Management Plan to inform transportation planning.

The technical studies in the 2016 ESPR should include reporting on and analysis of key indicators of airport activity levels, the regional transportation system, ground access, noise, air quality, environmental management, and project mitigation tracking. The 2016 ESPR must also respond to issues explicitly noted in this Certificate and the comments received on the 2015 EDR.

A distribution list for the 2016 ESPR (indicating those receiving documents, CDs, or Notices of Availability) should be provided in the document. This section must also include copies of all ESPR and EDR Certificates issued since the 2011 Logan ESPR to provide context for reviewers. Supporting technical appendices should be provided as necessary.

Responses to Comments

To ensure that the issues raised by commenters are addressed, the 2016 ESPR should include direct responses to comments to the extent that they are within MEPA jurisdiction. This directive is not intended to, and shall not be construed to, enlarge the scope of the 2016 ESPR beyond what has been expressly identified in this Certificate. I recommend that Massport continue to use the format from the EDR; however, it should limit references to a section of the 2016 ESPR unless they are directly responsive to the comment. Common themes that should be addressed throughout the ESPR and in the Responses to Comments include noise modeling, contours and abatement. The 2016 ESPR should include sufficient information to address comments on traffic and air quality. Massport should consult directly with individual commenters as appropriate.

Activity Levels

This section reports on annual air traffic activity at Logan Airport in 2015, including air passengers, aircraft operations, aircraft fleet mix, and cargo volumes. Air traffic activity levels at Logan Airport are the basis for the evaluation of noise, air quality effects, and ground access conditions. In this section, current activity levels at the Airport are compared to prior-year levels, and historical passenger and operations trends at Logan Airport dating back to 2000 which is the year Massport approved an Environmental Management Policy. The total number of air passengers increased by 5.7 percent to 33.4 million in 2015, compared to 31.6 million in 2014. As noted previously, the 2015 passenger level represents a record high for Logan Airport.

Passenger aircraft operations accounted for 91 percent of total aircraft operations in 2015. The total number of aircraft operations increased from 363,797 in 2014 to 372,930 in 2015, a 2.5-percent increase. This was preceded by a 0.7 percent increase from 2013 to 2014. Operations are increasing compared to previous years; however, aircraft operations at remained below the 487,996 operations in 2000 and the historical peak of 507,449 achieved in 1998. In 1998, Logan Airport served 26.5 million air passengers, compared to 33.4 million in 2015, which saw 134,519 fewer operations.

Air carrier efficiency continued to improve in 2015 as the average number of passengers per aircraft operation at Logan Airport grew from 87.0 in 2014 to 89.7 in 2015. While the number of domestic and international passengers is increasing, international passenger demand is projected to increase at a faster rate than domestic passenger demand. Annual domestic passengers' activity levels increased from 26.5 million in 2014 to 27.8 million in 2015, a 4.8-percent increase. Total international passengers at Logan Airport increased from 5.0 million in 2014 to 5.5 million in 2015, a 10.9-percent increase. International passengers made up approximately 16.1 percent of total Airport passengers in 2015, and this is projected to increase steadily to nearly 20 percent of the total by 2030 or sooner. The strong international passenger growth was driven by the economic attractiveness of the metropolitan

Boston region and the strength of Boston as an O&D market. New international destinations from Logan Airport in 2015 included Mexico City, Hong Kong, Tel Aviv, and Shanghai.

The 2016 ESPR should report on airport activity levels and aircraft operations, including:

- Aircraft operations, including fleet mix and scheduled airline services at Logan Airport;
- Domestic and international passenger activity levels;
- Cargo and mail volumes;
- Compare 2016 aircraft operations, cargo/mail operations, and passenger activity levels to 2015 activity levels; and
- Report on national aviation trends in 2016 and compare to trends at Logan Airport.

It should report on forecasting upon which planning and impact sections will be based for the next five years. Future year analyses should be based on the 2035 forecast. It should update the aircraft operations and passenger activity forecasts, and provide a discussion of analysis methodologies and assumptions, including anticipated fleet mix changes and other trends in the aviation industry. It should also provide:

- A comparison of 2016 operations to historic trends and 2035 forecasts;
- Updated forecasts of Logan Airport's passenger volume, aircraft operations, and fleet mix; and
- A comparison of forecast activity levels to Massport forecasts, FAA forecasts and the U.S. aviation industry.

Sustainability at Logan Airport

The 2015 EDR describes Massport's airport wide sustainability goals as identified in its Environmental Management Policy (EMP) and 2015 Sustainability Management Report (SMR). The SMR identifies efforts to promote, coordinate and integrate sustainability Airport-wide. A baseline data assessment was completed in winter 2014 to assess current sustainability performance at the Airport.

The 2015 EDR reports its progress towards achieving each goal. Massport revised its Sustainable Design Standards and Guidelines (SDSG) in March 2011 which provide a framework for sustainable design and construction for both new construction and rehabilitation projects. Since 2000 Massport has been striving to achieve certification by the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) for new and substantial rehabilitation of building projects over 20,000 square feet (sf). The Rental Car Center in the Southwest Service Area was certified at the LEED Gold level and the Green Bus Depot was certified at the LEED Silver level.

Progress on the EMP should be incorporated into subsequent EDRs and ESPRs.

Climate Change

Massport assets including Logan Airport are critical elements of the State's infrastructure and economy. As recognized in Governor Baker's recent Executive Order 569 "Establishing an Integrated Climate Change Strategy for the Commonwealth" and a suite of other state and municipal initiatives, the impacts of climate change must be an important consideration for development across the state. The EO

indicates that climate change presents a serious threat to the environment and the Commonwealth's residents, communities and economy. It indicates that extreme weather events associated with climate change present a serious threat to public safety and the lives and property of our residences. In addition, it indicates that the transportation sector continues to be a significant contributor to GHG emissions in the Commonwealth and is the only sector in which GHG emissions are increasing.

The 2015 EDR contains a greenhouse gas (GHG) emissions inventory for Logan Airport. Data is presented in units of million metric tons. It indicates that, in 2015, total GHG emissions grew by 6 percent due to aircraft operations and taxi times. Analysis of emissions has been expanded from a focus on direct sources associated with Massport assets and facilities to incorporate emissions associated with tenants and transportation and include indirect emissions for all sources.

Massport has indicated that it will continue to report on GHG emissions in 2016 and will quantify aircraft, ground service equipment (GSE), motor vehicles and stationary sources using emission factors and methodologies outlined in the EEA GHG Policy and the Transportation Research Board's *Guidebook on Preparing Airport Greenhouse Gas Emissions Inventories* (Airport Cooperative Research Program (ACRP) Report 11, Project 02-06) and other relevant guidance. The expansion of GHG reporting is significant and will guide Massport efforts to achieve sustainability goals and GHG emission reduction goals. The presentation of the data could be improved, for instance, by normalizing data and/or reporting emissions in several units (e.g. MMT and tpy) to allow comparisons between various programs, policies and reporting requirements. Massport controlled emissions and tenant emissions, for instance, could be reported in kBtu/sf-yr by building for benchmarking purposes. Identification of total GHG emissions associated with buildings and fuel sources would be informative. I encourage Massport to consider make this a focus for the 2016 ESPR. In addition, I encourage Massport to consider establishment of aggressive goals for reducing GHG emissions, and in particular transportation emissions, in the 2016 ESPR. The ESPR should describe analysis methodologies and assumptions to develop the 2016 ESPR emissions inventory and provide forecasts for 2035. The results should be compared to 2015.

In recognition of the potential effects of climate change on Massport infrastructure and operations, the Disaster and Infrastructure Resiliency Planning (DIRP) Study was initiated. A particular concern for Massport is the effect of sea level rise and projected increases in the severity and frequency of storms. The Study includes Logan Airport, the Port of Boston, and Massport's waterfront assets in South and East Boston. The DIRP Study includes a hazard analysis; modeling of projected sea-level rise and storm surge; and, temperature and precipitation projections and anticipated increases in extreme weather events. The study is nearing completion. I note that information from the Study has been incorporated into project-specific reviews. The 2016 ESPR should provide a summary of the DIRP Study and identify which recommendations Massport will implement in the short term to increase the resiliency of its facilities to the potential effects of climate change.

Mitigation

The 2015 EDR identifies the status of mitigation commitments for specific Massport and tenant projects at Logan Airport that have undergone MEPA review. The 2016 ESPR and future EDRs will continue to be the forum to address cumulative, Airport-wide impacts. The 2016 ESPR should update

the status of Massport's mitigation commitments for the Terminal E Modernization Project and report on projects previously included in the EDRs.

Planning

The Airport Planning section describes the status of projects underway or completed at Logan Airport by the end of 2015 and provides updates for projects in progress. Specific topics include terminal area projects, service area projects, buffer/open space projects, Airport parking projects, airside area projects, high occupancy vehicle (HOV) improvements, and Airport-wide projects. It also describes known future planning, construction, and permitting activities.

It includes the following Airport Projects:

- *Terminal E Renovation and Enhancements Project:* This project includes interior and exterior improvements at Terminal E to accommodate regular service by wider and longer Group VI aircraft. The project does not include any new gates, but will reconfigure three existing gates to accommodate Group VI aircraft (including the Airbus A380 and Boeing 747-8 primarily used by international air carriers). An addition to the west side of Terminal E will allow passenger holdrooms to be reconfigured to accommodate the larger passenger loads associated with larger aircraft. The project also includes modifications to the airfield to meet required FAA safety and design standards to accommodate the larger aircraft. Construction commenced in 2015.
- *Terminal E Modernization Project:* This is proposed to accommodate existing and long range forecasted demand for international service. The expansion will add the three contact gates approved in 1996 as part of the International Gateway West Concourse project (EEA #9791), which were never constructed, and an additional two to four additional new gates in an extended concourse. A key feature of this project is the first direct pedestrian connection from the MBTA Blue Line Airport Station to the terminal complex at Logan Airport. It will also include improvements to Airport roadways to facilitate access. The project underwent MEPA review in 2016. Massport intends to commence construction prior to 2018.
- *Terminal C to E Connector:* The Terminal C to E Connector provides a new post-security connection between Terminals C and E on the Departures Level. Approximately 18,900 sf were made to the existing building, and 3,500 sf of new exterior construction. The connector provides improved passenger circulation within the post-security concourses, additional holdroom space at Terminal E, reconfigured office space, concessions and concessions support, and a new consolidated location for escalators and stairs. The project was completed in May 2016.

Terminal B Airline Optimization Project: Massport is upgrading its facilities on the Pier B side of Terminal B to meet airlines' needs (primarily reflecting the merger of American Airlines and US Airways) and to provide facilities that improve the passenger traveling experience. Similar improvements have been implemented with the recent renovations and improvements at Terminal B, Pier A. Planned improvements include an enlarged ticketing hall, improved outbound bag area, expanded bag claim hall, expanded concession areas, and expanded holdroom capacity at the gate.

The 2016 ESPR should continue to assess planning strategies for improving Logan Airport's operations and services in a safe, secure, more efficient, and environmentally sensitive manner. As owner and operator of Logan Airport, Massport must accommodate and guide tenant development. The ESPR should describe the status of planning initiatives for the following areas:

- Roadways and Airport Parking;
- Terminal Area;
- Airside Area;
- Service and Cargo Areas; and
- Airport Buffers and Landscaping.

The 2016 ESPR should also indicate the status of long-range planning activities, including the status of public works projects implemented by other agencies within the boundaries of Logan Airport. The ESPR should also indicate the status and effectiveness of ground access changes, including roadway and parking projects, that consolidate and direct airport-related traffic to centralized locations and minimize airport-related traffic on streets in adjacent neighborhoods.

Regional Transportation

The 2015 EDR describes activity levels at New England's regional airports in 2015 and provides an update on regional planning activities, including long-range transportation efforts. The New England region is anchored by Logan Airport and a system of 10 other commercial service, reliever, and general aviation (GA) airports (regional airports). Overall, passenger traffic at the New England airports in 2015 represented the highest passenger traffic level for the region since the economic downturn in 2008 and exceeding the historical peak of 48.0 million in 2005. The increase in the region's passenger traffic was largely driven by continued growth at Logan Airport. In 2015, the total number of air passengers utilizing New England's commercial service airports, including Logan Airport, increased by 4.1 percent from 46.8 million annual air passengers in 2014 to 48.7 million in 2015. Of the 48.7 million passengers using New England's commercial service airports in 2015, 68.6 percent of passengers (33.4 million) used Logan Airport compared to 67.6 percent (31.6 million) in 2014. While passenger activity levels have increased, aircraft operations in the New England region remained flat in 2015, increasing 0.3 percent from 987,652 operations in 2014 to 991,041 operations in 2015. The 2016 ESPR should report on the issues identified below.

Regional Airports

- 2016 regional airport operations, passenger activity levels, and schedule data within an historical context;
- Status of plans and new improvements as provided by the regional airport authorities;
- Role of the Worcester Regional Airport and Hanscom Field in the regional aviation system and Massport's efforts to promote these airports; and
- Ground access improvements at Massachusetts Regional Airport.

Regional Transportation System

- Massport's role in managing the regional transportation facilities within MassDOT;
- Massport's cooperation with other transportation agencies to promote efficient regional highway and transit operations; and

- Report on metropolitan and regional rail initiatives and ridership.

Ground Access to and from Logan Airport

The 2015 EDR reports on transit ridership, roadways, traffic volumes, and parking for 2015. Massport continues to be in full compliance with the Logan Airport Parking Freeze regulations (310 Code of Massachusetts Regulations 7.30) which regulates the number of commercial and employee parking spaces allowed at Logan Airport (total limit of 21,088). The Parking Freeze is included in the Massachusetts State Implementation Plan (SIP) to achieve compliance with the Clean Air Act (42 U.S.C. §7401 et seq. [1970]). Massport submits semi-annual compliance filings to MassDEP; March and September reports are provided in the 2015 EDR. As permitted (and encouraged) by the Parking Freeze provisions, Massport has converted employee spaces to commercial spaces, within the overall limits.

The EDR states that Massport has continued to invest in and operate Logan Airport with a goal of increasing the number of passengers arriving by transit or other high occupancy vehicle (HOV) modes. The HOV/transit mode share at Logan Airport continues to rank at the top of U.S. airports. The 2015 EDR identifies improvements to increase HOV/transit mode share including introduction of the Back Bay Logan Express pilot service (since May 2014); free boardings from Logan Airport to the MBTA Silver Line outbound; construction of a 1,100-car parking garage at the Framingham Logan Express; reduced holiday travel parking rates at Logan Express facilities; increased parking rates on the Airport; and support for private coach bus and van operators.

As part of its Long-Term Parking Management Plan, Massport is considering a series of measures to minimize pick-up/drop-off activity. The EDR indicates that the increase in terminal area parking rates since July 1, 2014 described in the 2014 EDR, does not seem to have influenced parking demand; daily parking demand more frequently approached the Parking Freeze cap in 2015. The 2015 EDR identifies a proposal to build up to 5,000 new on-Airport commercial parking spaces. Massport states that the goal of the project is to reduce the number of drop-off/pick-up mode which generate more traffic than parking. The construction of additional commercial parking spaces is dependent upon amending the Parking Freeze legislation. Massport has initiated a stakeholder process prior to proposing any amendments and Massport anticipates initiating a parallel review process.

The Airport-wide Automated Traffic Monitoring System (ATMS) consists of permanent traffic count stations at the Airport's gateway roadways, including the Route 1A roadway ramps, the Interstate-90 (I-90) Ted Williams Tunnel ramps, and Frankfort Street/Neptune Road. These stations provide data on annual average daily traffic (AADT), annual average weekday daily traffic (AWDT), and annual average weekend daily traffic (AWEDT). The AADT increased by 0.1 percent between 2014 and 2015. The change in average daily traffic can be attributed to: a 5.7-percent increase in air passenger activity in 2015; a 3.0-percent increase in taxi dispatches in 2015; and 1.1-percent decrease in parking activity (exits) in 2015. Historically, the highest AADT recorded at Logan Airport was in 2007, when AADT reached 110,690, AWDT was 119,200, and AWEDT was 91,320 that same year. These gateway traffic volumes corresponded to an annual air passenger level of 28,102,455 passengers.

On-Airport vehicle miles of travel (VMT) is calculated based on the total number of miles traveled by all vehicles within the Logan Airport roadway system and is used to calculate motor vehicle air emissions. Massport upgraded its modeling capabilities in 2011 and began using an on-Airport VISSIM-10 model which is more robust than the previous model. The adjustment factors for the 2015

VMT calculations were determined by using 2011 to 2015 gateway, Airport roadway, and parking volume averages.

Based on the traffic data obtained from Massport's ATMS, the change in on-Airport daily traffic volumes between 2014 and 2015 was negligible. However, 2015 evening peak hour gateway volumes grew by roughly 5 percent when compared to 2014. Additionally, a shift in gateway traffic entering/exiting the Airport from the Ted Williams Tunnel to the Sumner/Callahan Tunnels was noted. Daily traffic volumes in the Ted Williams Tunnel decreased by 8.4 percent (from 49,600 to 45,400 vehicles) while volumes in the Sumner/Callahan Tunnels increased by 19.5 percent (from 29,800 to 35,600 vehicles). Since 2000, the highest average weekday VMT estimated at Logan Airport was in 2007, when weekday VMT was modeled at 184,613. Although VMT was estimated at lower levels in 2015, a direct comparison between values cannot be made because of significant changes in the study area.

The 2016 ESPR should report on 2016 ground access conditions at the airport and provide a comparison of 2016 findings to those of 2015 for the following:

- Detailed description of compliance with Logan Airport Parking Freeze;
- HOV ridership (including Blue Line, Silver Line, Water Transportation, and Logan Express);
- Logan Airport Employee Transportation Management Association (Logan TMA) services;
- Logan Airport gateway volumes;
- On-airport traffic volumes;
- On-airport VMT;
- Parking demand and management (including rates and duration statistics);
- Status of long-range ground access management strategy planning;
- Results of the 2016 Logan Airport Air Passenger Survey; and,
- Status of proposed connector to the Airport Station associated with the planned Terminal E Modernization Project.

The chapter should present a discussion of analytical methodologies and assumptions for the planning horizon year (2035) for traffic volumes, on-airport VMT and parking demand.

The 2016 ESPR should address the following topics:

- Massport's target HOV mode share along with incentives;
- Non-Airport through-traffic;
- Massport's cooperation with other transportation agencies to increase transit ridership to and from Logan Airport via the Blue Line, Silver Line, Water Transportation, and Logan Express;
- Efforts to increase capacity and usage of Logan Express;
- Progress on enhancing water transportation to and from Logan Airport;
- Report on results of ground access study; and
- Strategies for enhancing services and increasing employee membership in the TMA.

Noise

The 2015 EDR updates the status of the noise environment at Logan Airport in 2015, and describes Massport's efforts to mitigate noise exposure and impacts. As noted previously, the implementation of RNAV has resulted in concentration of flight patterns over certain communities and significant increases in noise exposure. Noise complaints have increased from 12,855 calls in 2014 to 17,685 calls in 2015. In addition, the FAA introduced the AEDT, a new model for noise and air quality. Massport did not submit AEDT modeling results and, instead, modeled noise using the FAA's Integrated Noise Model (INM) as in previous years. Massport intends to use the AEDT for noise modeling for the 2016 ESPR if the adjustments are approved by the FAA. Massport should update the MEPA office regarding the status of the requested adjustments and consult with the MEPA office regarding ESPR noise modeling as early as possible if the FAA does not approve use of the requested adjustments or it appears that the FAA review will be delayed. I note comments that indicate data should be provided regardless of FAA's approval or timing. Otherwise, noise contours for 2016 should be developed using AEDT and compared to the most recent version of the Integrated Noise Model (INM) which has been in place for all previous EDRs and ESPRs. Logan Airport-specific model adjustments made to account for over-water sound propagation and the propagation of sound to areas of higher terrain may be reported as an add-on to AEDT, if accepted by the FAA.

Compared to 2000, the 2015 EDR indicates that total operations were down by 23.6 percent while total passengers were up by 20.6 percent; that the percentage of jet operations increased to 86 percent from 66 percent; and the number of people exposed to Day-Night Average Sound Level (DNL) 65 decibels (dB) has declined by 20.6 percent.

Compared to 2014, the 2015 DNL 65 dB noise contours were larger in most areas around the Airport due to changes in: (1) runway usage, primarily as a result of wind and weather conditions, (2) a 5.7% increase in the number of nighttime operations, and (3) an increase in the number of overall operations. The overall number of people exposed to DNL values greater than or equal to 65 dB increased by 58.0 percent, from 8,922 people in 2014 to 14,097 people in 2015. This increase is a significant concern to residents, as clearly indicated in comment letters, and to Massport.

Runway use changes from 2014 to 2015 were the largest factor in the increase in the number of people exposed to DNL values greater than or equal to 65 dB in 2015 which is a significant issues raised in many comments. The DNL contour increased in East Boston and slightly in South Boston due to an increase in Runway 22R departures. The DNL contour in Winthrop increased because departures from Runway 22L increased. Increased nighttime arrivals to Runways 22L and 27 contributed to increases in Revere and Winthrop. Data from 2015 reflects almost a full year of the head-to-head night noise abatement procedures on Runway 15R-33L. While this reduces overall noise exposure by concentrating operations over water rather than over populated areas, it increases start-of-takeoff-roll noise in East Boston, north and west of the Runway 15R end. Decreased use of Runway 4R for arrivals in 2015 resulted in a reduction in the contour south of the Airport.

Nighttime operations increased from 48,056 to 50,786 in 2015. The increase remains below the peak of 54,038 annual operations at night reached in 1999; however, this growth is significant and a particular concern given the extent and concentration of noise exposure. As airlines have expanded to

new destinations, the number of commercial operations, and in turn the number of nighttime operations, has increased. In 2015, there was an increase of 7.5 nighttime operations per day compared to 2014.

The overall increase in operations was smaller than the increase in nighttime operations (2.5 percent overall versus 5.7 percent nighttime), but contributed to the expansion of the noise contours. The DNL and population levels in 2015 remain well below the peak levels reached in 1990 and are less than in the year 2000 when 17,745 people were exposed to DNL levels greater than or equal to DNL 65 dB. The 2015 DNL 65 dB contour is somewhat larger than the 2014 DNL 65 dB contour. Almost all of the residences exposed to levels greater than or equal to DNL 65 dB in 2015 have been eligible in the past to participate in Massport's residential sound insulation program (RSIP). To date, Massport has provided sound insulation for a total of 11,515 residential units, and will continue to seek funding for sound insulation for properties that are eligible and whose owners have chosen to participate.

The 2016 ESPR should provide an overview of the environmental regulatory framework affecting aircraft noise, the changes in aircraft noise, and the updates in noise modeling. The chapter should report on 2016 conditions and compare those conditions to those of 2015 for the following:

- Fleet Mix, including Stage II, Recertified Stage III, newly manufactured Stage III, and qualifying Stage IV aircraft;
- Nighttime operations;
- Runway utilization (report on aircraft and airline adherence with runway utilization goals); and
- Flight tracks.

The 2016 ESPR should report on the following:

- Changes in annual noise contours and noise-impacted population;
- Measured versus modeled noise values, including reasons for differences and any improvements attributable to the models deployed;
- Cumulative Noise Index (CNI);
- Times-Above for 65, 75, and 85 dBA threshold values/Dwell and Persistence of noise levels; and
- Flight track monitoring noise reports.

The 2016 EDR should also report on consultation between Massport and FAA regarding the impacts of RNAV, noise abatement efforts, results of Boston Logan Airport Noise Study (BLANS) study, and provide an update on the noise and operations monitoring system.

Air Quality/Emissions Reduction

The 2015 EDR provides an overview of airport-related air quality issues in 2015 and efforts to reduce emissions. The air quality modeling reported in 2015 EDR is based on aircraft operations, fleet mix characteristics, airfield taxiing times, GSE usage, motor vehicle traffic volumes, and stationary source utilization rates. Total air quality emissions from all sources associated with Logan Airport in 2015 are significantly less than they were a decade ago.

In 2015, calculated emissions of volatile organic compounds (VOCs), oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter (PM) went up slightly compared to 2014. The increase is

primarily due to the increase in aircraft landing and take offs (LTOs) and airfield taxi times. Total emissions of VOCs increased by 1 percent in 2015 to 1,188 kilograms (kg)/day compared to 1,177 kg/day in 2014. Total NOx emissions increased by approximately 5 percent in 2015, to 4,262 kg/day compared to 2014 levels of 4,040 kg/day. Massport's voluntary Air Quality Initiative (AQI) has tracked NOx emissions since the benchmark year of 1999. In the final year of this program (2015), total NOx emissions were 632 tons per year (tpy) lower than the 1999 benchmark. This represents an overall decrease of 27 percent in NOx emissions over the past 15 years. Between 1999 and 2015, the greatest reductions of NOx emissions were associated with aircraft, GSE, and on-Airport motor vehicles at 17 percent, 71 percent, and 87 percent reductions, respectively. Total CO emissions increased by about 3.5 percent in 2015 to 7,243 kg/day, from 6,987 kg/day in 2014; emissions in 2015 were still well below 1990 and 2000 levels. Total PM10/PM2.5 emissions also increased by about 3 percent in 2015 to 98 kg/day, from 95 kg/day in 2014.

The ESPR should contain an overview of the environmental regulatory framework affecting aircraft emissions, changes in aircraft emissions, changes in air quality modeling and air quality studies. The ESPR should also provide discussion on progress on the national and international levels to decrease air emissions, including alternative fuel vehicle programs implemented by Massport and/or its tenants. If the AEDT tool is used for modeling the 2016 ESPR should compare results to the most recent version of the Emissions Dispersion Modeling System (EDMS) that has been used in recent EDR filings. The Environmental Protection Agency (EPA) MOVES2014a program will continue to be used to estimate vehicular emission on airport roadways. The ESPR should include an emissions inventory for CO, NOx, VOCs, and PMs.

Commenters express concern that the EDR does not provide a substantive response to concerns expressed regarding ultrafine particulates (UFP). As commenters are aware, UFPs are not regulated by the US Environmental Protection Agency (EPA) and EPA has not proposed to adopt standards for UFPs. I encourage Massport to consider how the ESPR might constructively address the concern presented by commenters. The ESPR should specifically identify any ongoing or new policies or programs that would reduce diesel emissions.

The ESPR should include an update on its efforts to encourage the use of single engine taxiing under safe conditions and, as required in the review of the Terminal E Expansion, Massport should report on progress made in designing the energy systems for the facility and the feasibility of combined heat and power (CHP).

Water Quality/Environmental Compliance

The 2015 EDR describes Massport's ongoing environmental management activities including National Pollutant Discharge Elimination System (NPDES) compliance, stormwater, fuel spills, activities under the Massachusetts Contingency Plan (MCP), and tank management. Massport's primary water quality goal is to prevent or minimize pollutant discharges, thus limiting adverse water quality impacts of airport activities. Massport employs several programs to promote awareness of activities that may impact surface and groundwater quality. Programs include implementing best management practices (BMPs) for pollution prevention by Massport, its tenants, and its construction contractors; training of staff and tenants; and a comprehensive stormwater pollution prevention plan. The EDR reports that Massport continues to comply with water quality and other environmental regulations.

The 2016 ESPR should identify any planned stormwater management improvements and report on the status of:

- NPDES Permit and monitoring results for Logan Airport's outfalls and the Fire Training Facility;
- Jet fuel usage and spills;
- MCP activities;
- Tank management;
- Environmental management plan; and
- Fuel spill prevention.

Conclusion

I have determined that the 2015 EDR for Logan Airport has adequately complied with MEPA. The EDR provides a comprehensive overview of environmental planning, issues and data. Massport may prepare the 2016 ESPR for submission in 2017 consistent with the Scope included in this Certificate.



February 17, 2017

Date

Matthew A. Beaton

Comments received:

01/18/2017	Logan CAC
01/20/2017	Nancy Timmerman
01/20/2017	Stephen Kaiser
01/20/2017	Boston Harbor Now
01/31/2017	Brian Palmucci, Quincy City Council
01/31/2017	Aaron Toffler, Airport Impact Relief, Inc.
01/31/2017	Chris Marchi
01/31/2017	Wig Zamore
02/01/2017	Bill Schmidt
02/01/2017	Cindy L. Christiansen
02/01/2017	James Roberts
02/01/2017	James Linthwaite
02/01/2017	Town of Milton Office of Selectmen
02/02/2017	John Antonellis
02/17/2017	U.S. Senator Elizabeth Warren

MAB/ACC/acc

This Page Intentionally Left Blank.

Attachment 2
NPC Distribution List

This Page Intentionally Left Blank.

NPC Distribution List

This 2016 *Environmental Status and Planning Report (ESPR)/ Environmental Data Report (EDR) Notice of Project Change (NPC)* has been distributed to federal, state, and city agencies and to interested parties. The list includes those entities that the Massachusetts Environmental Policy Act (MEPA) requires as part of the review of the document, representatives of governmental agencies, and key community groups concerned with Airport activities. Individuals listed will receive a copy of the NPC or a notice of availability.

The 2016 *ESPR/EDR NPC* is also available on Massport’s website at www.massport.com. Additional printed copies of the 2016 *ESPR/EDR NPC* may be requested from Michael Gove, Massport, Logan Office Center, One Harborside Drive, Suite 200S, East Boston, MA 02128, telephone (617) 568-3546, email: mgove@massport.com. Printed copies of this report are available for review at the following public libraries:

Library	Address	Library	Address
Boston Public Library Main Branch	700 Boylston Street Boston, MA 02116	Boston Public Library East Boston Branch	365 Bremen Street East Boston, MA 02128
Boston Public Library South Boston Branch	646 East Broadway South Boston, MA 02127	Winthrop Public Library	2 Metcalf Square Winthrop, MA 02151
Somerville Public Library	79 Highland Avenue Somerville, MA 02143	Cambridge Main Library	449 Broadway Cambridge, MA 02138

Federal Government

■ United States Senators and Representatives

The Honorable Stephen F. Lynch U.S. House of Representatives One Harbor Street, Suite 304 Boston, MA 02210	The Honorable Michael E. Capuano U.S. House of Representatives 110 First Street Cambridge, MA 02141	The Honorable Katherine Clark U.S. Representatives 701 Concord Avenue, Suite 101 Cambridge, MA 02138
The Honorable Elizabeth Warren 2400 JFK Federal Building 15 New Sudbury Street Boston, MA 02203	The Honorable Edward J. Markey JFK Federal Building, Suite 975 15 New Sudbury Street Boston, MA 02203	

■ Environmental Protection Agency

Tim Timmerman U.S. Environmental Protection Agency - New England Region 5 Post Office Square – Suite 100 Mail Code ORA 17-1 Boston, MA 02109-3912		
--	--	--

■ **Federal Aviation Administration**

Gail Lattrell
Airports Division
Department of Transportation
FAA - New England Region,
Airports Division
1200 District Ave #3
Burlington, MA 01803

Lisa Lesperance
Airports Division
Department of Transportation
FAA - New England Region,
Airports Division
1200 District Ave #3
Burlington, MA 01803

Richard Doucette
Airports Division
Department of Transportation
FAA - New England Region, Airports
Division
1200 District Ave #3
Burlington, MA 01803

State Government

■ **Senate/House of Representatives**

Representative Adrian Madaro
Massachusetts State House,
24 Beacon Street, Room 473B
Boston, MA 02133

Senator Joseph Boncore
Chair, Joint Committee on
Transportation
Massachusetts State House
24 Beacon Street, Room 112
Boston, MA 02133

Senator Sal DiDomenico
Massachusetts State House
24 Beacon Street, Room 208
Boston, MA 02133

Representative William Straus
Chair, Joint Committee on
Transportation
Massachusetts State House
24 Beacon Street, Room 134
Boston, MA 02133

Speaker of the House,
Representative Robert DeLeo
Massachusetts State House
24 Beacon Street, Room 356
Boston, MA 02133

Representative RoseLee Vincent
Massachusetts State House
24 Beacon Street, Room 473F
Boston, MA 02133

Representative Daniel Ryan
Massachusetts State House,
24 Beacon Street, Room 33
Boston, MA 02133

Representative Nick Collins
Massachusetts State House
24 Beacon Street, Room 39
Boston, MA 02133

■ **Executive Office of Energy and Environmental Affairs**

Secretary Matthew Beaton
Executive Office of Energy and
Environmental Affairs
100 Cambridge St, Suite 900
Boston, MA 02114

Deirdre Buckley, Director
Executive Office of Energy and
Environmental Affairs
100 Cambridge St, Suite 900
Boston, MA 02114

Anne Canaday
Environmental Analyst
Executive Office of Energy and
Environmental Affairs
100 Cambridge St, Suite 900
Boston, MA 02114

■ **Department of Environmental Protection**

MEPA Coordinator
MassDEP - Northeast Regional
Office
205B Lowell Street
Wilmington, MA 01887

Christine Kirby
Director, Air and Climate Division
Department of Environmental
Protection
One Winter Street, 9th Floor
Boston, MA 02108

<p>■ Department of Public Health</p> <p>Monica Bharel, MD, MPH Commissioner, Department of Public Health Department of Public Health 250 Washington Street Boston, MA 02108</p>		
<p>■ Department of Fisheries, Wildlife and Environmental Law Enforcement</p> <p>Environmental Reviewer Mass Wildlife Field Headquarters 1 Rabbit Hill Road Westborough, MA 01581</p>	<p>■ Massachusetts Water Resources Authority</p> <p>Marianne Connolly Massachusetts Water Resources Authority Charlestown Navy Yard 100 First Avenue Charlestown, MA 02129</p>	<p>■ Department of Conservation and Recreation</p> <p>Commissioner Leo Roy Department of Conservation and Recreation 251 Causeway Street, Suite 600 Boston, MA 02114</p>
<p>■ Coastal Zone Management</p> <p>Bruce K. Carlisle, Director Office of Coastal Zone Management 251 Causeway Street, Suite 800 Boston, MA 02114</p>	<p>■ Central Transportation Planning Staff</p> <p>Robin Mannion Deputy Executive Director Central Transportation Planning Staff 10 Park Plaza, Room 2150 Boston, MA 02116</p>	<p>■ Metropolitan Area Planning Council</p> <p>Marc Draisen, Deputy Executive Director Metropolitan Area Planning Council 60 Temple Place, 6th Floor Boston, MA 02111</p>
<p>■ Massachusetts Department of Transportation (MassDOT)</p>		
<p>Stephanie Pollack Secretary of Transportation, CEO MassDOT 10 Park Plaza, Suite 3170 Boston, MA 02116</p>	<p>Andrew Brennan Director of Environmental Affairs MBTA 10 Park Plaza, Suite 6720 Boston, MA 02116</p>	
<p>Jeffrey DeCarlo Administrator, Aeronautics Division MassDOT Logan Office Center One Harborside Drive, Suite 205N East Boston, MA 02128-2909</p>	<p>David Mohler Executive Director, Office of Transportation Planning MassDOT 10 Park Plaza, Suite 4150 Boston, MA 02116</p>	
<p>■ Massachusetts Historical Commission</p> <p>William Francis Galvin Secretary of the Commonwealth 220 Morrissey Boulevard Boston, MA 02125</p>	<p>■ Natural Heritage and Endangered Species Program</p> <p>Lauren Glorioso Administrative Coordinator Natural Heritage and Endangered Species Program 1 Rabbit Hill Road Westboro, MA 01581</p>	

Municipalities

■ City of Boston**■ Office of Environment, Energy, and Open Space**

Austin Blackmon
Office of Environment, Energy, and
Open Space
City Hall, Room 709
Boston, MA 02201

■ Boston Transportation Department

Gina Fiandaca, Commissioner
Boston Transportation
Department
One City Hall Plaza, Room 721
Boston, MA 02201

■ Boston Planning & Development Agency

Brian Golden, Director
Boston Planning & Development
Agency
One City Hall Square, Room 959
Boston, MA 02201

■ Boston Environment Department

Carl Spector, Commissioner
Environment Department
One City Hall Plaza, Room 709
Boston, MA 02201

■ Boston Water and Sewer Commission

Adam Horst
Project Director
Boston Water and Sewer
Commission
980 Harrison Avenue
Boston, MA 02119

■ Boston City Council

Michael Flaherty, Councilor-At-
Large
Boston City Hall
Boston, MA 02201

Lydia Edwards, Councilor,
District 1
Boston City Hall
Boston, MA 02201

Edward Flynn, Councilor-At-Large
Boston City Hall
Boston, MA 02201

Timothy McCarthy, Councilor,
District 5
Boston City Hall
Boston, MA 02201

■ City of Chelsea

John DePriest
Director of Planning &
Development
City of Chelsea
500 Broadway, Room 101
Chelsea, MA 02150

Stephen Sarikas
Chelsea Conservation
Commission
Chelsea City Hall
500 Broadway
Chelsea, MA 02150

■ City of Revere

Ashley Melnik, City Clerk
Revere City Hall
281 Broadway
Revere, MA 02151

Joanne McKenna
Revere City Council – Ward 1
830 Winthrop Street
Revere, MA 02151

■ **Town of Winthrop**

Chief Terence M. Delehanty
Interim Town Manager
Winthrop Town Hall
One Metcalf Square
Winthrop, MA 02152

Community Groups and Interested Parties

■ **Massport Community Advisory Committee (CAC)**

David Carlon, Chair
24 Channel Street
Hull, MA 02045

Organizations

Kathy Abbott, President and CEO
Boston Harbor Now
15 State Street #1100
Boston, MA 02210

Bradley Campbell, President
Conservation Law Foundation
62 Summer Street
Boston, MA 02116

This Page Intentionally Left Blank.

Attachment 3
Proposed Scope for the 2016 EDR

This Page Intentionally Left Blank.

Proposed Scope for the 2016 EDR

PROJECT NAME: **Logan Airport 2016 Environmental Data Report (EDR)**

PROJECT LOCATION: Logan International Airport, East Boston, Massachusetts

EOEA NUMBER: 3247

PROJECT PROPONENT: Massachusetts Port Authority (Massport)

Background

Massport has submitted a *Notice of Project Change* (NPC) to the MEPA Office requesting authorization to adjust the annual EDR/ESPR filing sequence. Specifically, the NPC proposes deferral of the next ESPR and submission of a 2016 EDR. This proposed scope for the *Logan Airport 2016 Environmental Data Report (EDR)* is being circulated as part of the NPC process for public review and comment.

The 2016 EDR would follow the 2015 EDR and would contain all information and analyses for analysis year 2016 required in the Secretary's Certificate dated February 7, 2016. As described in this NPC, analysis of future year (2035) conditions would be deferred to the proposed 2017 ESPR. With prior approval of the EEA Secretary, Massport has periodically adjusted the EDR/ESPR filing sequence. Most recently, Massport deferred submittal of the 2011 ESPR by two years as a result of the regional and national economic downturn experienced in the mid – to late -1990s.

As described in the NPC, Logan Airport is in another phase of transition. Passenger activity has continued to grow faster than predicted; aircraft operations have also continued to grow, though not nearly at the pace of passenger growth. Similarly, Logan Airport, like many airports across the U.S., is experiencing a significant change in ground access modes; transportation network companies (TNC) such as Lyft and Uber, that didn't exist a few years ago, are now becoming prominent providers of passenger ground access.

Because of these rapidly evolving issues, Massport proposes to defer the next ESPR and instead file a 2016 EDR in the next few months. As discussed in the attached NPC form, with Logan Airport's growing passenger levels and rapidly evolving ground access modes, development of reliable analytical assumptions for the modeling of future activity levels and environmental conditions is far more challenging than we have experienced with other recent ESPRs. Massport does not consider use of 2016, a year when TNCs operations at Logan were in their infancy, as a realistic basis for future year ESPR analyses.

As directed by the Secretary of the Executive Office of Energy and Environmental Affairs (EEA), Massport will continue to use this process to evaluate the cumulative impacts associated with Logan Airport activities through preparation of an Environmental Status and Planning Report (ESPR) approximately every five years with data updates annually through the EDRs. Massport will continue to post the full EDR/ESPR documents on the Massport website (<http://massport.com/massport/about-massport/project-environmental-filings/>).

Purpose of the Logan Airport 2016 EDR

For over three decades, the Logan Airport EDRs and ESPRs have provided information to agencies and the public on planning activities, aircraft operations and passenger activity levels, and Massport initiatives at Logan Airport. The *2016 EDR* will provide an update on conditions at Logan Airport for calendar year 2016. The EDR will continue to serve as a background/context against which projects at Logan Airport can be evaluated. It will also report on the cumulative effects of Logan Airport operations and activities, compared to previous years, as appropriate. As noted above, Massport proposes to defer the projection of future year operating and environmental conditions to a 2017 ESPR when more information is available on passenger volumes and TNC activities.

The EDR/ESPR process was developed to allow individual projects at Logan Airport to be considered and analyzed in the broader, Airport-wide context. The EDRs and ESPRs serve as the baseline analyses for project-specific environmental reviews and provide a forum for updates on Massport's mitigation program. As stated in the introduction to the *1999 ESPR*, "while the Logan ESPR and EDRs provide the broad planning context for projects proposed for Logan Airport and future planning concepts under consideration by Massport, no specific projects can be built solely on the basis of inclusion and discussion in the *1999 ESPR*." By providing the Airport-wide context for air quality, noise, ground transportation, and water quality, the EDRs/ESPRs help focus the review processes for state Environmental Notification Forms (ENFs) and, if necessary, Environmental Impacts Reports (EIRs). In this manner, Massport ensures that segmented project review does not occur in the context of Massachusetts Environmental Policy Act (MEPA) review of projects at Logan Airport. The EDRs/ESPRs also provide context for federal National Environmental Policy Act (NEPA) reviews by the Federal Aviation Administration (FAA) serving as the lead federal agency. In short, the EDRs/ESPRs provide a planning context which complements the individual project-specific filings. As directed in the Secretary's Certificate on the Terminal E Modernization Project ENF, the EDR/ESPR will continue to be the forum to address cumulative, Airport-wide impacts.

Contents of the 2016 EDR

Generally, the *2016 EDR* will follow the format of the *2015 EDR*, presenting an overview of the role of Logan Airport in the regional planning context. The *2016 EDR* will report on 2016 passenger and aircraft operation activity levels. This will be followed by a status report on Massport’s proposed planning initiatives, projects, and mitigation. In this way, Massport will provide necessary background information to allow the reviewer to understand the environmental policies and planning which form the context of the environmental reporting, technical studies, and environmental mitigation initiatives at Logan Airport.

The *2016 EDR* will report on the results of the *2016 Logan Airport Air Passenger Ground Access Survey*, the Long-term Parking Management Plan and an overview of initial trends of transportation network companies (TNCs¹) that began formal operations at Logan Airport in 2017.

The technical studies in the *2016 EDR* will include reporting on and analysis of annual indicators of airport activity levels, the regional transportation system, ground access, noise, air quality, water quality and environmental management, and project mitigation tracking. Sustainability initiatives are included throughout the document. Each chapter’s contents are described below.

Chapter 1. Introduction/Executive Summary

This chapter of the *2016 EDR* will include:

- Highlights of 2016 planning and environmental conditions;
- Overview of Logan Airport and its environmental, geographic, and regulatory context;
- Overview of the revised EDR/ESPR cycle;
- Highlights of passenger activity levels and aircraft operations;
- Description of the analysis framework for the environmental reporting and technical studies to be conducted;
- Overview of the Logan Airport planning initiatives and projects;
- Overview of sustainability and resiliency initiatives at Logan Airport; and
- Organization of the *2016 EDR*.

A Spanish version of the *2016 EDR* Executive Summary will be included in the document.

¹ Examples of Transportation Network Companies include Uber and Lyft..

Chapter 2. Activity Levels

This chapter will report on airport activity levels for 2016, including:

- Aircraft operations, including fleet mix and scheduled airline services at Logan Airport;
- Domestic and international passenger activity levels;
- Cargo and mail volumes;
- Compare 2016 aircraft operations, cargo/mail operations, and passenger activity levels to 2015 activity levels; and
- Report on current national aviation trends and compare to trends at Logan Airport.

Chapter 3. Airport Planning

Massport continues to assess planning strategies for improving Logan Airport's operations and services in a safe, secure, more efficient, and environmentally sensitive manner. As owner and operator of Logan Airport, Massport also must accommodate and guide tenant development. This chapter will describe the status of planning initiatives for the following areas:

- Terminal Area;
- Airside Area;
- Service and Cargo Areas;
- Roadways and Airport Parking; and
- Airport Buffers and Landscaping.

Massport is planning for the ongoing improvement of Logan Airport facilities as well as enhancing access to and from the Airport. The chapter will report on the status of projects implemented within the boundaries of Logan Airport either by Massport, its tenants, or other state entities. The chapter will also report on the status and effectiveness of the ground access related changes including roadway and parking projects, which consolidate and direct airport-related traffic to centralized locations and minimize airport-related traffic on external streets in adjacent neighborhoods.

Chapter 4. Regional Transportation

The *2016 EDR* will describe Logan Airport's role in the region's intermodal transportation system by reporting on the following:

Regional Airports

- 2016 regional airport operations, passenger activity levels, and schedule data within an historical context;

- Status of plans and new improvements as provided by the regional airport entities;
- Ground access improvements to the regional airports; and
- The role that Worcester Regional Airport and Hanscom Field play in the regional aviation system and Massport's efforts to promote these airports.

Regional Transportation System

- Massport's role in managing regional aviation facilities;
- Massport's cooperation with other transportation agencies to promote efficient regional highway and transit operations; and
- Report on metropolitan and regional rail initiatives and ridership.

Chapter 5. Ground Access to and from Logan Airport

The chapter will report on 2016 conditions and provide a comparison to those of 2015 for the following:

- Logan Airport Parking Freeze, including the recent amendment;
- High occupancy vehicle (HOV) ridership (including Blue Line, Silver Line, Scheduled, Unscheduled, Water Transportation, and Logan Express);
- Logan Airport Employee Transportation Management Association (Logan TMA) services;
- Logan Airport gateway volumes;
- On-Airport traffic volumes/vehicle miles traveled (VMT);
- Parking demand and management (including rates and duration statistics);
- Status of proposed ground access planning and the connection to the Airport Station associated with the planned Terminal E Modernization Project, anticipated Massachusetts Bay Transportation Authority (MBTA) ridership, and possible changes in HOV mode share;
- Status of long-range ground access management strategy planning;
- Trends of TNCs such as Uber and Lyft and their operations at Logan Airport; and
- Results of the *2016 Logan Airport Air Passenger Ground Access Survey*.

This chapter will also present a discussion of the following topics:

- Update on parking conditions;
- Massport's cooperation with other transportation agencies to increase transit ridership to and from Logan Airport via the Blue Line and Silver Line;
- Report on Logan Express usage and efforts to increase capacity and usage;
- Report on water transportation to and from Logan Airport; and
- Report on results of ongoing ground access studies, as relevant.

Chapter 6. Noise Abatement

This chapter will provide an overview of the environmental regulatory framework affecting aircraft noise, the changes in aircraft noise, and the updates in noise modeling. For the first time, Massport will use the FAA's *Aviation Environmental Design Tool* (AEDT) to model 2016 conditions. As 2016 is the first year using the new AEDT model, Massport will compare AEDT results to the legacy Integrated Noise Model (INM) results for 2016.

The chapter will report on 2016 conditions and compare those conditions to those of 2015 for the following:

- Fleet Mix, including Stage II, Recertified (Hushkitted) Stage III, newly manufactured Stage III, and qualifying Stage IV aircraft;
- Nighttime operations;
- Runway utilization (report on aircraft and airline adherence with runway utilization goals); and
- Flight tracks.

This chapter will report on the following:

- Changes in annual noise contours and noise-impacted population;
- Measured versus modeled noise values, including reasons for differences and any improvements attributable to the models deployed;
- Cumulative Noise Index (CNI);
- Times-Above for 65, 75, and 85 dBA threshold values/Dwell and Persistence of noise levels; and
- Flight track monitoring noise reports.

The chapter will also report on noise abatement efforts, results from Boston-Logan Airport Noise Study (BLANS), and provide a status update on the noise and operations monitoring system. The chapter will report on the status of the RNAV Pilot Project, which will analyze the feasibility of changes to some of RNAV approaches and departures from Logan Airport.

Chapter 7. Air Quality/Emissions Reductions

This chapter will begin with an overview of the environmental regulatory framework affecting aircraft emissions, changes in aircraft emissions, and the changes in air quality modeling. The chapter will provide discussion on progress on the national and international levels to decrease air emissions. The chapter will also discuss analysis methodologies and assumptions and report on 2016 conditions using the FAA's new AEDT model. The chapter will compare 2016 results using AEDT to 2016 results using the legacy Emissions Dispersion Modeling System (EDMS). The U.S. Environmental Protection Agency (EPA) required motor vehicle emissions modeling tool (MOTOR Vehicle Emission Simulator (MOVES²)) will continue to be used to assess vehicular emission on airport roadways. The chapter will include:

- Emissions inventory for carbon monoxide (CO);
- Emissions inventory for oxides of nitrogen (NO_x);
- Emissions inventory for volatile organic compounds (VOCs);
- Emissions inventory for particulate matter (PM); and
- NO_x emissions by airline.

This chapter will also report on the following ongoing air quality efforts for 2016:

- Massport's and tenant's alternative fuel vehicle programs; and
- The status of Logan Airport air quality studies undertaken by Massport or others, as available.

This chapter will include Massport's voluntary inventory of greenhouse gas (GHG) emissions from Logan Airport in 2016. GHG emissions will be quantified for aircraft, ground service equipment (GSE), motor vehicles and stationary sources using emission factors and methodologies outlined in the *Greenhouse Gas Emissions Policy and Protocol* issued by EEA and the Transportation Research Board's *Guidebook on Preparing Airport Greenhouse Gas Emissions Inventories* (Airport Cooperative Research Program (ACRP) Report 11, Project 02-06). The results of the 2016 GHG emissions inventory will be compared to the 2015 results.

This chapter will also include an update on Massport's efforts to encourage the use of single engine taxiing under safe conditions. This chapter will also provide an update on the feasibility of combined heat and power (CHP) use for Terminal E and updates to progress made in designing the energy systems for the facility. The 2016 EDR, will report on the research and regulatory status of Ultrafine Particles (UFPs) and Black Carbon.

2 MOVES replaces the previous model for deriving on-road mobile source emissions, MOBILE6.2; the Massachusetts Department of Environmental Protection (MassDEP) directed that MOVES should be used for the EDR analysis for consistency with the State Implementation Plan (SIP) and MassDEP's methodologies.

Chapter 8. Water Quality/Environmental Compliance and Management

This chapter will report on the 2016 status of:

- National Pollutant Discharge Elimination System (NPDES) Permit and monitoring results for Logan Airport's outfalls and the Fire Training Facility;
- Jet fuel usage and spills;
- Massachusetts Contingency Plan (MCP) activities;
- Tank management;
- Update on the environmental management plan; and
- Fuel spill prevention.

The chapter will also present a discussion of the following topics:

- Future stormwater management improvements (if any); and
- Future MCP and tank management activities.

Chapter 9. Project Mitigation Tracking

This chapter will report on the status of mitigation commitments for specific Massport and tenant projects at Logan Airport that have undergone MEPA review and other commitments and have commenced construction. The status of mitigation commitments made in the Section 61 Findings for the following projects will be reported:

- West Garage/Central Garage (EOEA 9790);
- International Gateway (EOEA 9791);
- Logan Airside Improvements Planning Project (EOEA 10458);
- Terminal A Replacement Project (EOEA 12096);
- Southwest Service Area Redevelopment Program/Rental Car Center (EOEA 14137);
- Logan Runway Safety Area Improvements Project (EOEA 14442); and
- Terminal E Modernization Project (EEA 15434).

This chapter will update the status of Massport's mitigation commitments and will also identify projects for which mitigation is complete.

Appendices

MEPA Documentation

These appendices will include a copy of the Secretary's Certificate and comment letters received on the *2015 EDR*. Individual responses to items raised in the Secretary's Certificate on the *2015 EDR* and comments in reviewers' letters will be provided. A distribution list for the *2016 EDR* (indicating those receiving documents or CDs) will be provided. The document will also contain copies of any MEPA Certificates or documentation issued for projects at Logan Airport that refer to the EDR/ESPR documentation.

The 2016 EDR will also include copies of and responses to all NPC comments.

A proposed scope for the 2017 ESPR will be included in the 2016 EDR.

Supporting Technical Documentation

Supporting technical appendices will be provided as necessary.

This Page Intentionally Left Blank.