

MASSACHUSETTS PORT AUTHORITY  
MINUTES OF THE MEETING HELD ON  
JANUARY 19, 2017 AT 9:00 A.M.  
ONE HARBORSIDE DRIVE, EAST BOSTON, MA

The meeting of the Members of the Massachusetts Port Authority was held at One Harborside Drive, East Boston, Massachusetts on January 19, 2017. Chairman Michael P. Angelini presided. L. Duane Jackson, Patricia A. Jacobs, John A. Nucci, Sean M. O'Brien, Stephanie L. Pollack, Thomas P. Glynn, CEO and Executive Director, Catherine McDonald, Chief Legal Counsel, Elizabeth Morse, Chief of Staff, John P. Prankevicius, Director of Administration and Finance and Secretary-Treasurer, Edward C. Freni, Director of Aviation, Lisa Wieland, Port Director, Houssam H. Sleiman, Director, Capital Programs & Environmental Affairs, James Doolin, Chief Development Officer, Gordon Carr, Acting Deputy Director of Strategic and Business Planning, Andrew Hargens, Deputy Director, Real Estate Development, Flavio Leo, Director of Aviation Planning and Strategy, Joseph DeGrace, Deputy Fire Chief, Major Frank McGinn, Troop F Commander, and Michael A. Grieco, Assistant Secretary-Treasurer were in attendance.

The meeting commenced at 9:00 A.M.

Public Comment

There were no requests to speak during the Public Comment Period.

Ratification and approval of the minutes of the November 17, 2016 Board Meeting

Upon a motion duly made and seconded, it was

VOTED:

To ratify and approve the minutes of the November 17, 2016 Board Meeting.

Members Angelini, Jacobs, Nucci, and O'Brien voted Yes.

Mr. Jackson joined the meeting at 9:05 A.M.

Chairman's Comments

Report of the CEO

Ms. Pollack joined the meeting at 9:25 A.M.

Mr. Glynn presented information on the 2016 Aviation and Maritime economic activity, on the Logan Airport (“Logan”) terminal connection improvements and the Terminal E renovations, on the number of Authority emergency response runs, on the South Boston development projects, on the Safe and Stars law enforcement event, on the Disadvantaged Business Enterprise Accomplishment Report, on the Logan passenger record, on the J.D. Power airport satisfaction survey, on the Worcester Airport, Cruiseport Boston and Conley Terminal activity, on the FASTLANE I and II grants, on the Water Resources Development Act (WRDA) formula change, on the proposed Cypher and E Street truck route connection, on a crane manufacturer meeting, on the 2017 Sail Boston event, on Boston’s rank in a U.S. Hotel Property survey, on the autonomous vehicle pilot program in the Flynn Marine Park, on the Logan mental health anti-stigma campaign exhibit, on the appointment of the East Boston Foundation Executive Director, on the Authority’s sustainability efforts, and on the Authority’s senior staff table of organization.

Mr. Freni noted that the 36 million Logan passengers in 2016 was an 8.5 percent increase over 2015, that the addition of JetBlue service to New York had reduced ticket prices to that market, and that both JetBlue and Delta will have daily nonstop service to Bermuda year round.

Strategic Plan Implementation

Mr. Carr presented information on the design and construction phase measures for the Terminal E and South Boston Waterfront Transportation Center Section 61 Findings.

Terminal E Modernization Project Section 61 Findings

Upon a motion duly made and seconded, it was

VOTED:

**RESOLUTION AND VOTE OF THE BOARD OF THE MASSACHUSETTS PORT AUTHORITY IN COMPLIANCE WITH M. G. L. c. 30, § 61**

WHEREAS, Terminal E, the international terminal of Boston-Logan International Airport (“Logan Airport”) was originally constructed in 1974 with twelve (12) aircraft gates, and served 1.4 million passengers annually; and

WHEREAS, international travel demand at Logan Airport has grown substantially over the past four decades, and particularly in the past three years, and current forecasts project that Logan Airport will serve eight million international passengers annually by 2030 or sooner; and

WHEREAS, this growth of international demand at Logan Airport has occurred without any significant improvements to Terminal E; and

WHEREAS, current conditions at Terminal E, including the shortage of available gates, result in severe congestion inside the terminal and at the curbs and roadways associated with Terminal E, as well as extended aircraft taxi times and associated idling of aircraft in the airside areas nearest the terminal; and

WHEREAS, by adding, in two phases, a total of seven new gates to Terminal E (three of which were already approved under the Massachusetts Environmental Policy Act (MEPA) in 1996, but were never constructed), and by extending the existing concourse, terminal core, and terminal roadway frontages (collectively, the “Project”), implementation of the Project will better accommodate the current and projected increased demand for international travel that is expected to occur whether or not the Project is implemented; and

WHEREAS, implementation of the Project could also reduce aircraft-related ground noise and air pollutant emissions, including greenhouse gas emissions, by enabling aircraft to taxi directly to Terminal E and shut down their engines, rather than idling on the apron or park remotely; and

WHEREAS, implementation of the Project could also enhance curbside and roadway access to the terminal and increase interior terminal space, thereby reducing noise and emissions from ground transportation, as well as delays for the traveling public; and overall congestion inside Terminal E; and

WHEREAS, implementation of the Project will better accommodate the current and projected increased demand for international travel that is expected to occur whether or not the Project is implemented; and

WHEREAS, on October 30, 2015, the Authority filed an Environmental Notification Form (“ENF”) pursuant to the Massachusetts Environmental Policy Act (“MEPA”), proposing the Terminal E Modernization Project for the purpose of making certain enhancements to Terminal E, and on December 16, 2015, the Secretary of the Executive Office of Energy and Environmental Affairs (the “Secretary”) issued a Certificate and Scope for the Project environmental studies under MEPA; and

WHEREAS, on September 16, 2016, the Secretary issued a Certificate on the Draft EIR stating that “As Secretary of Energy and Environmental Affairs, I hereby determine that the Draft Environmental Impact Report (DEIR) submitted on this project **adequately and properly complies** with the Massachusetts Environmental Policy Act (MEPA; M.G.L. c.30, ss.61-621) and with its implementing regulations (301 CMR 11.00). Consistent with Section 11.08 (8)(b)(2)(b) of the MEPA regulations, I am requiring the Proponent to file responses to comments on the DEIR and draft Section 61 Findings. The responses to comments and draft Section 61 Findings shall be filed, circulated, and reviewed as a Final Environmental Impact Report (FEIR)”;

WHEREAS, the Final EA/EIR was the subject of a public comment period and notice of availability of the Final EA/EIR was published in the Environmental Monitor on October 5, 2016; and on November 10, 2016, the Secretary of the EEA issued a Certificate determining that the Final EA/EIR adequately and properly complied with MEPA and its implementing regulations, concluding the MEPA review of the Terminal E Modernization Project; and on November 14, 2016, the FAA issued a Finding of No Significant Impact (FONSI) and issued an approval of Massport’s proposed revision of its Airport Layout Plan (ALP)

**NOW THEREFORE BE IT RESOLVED AND VOTED:**

- A. The Authority hereby finds that: (a) the selection and implementation of the Project’s Preferred Alternative and assessment of environmental impacts associated with the Project are properly and adequately described and evaluated in the EA/EIR; (b) the description of such environmental impacts set forth in said documents is adopted as a specific finding herein; and (c) by implementing the mitigation measures and environmentally beneficial measures set forth in the EA/Final EIR, as modified by and as authorized and directed by this resolution, all practicable means and measures will be taken to minimize damage to the environment. In making this finding, the Authority has considered reasonably foreseeable climate change impacts and effects, including greenhouse gas emissions and potential sea level rise.
- B. The Authority hereby further finds and determines that the improvements constituting the Preferred Alternative for the Project, as set forth in the EA/EIR, will enhance the operation of Logan Airport and better serve the travelling public.

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

**1. Overall Project Benefits**

Implementation of the Project itself is, in many ways, an environmentally beneficial measure, because it will have the overall effect of reducing air emissions and ground noise impacts associated with the operation of Terminal E. In addition, with the exception of the temporary environmental impacts during its construction, described below, no significant adverse environmental impacts resulting from the implementation of the Project have been identified.

The Project and its associated program elements will offer significant environmental and operational benefits including:

- Seven new aircraft gates (up to four during Phase I of the Project and three during Phase II of the Project) equipped with 400 Hz of power and pre-conditioned air will allow aircraft to plug-in at a gate rather than be serviced remotely. This will reduce the need for on-board engine/APU operation; thereby reducing aircraft air emissions, greenhouse gas (GHG) emissions, and energy consumption.
- The improvements to the terminal will be sited, designed, and constructed to serve as a noise barrier to the adjacent East Boston neighborhoods and Memorial Stadium Park, to the southwest of the North Cargo apron, where one does not currently exist.
- The roadway and curb improvements will improve vehicle flow and high occupancy vehicle (HOV) access at Logan Airport, thereby reducing vehicle emissions and vehicle miles traveled (VMT) at and to Logan Airport.
- Building a direct, weather-protected pedestrian connection to the MBTA Blue Line Airport Station to Logan Airport, thereby improving accessibility to and from Logan Airport. (Phase II of the Project).
- Sustainable design, construction, and operations guidelines will be implemented, which will lessen environmental impacts both locally and regionally during the construction phases and during long-term operation of the Project. The program will be designed, constructed and operated to achieve Leadership in Energy and Environmental Design (“LEED”) certification. The Authority will strive to achieve a LEED Silver rating or better as well as the goals of the Commonwealth of Massachusetts “LEED Plus” program (established by the Commonwealth’s Executive Office for Administration and Finance).

## **2. Specific Operational Benefits**

Current conditions in the terminal are severely constrained by the existing facility and will only further deteriorate in the future, as the forecasted international passenger demand is realized.

The improvements proposed in this Project will provide several operational benefits, including:

- The Terminal E expansion has been sited and will be designed to act as a noise barrier to the adjacent East Boston neighborhoods and Memorial Stadium Park to the southwest of the North Apron. The new structures will have a minimum height of 45-ft above ground level.
- Facilitation of efficient management of international flights by allowing those flights to taxi directly to aircraft gates at Terminal E.
- New gates will increase ramp efficiency and reduce movements on North Apron and the need to bus passengers between terminal and remote aircraft parking locations, thereby reducing ground transportation related air emissions and mobile source GHG emissions.
- Improved customer service in the terminal, as enhancement of the terminal will significantly reduce congestion and processing delays; and additional gates at the terminal will also avoid the flight delays that are currently caused both by aircraft waiting for gate availability at Terminal E and by remote parking of aircraft (and accompanying passenger busing).

## **3. Current and Future Terminal E Operations**

Current forecasts demonstrate that the unprecedented growth of international passengers at Logan Airport will continue in the foreseeable future, regardless of whether the proposed improvements are made to Terminal E. The proposed Project will significantly enhance the Authority's ability to efficiently accommodate the current and forecasted international operations and passenger volume through improved terminal, landside, and airside facilities at Terminal E and with reduced environmental impacts.

## **4. Site Planning and Sustainable Design/Greenhouse Gas Reduction**

The Project site design:

- Makes efficient use of Terminal E and adjacent areas already in active aviation use, and is entirely within Logan Airport's footprint; and
- Improves the efficient use of existing airport access roadways and ground transportation infrastructure; and
- Follows sustainable principles/LEED criteria for siting/sustainable sites (e.g., walking distance to public transportation)

Project benefits related to planning and design include:

- Enhanced pedestrian access to airport facilities from the MBTA Airport Blue Line-Station (as part of Phase II of the Project);
- Siting and design of the building additions buffer the adjacent neighborhoods from aircraft noise;
- A project that will seek LEED certification at the Silver level rating or better and meet or exceed the goals of the Massachusetts LEED Plus program;
- Incorporation of sustainable design in design, construction, and operations including:
  - Improved building envelope (wall insulation of U-0.05, roof insulation of U-0.037, improved glazing of U-0.34, and reduced window to wall ratio of 25%);
  - Improved Air Handling Units;
  - Efficient water loops with reduced water supply temperature and wider return temperatures to reduce demand on the pumping and fan systems;
  - Reduced interior lighting power density of 0.62 W/SF and reduced exterior lighting power of 9.3 kW;
  - The roof design will incorporate materials with a minimum reflectance rating of 0.70 and emittance value of at least 0.75 for a minimum of 75% of the available roof area. Roofing materials will be non-glare to reduce heat island effect;
  - Final design will incorporate infrastructure for collection, storage, and handling of recyclable materials;
  - The contractor will be required to develop a construction waste management plan that requires diversion or reduction of construction waste by at least 75%;
  - Massport will establish a project-specific goal for sourcing materials extracted, harvested, recovered, and or manufactured within New England;
  - The project will be designed to achieve energy efficiencies of a minimum of 20% below the MA Energy Code;
  - The project will include water conservation devices that reduce water use by 20% below code;
  - The terminal extension will include a minimum 25,000 square feet of roof top solar photovoltaic system (approximately 300kW) and restroom hot water will be heated using solar units; and
  - The project will incorporate occupancy sensors in all indoor areas to reduce electrical demand;
- In addition, to further reduce GHG emissions Massport commits to evaluating other energy efficiency/greenhouse gas reduction measures as project design progresses.

## **5. Surface Transportation**

The Project will make surface transportation operations more efficient at Logan Airport. -There will be some reduction in VMTs at the airport due to a reduction in recirculation of traffic (as part of Phase II of the Project).

- The weather protected pedestrian connector from the terminal to the MBTA Blue Line Airport Station will greatly enhance passenger accessibility at the Airport.
- Roadway and curb improvements which will improve vehicle flow and high-occupancy vehicle access, and reduce air and GHG emissions.

## **6. Air Quality**

There are no adverse air quality impacts associated with the Project. The Project benefits related to air quality include:

- The additional aircraft gates will result in reduced aircraft taxi-delay time due to less congestion in the terminal area; less use of aircraft APUs by alleviating the “hardstanding” of aircraft; the reduction of aircraft tractors, buses, and other ground support equipment (GSE) used to move aircraft, people, and cargo from the aircraft to the terminal.
- The enhancements to the curb will result in reduced curbside motor vehicle idle time, attributable to improved traffic conditions and less congestion in the terminal area; fewer VMT due to the reduction of vehicles re-circulating on the internal Airport roadways; and reduced curb roadway demand and enhanced traffic flows, thereby reducing congestion and dwell time and resulting in related improvements in air quality.
- With respect to the criteria pollutants, the Project is expected to result in a decrease in carbon monoxide (CO) emissions in the area of Terminal E and the associated aircraft apron by approximately 9%, nitrogen oxide (NO<sub>x</sub>) emissions by approximately 44%, and sulfur oxides (SO<sub>x</sub>) emissions by approximately 33% percent. Volatile organic compounds (VOCs) emissions in the project area are projected to decrease by approximately 6% and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions are projected to decrease by approximately 9% percent and 25% percent, respectively.
- With respect to climate change emissions, Massport commits to reduce operational-related carbon dioxide (CO<sub>2</sub>) emissions associated with the Project by a minimum of 30% percent.

## **7. Noise**

There are no perceptible adverse noise impacts associated with the Project. Project benefits related to noise include:

- The design of the terminal expansion, which will wrap around the North Cargo Ramp to the existing Delta Hangar, will result in a reduction of aircraft ground noise levels at Jeffries Point, and other residential areas in East Boston, as well as at East Boston Memorial Park.

- In the Jeffries Point neighborhood, the building shielding/noise barrier provided by the expanded terminal will reduce DNL noise levels from aircraft ground operations near Terminal E, by 5 to 18 dB for a single aircraft event. The noise shielding component of the Project will also reduce single-event maximum noise levels in Jeffries Point Area by 2 to 15 dB.
- The Project will reduce DNL noise levels from aircraft ground operations near Terminal E, in the Bremen Street area south of Putnam Street to Route 1A, by 3 to 15 dB, primarily due to the noise barrier effect of the proposed seven-gate extension of the terminal and the pedestrian connection to MBTA Airport Station. The noise barrier component of the Project will also reduce single-event maximum noise levels in the Bremen Street area south of Putnam Street to Route 1A by 1 to 11 dB from aircraft ground operations near Terminal E.
- It is expected that there will not be an increase of DNL 1.5 dB in any noise-sensitive areas greater than or equal to DNL 65 dB near the terminal.

## **8. Stormwater Management**

There are no adverse stormwater management impacts associated with this Project. Massport holds a National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges at Logan Airport. Massport's Stormwater Pollution Prevention Plan (SWPPP) addresses stormwater pollutants. The areas of Terminal E proposed for improvements are already paved and the proposed Project would not result in increased impervious surface or pollutant-generating activities on the apron or ramp. Although the distribution of stormwater will shift from apron collection roof collection, the aggregate amount of stormwater and overall stormwater runoff quality will be unchanged. The Authority's stormwater discharge will be appropriately modified as necessary to accommodate the new roof area drainage. As part of the facility upgrades, the stormwater management system will be replaced and upgraded in the project area, resulting in water quality benefits.

## **9. Water and Wastewater**

No direct or indirect water quality impacts are anticipated from the Project. The Project will connect to the MWRA wastewater system, which is ultimately treated at the Deer Island Sewage Treatment Plant in Boston Harbor. The Project is consistent with Massport's efforts to reduce the amount of wastewater generated through water efficiency strategies.

## **10. Soil and Groundwater**

The Project will have no impact on soil or groundwater, as the Project is located on previously developed land already in use. Soil and groundwater handling and management during construction will be conducted in accordance with the appropriate submittals (i.e., Release Abatement Measures, Immediate Response Actions, and/or Safety Management Plans), including appropriate permits and permissions as appropriate.

## **11. Construction Period Impacts**

The Authority will require all contractors to comply with certain construction guidelines that relate to:

- The Authority has committed to diverting and/or reducing (through recycling) construction waste to landfills by at least 75 percent;
- In accordance with DEP's Clean Air Construction Initiative, the Authority will require that construction contractors to install emission control devices such as diesel oxidation catalyst and/or particulate filters on certain equipment types (*i.e.*, front-end loaders, backhoes, excavators, cranes, and air compressors);
- Retrofitting of certain construction equipment types with emission controls such as diesel oxidation catalyst and/or particulate filters;
- Selection of high efficiency "temporary" space heating /cooling systems;
- Remediate subsurface contamination, as necessary, if encountered during tank removals or other excavation activities as part of construction (in compliance with the Massachusetts Contingency Plan);
- Soil treatment and reuse on site as part of a Soil Management Plan;
- Voluntary compliance with the requirements of City of Boston noise ordinances, including restrictions on the types of equipment that can be used, and limitations on the hours when certain activities can take place (the City of Boston noise ordinance establishes restrictions during the construction hours between 7:00 PM and 7:00 AM);
- Construction worker vehicle trip limitation, including requiring contractors to provide off-airport parking and use of high-occupancy vehicle transportation modes for employees;
- Implement Indoor Air Quality (IAQ) Management Plan during construction; and
- In accordance with DEP's Clean Air Construction Initiative, the Authority requires that construction contractors install emission control devices on certain equipment types (*i.e.*, front-end loaders, backhoes, excavators, cranes, and air compressors).

The Authority will employ a team of on-site resident engineers and inspectors to monitor all construction activities related to the Project, including the following management practices:

- Full coordination with all relevant agencies including the FAA, DEP, MWRA, City of Boston, BWSC, and utility companies, as appropriate.

- Preparation of detailed pre-construction plans for traffic maintenance, construction specifications for contractors, and coordinated scheduling of all construction activities (as well as the other measures noted in the ground transportation sections above).
- Construction mitigation measures in a number of categories are described below.

#### Construction Traffic Operations

- It is expected that there will be a maximum of approximately 60 daily construction truck trips associated with this Project.
- Construction-related traffic will be required to access and egress through the North Gate using only state and federal highways and the Airport roadway network. Construction-related traffic on local East Boston roadways will be prohibited.
- Construction employee parking spaces will not be permitted on the construction site nor will provisions be made for them elsewhere on-airport with the exception of a small number of spaces for supervisory personnel. The Authority will require contractors on this Project to implement construction worker vehicle trip management measures, including requiring off-Airport parking and HOV transportation modes for contractor employees.
- Police details will be employed, as needed, to manage traffic and ensure public safety.

#### Construction Air Quality

Construction emissions will be reduced and controlled by mandatory contractor implementation of the following best practices:

- Encouragement for construction-worker site access/egress using dedicated buses and vans;
- Reduction of exposed erodible surface areas to the extent feasible;
- Covering of exposed surface areas with pavement or vegetation in an expeditious manner and periodic watering;
- Minimizing equipment idling times;
- Reduction of on-site vehicle speeds;
- Ensuring contractor implementation of appropriate fugitive dust and equipment exhaust controls;
- Use of low- or zero-emissions equipment to the maximum extent feasible; and
- Use of covered haul trucks during materials transportation.

Construction Noise

The construction of the Project will generate some short-term noise with sound levels typical of those associated with construction activities. The sound levels from construction activities will employ measures to comply with the City of Boston's noise standards, therefore, no additional noise mitigation for construction is required. Construction equipment will use noise-reduction measures, including the use of proper mufflers, measures to limit noise from truck traffic, and will primarily operate only during daylight hours (7:00 a.m. to 7:00 p.m.).

**12. Timing and Responsibility for Implementation**

The energy reduction/greenhouse reduction measures will be implemented in the first phase of the Project. All other mitigation commitments, will be implemented in the first Phase and second Phase, except for extending the full width of the terminal/sound barrier (3 additional gates) and the pedestrian connector and the curb improvements to be implemented in Phase II. All measures described herein will be completed upon full construction of the Project.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

South Boston Waterfront Transportation Center Section 61 Findings

Upon a motion duly made and seconded, it was

VOTED:

WHEREAS, the South Boston Waterfront Transportation Center (SBWTC) will be a multi-modal transportation hub designed to accommodate and encourage efficient and sustainable transportation in the Seaport District of South Boston; and

WHEREAS, the SBWTC constitutes a component of Waterside Place, a mixed-use development on Massport property that was envisioned to include residences, retail, 2,350 parking spaces and a hotel, for which a Single Environmental Impact Report (SEIR) was submitted to Massachusetts Environmental Policy Office (MEPA) by The Drew Company and reviewed under the Commonwealth Flats Development Area (CFDA) Special Review Procedure Guidelines in 2007; and

WHEREAS, the SBWTC also replaces the former Air Rights Garage, which was reviewed by MEPA in 1990 and which was to provide 1,764 parking spaces, as a replacement for surface spaces that were displaced by the construction of the Third Harbor Tunnel/Seaport Access Road component of the Central Artery/Tunnel (CA/T) Project; and

WHEREAS, in 2014, a Notice of Project Change for Phase 1A of Waterside Place was submitted to MEPA by The Drew Company and in 2016 a separate Notice of Project Change for Phase 1B of Waterside Place was also submitted to MEPA by the Drew Company; and

WHEREAS, the SBWTC will constitute Phase 2A of the Waterside Place project and will be a multi-modal transportation hub designed to accommodate and encourage efficient and sustainable transportation, and will replace both the Air Rights Garage and the Waterside Place parking capacity with a multi-modal transportation facility of up to 1,620 spaces; and

WHEREAS, the potential environmental impacts of Waterside Place were previously characterized and quantified in the Environmental Notification Form (ENF) dated September 15, 2004, the Single Environmental Impact Report (SEIR) dated February 26, 2007, and the Notice of Project Change (NPC) dated April 15, 2016, all of which are incorporated by reference into this Section 61 Finding.

NOW THEREFORE BE IT RESOLVED AND VOTED:

The Authority hereby finds that, in accordance with M.G.L. c. 30 s. 61, the mitigation measures itemized on the attached Table of Mitigation Measures (in column 2- Phase II (Massport/Current SBWTC) only) comprises all practicable and feasible means and measures necessary to avoid or minimize potential damage from the SBWTC to the environment. The Authority hereby authorizes and directs the CEO/Executive Director to implement the measures described in the Table of Mitigation (in column 2- Phase II (Massport/Current SBWTC) only) attached hereto.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

**Table 1**      **Waterside Place Project-Wide Mitigation Summary**  
**Attachment to Massport Section 61 Finding for South Boston Waterfront Transportation Center**

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ Current SBWTC)	Phase II (Massport/ Future)
<b>CFDA Mitigation</b>	To meet the requirement for a covered walkway along the Viaduct (WTC Avenue), the WTC Avenue building façade will use rooftop architectural ribbons, signage, displays, materials and lighting to ensure a continuous inviting pedestrian experience. Awnings at some locations will promote comfortable passage between the BCEC and the WTC MBTA Station during all seasons. The Project will allow for a weather-protected path along this same north-south route. Pedestrians will be able to access the Project directly from the MTBA Silver Line Station, pass north to south through an interior concourse and travel through a pedestrian tunnel under Summer Street into the BCEC.	NA	✓	✓
<b>CFDA Mitigation</b>	A tunnel structure that connects Parcel D2 directly to the BCEC has been funded by Massport and built by the CAVT Project underneath Summer Street. A tunnel structure, funded by Massport, was built by the CAVT Project underneath Summer Street. The Proponent will provide internal finishes to the tunnel that establish comfortable and inviting pedestrian path connecting directly into the Project.	NA	NA	✓
<b>CFDA Mitigation</b>	The CFDA FEIR assigned the development of the Massport South Boston Maritime Park to Parcel C2 or F1. Massport designed and built the park which was completed in June of 2004.	<b>COMPLETED</b>	<b>COMPLETED</b>	<b>COMPLETED</b>
<b>CFDA Mitigation</b>	The development of Parcel C3 triggers the parcel-specific mitigation to construct a public plaza along Summer Street at WTC Avenue that accommodates a bus stop and offers a public viewing area to improve the pedestrian environment across from the BCEC. The Visitor Center, originally proposed on Parcel D1, was envisioned to provide the function and amenities as part of an Overlook Park. The goals of a Visitor Center are currently expected to be met through the planned plaza amenities.	NA	NA	✓
<b>CFDA Mitigation</b>	The Proponent will provide contributions toward landscaping improvements at Triangle Park.	NA	NA	✓

**Waterside Place Project-Wide Mitigation Summary (Continued)**

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ Current SBWTC)	Phase II (Massport/ Future)
<b>CFDA Mitigation</b>	Project will activate D Street sidewalk by siting residential tower at corner with Congress Street and hotel tower at corner of Summer Street. Pedestrian activity will be drawn away from traffic by locating vehicular access/egress points to the parking garage at the midpoint of D Street and establishing hotel and residential tower entrances at northern and southern ends of façade. Awnings at residential and hotel entrances and continuous street lighting along length of D Street to unify streetscape design.	✓	✓	✓
<b>Transportation</b>	Intersection of Congress Street and Seaport Lane/Site Driveway will be signalized to provide adequate traffic operations for side street movements without impeding traffic flow on Congress Street.	✓	✓	NA
<b>Transportation</b>	The Project will provide dedicated valet parking service on-site with valet curbs to improve customer convenience and reduce unnecessary traffic generated by lost motorists.	NA	NA	✓ (as needed)
<b>Transportation</b>	By charging market rates for monthly employee parking, Project will encourage increased transit use and curb parking demands.	NA	NA	✓
<b>Transportation</b>	Proponent will join Seaport Transportation Management Association and thereby gain access to a wide array of TDM programs and amenities that encourage transit use.	✓	✓	✓
<b>Transportation</b>	Project will provide improved pedestrian access through internal and external pedestrian paths through the site. These paths will connect the BCEC and other points along Summer Street with the World Trade Center, Seaport Boulevard and other harborside destinations.	NA	✓	✓
<b>Transportation</b>	Proponent will strongly encourage Waterside Place tenants to offer transit subsidies to employees as part of lease agreements to reduce automobile trips.	✓	✓	✓
<b>Transportation</b>	Proponent will provide bicycle parking spaces of which approximately half will be weather protected to encourage bicycle use as an alternative to auto use.	✓	✓	✓

**Waterside Place Project-Wide Mitigation Summary (Continued)**

Subject Matter	Mitigation	Phase IA & IB (Drew Company)	Phase II (Massport/ Current SBWTC)	Phase II (Massport/ Future)
<b>Transportation</b>	The Proponent will coordinate with carsharing entities to investigate provision of a shared-car service at Waterside Place.	NA	✓	✓
<b>Transportation</b>	Service vehicle delivery schedules will be actively managed to ensure that service vehicles do not unduly burden local roadways.	✓	✓	✓
<b>Transportation</b>	Project to provide preferential parking and pricing subsidy for employees who carpool.	NA	✓	✓
<b>Transportation</b>	Proponent to prepare and submit a Construction Management Plan (CMP) for the Project to minimize construction impacts.	✓	✓	✓
<b>Transportation</b>	A Transportation Access Plan Agreement (TAPA) for the project will be developed and will include an assessment of overall traffic impacts and mitigation adequacy, assessment of construction traffic impacts and mitigation, monitoring and mitigation of traffic impacts, and management of loading and deliveries.	✓	✓	✓
<b>Transportation</b>	Proponent to implement TDM plan to lessen single-occupant vehicle travel and help achieve target transit mode share. TDM will incorporate TDM alternatives and strategies identified in CFDA filings.	NA	NA	✓
<b>Transportation</b>	Proponent to require future building owners and retail/commercial tenants of the project to join Seaport District TMA to provide these TDM programs and to coordinate with neighboring buildings and area tenants. This will be accomplished through language in leasing agreement.	NA	✓	✓

**Waterside Place Project-Wide Mitigation Summary (Continued)**

Subject Matter	Mitigation	Phase IA & IB (Drew Company)	Phase II (Massport/ Current SBWTC)	Phase II (Massport/ Future)
<b>Transportation</b>	<p>Specific TDM measures for Waterside Place employers include 1) designating an on-site employee transportation coordinator; 2) aggressively marketing TDM plans through marketing and education materials; 3) implementing carpool/vanpool ride-matching for tenant employees; 4) accommodating bikers and pedestrians through Project design, providing secure, indoor bicycle storage, and investigating feasibility of providing shower passes to local fitness facilities for bicycling employees; 5) providing on-site sale of transit passes; 6) offering financial incentives (financial awards programs, "commuter choice" program, transit and vanpool subsidies, pre-tax transit and vanpool benefits, combination of subsidy and pre-tax benefits, and transit and vanpool plus parking benefits); 6) offering guaranteed ride home programs; 7) consider offering telecommuting and alternative work schedules; 8) providing on-site services through development of retail establishments within easy walking distance and thus reducing trips employees would otherwise make to run errands; 9) evaluate the need for employer shuttles to transit; and 10) implement parking management strategies.</p>	<p>✓  (as applicable)</p>	<p>✓</p>	<p>✓</p>
<b>Transportation</b>	<p>The mixed-use development of Waterside Place Project will support a pedestrian environment for all residents, employees and visitors. The Waterside Place Project will provide a variety of retail services that residents, Waterside Place employees, and area employees can use without the necessity of driving.</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>
<b>Wind</b>	<p>Although the Project will not deteriorate uncomfortable or dangerous wind conditions in the existing conditions, carefully planning can improve these locations by future building planned on Parcel D3. Increased wind speeds anticipated as a result of the Project around the northwestern end of the Congress Street may be mitigated through future building developments in the area.</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>

**Waterside Place Project-Wide Mitigation Summary (Continued)**

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ Current SBWTC)	Phase II (Massport/ Future)
<b>Shadow</b>	Shadow impacts generally occur to the streets and sidewalks adjacent to the Project site. Impacts to open space occur to the Eastport Park and the South Boston Maritime Park generally in the afternoons, however, under most conditions when those spaces would be used, there would be a mix of sunny and shaded areas available to users of the parks. During two of the time periods when these open spaces are in net new shadow, use of the parks is unlikely due to the cold temperatures in December.	✓	✓	✓
<b>Daylight</b>	Project design places taller Project elements on eastern and southern corners of site, thus reducing impact on pedestrian's views of the sky.	✓	✓	✓
<b>Solar Glare</b>	For the five time periods studied, solar glare could impact areas of D Street, Summer Street, the Massport Haul Road, Service Road, and the BCEC access road. Although analysis assumes exterior skin of the building façades are smooth specular and 100 percent reflective glass, solar impacts may be fewer than depicted because building façades are not all smooth specular and will contain Low-E glass with a reflectivity substantially below 100 percent. Areas with reflected glare will receive reflected sunlight but the intensity will be less than predicted. Potential impacts will be mitigated through use of glass having significantly lower reflectivity than that assumed in the analysis. In addition, Proponent will continue to evaluate the façade design and materials to reduce potential solar glare impacts.	✓	✓	✓
<b>Air Quality</b>	Proponent has identified and reviewed reasonable and feasible reduction and mitigation measures to address the increase in emissions associated with the 2010 build scenario by providing traffic mitigation measures and transportation demand management. These are identified above.	NA	✓	✓
<b>Air Quality</b>	Project sustainable design initiatives will seek to lower energy use and carbon dioxide emissions.	✓	✓	✓

**Waterside Place Project-Wide Mitigation Summary (Continued)**

Subject Matter	Mitigation	Phase IA & IB (Drew Company)	Phase II (Massport/ Current SBWTC)	Phase II (Massport/ Future)
<b>Air Quality</b>	Indoor air quality will be managed during construction. Materials which are rated 'low emitting' will be specified in adhesives, paints & coatings and carpet systems in accordance with LEED requirements.	✓	NA	✓
<b>Air Quality</b>	Operation of the project's emergency diesel generators will incorporate specific emission limits as outlined in DEP regulations. These generators will use ultra low sulfur diesel fuel oil.	✓	NA	✓
<b>Solid and Hazardous Waste</b>	As part of the Project's sustainable design initiatives, construction phase waste management practices will be established to recycle materials which would otherwise be disposed of in a landfill and product procurement will seek materials which utilize recycled content, particularly those which are available locally.	✓	✓	✓
<b>Solid and Hazardous Waste</b>	The waste generated from the Project is expected to be general solid waste including waste paper, newspaper, cardboard, cans, and glass bottles. As part of the Proponent's goal to achieve LEED Certification, it is anticipated that solid waste recycling will be managed in accordance with LEED credits. Recycling on-site will be maximized and the remainder will be compacted. Recycling by residents, the grocery store and retail/restaurant tenants will be strongly encouraged and coordinated. A Project-wide recycling program will be initiated to encourage recycling by all tenants. The Project will include space for recycling on each floor, and the loading/receiving areas will include space for the storage and pick-up of recyclable materials. The residential recycling program will be conducted in accordance with the City of Boston's recycling regulations.	✓	✓	✓

**Waterside Place Project-Wide Mitigation Summary (Continued)**

Subject Matter	Mitigation	Phase IA & IB (Drew Company)	Phase II (Massport/ Current SBWTC)	Phase II (Massport/ Future)
<b>Noise</b>	To mitigate potential noise impacts to Project residents and hotel guests from the high existing sound levels in the area, the Project proposes to site housing along Congress Street on upper floors (beginning at the third level above Congress Street). Through appropriate building material selection, the Proponent will ensure interior sound levels are significantly reduced from their exterior level and meet or exceed the Massport performance standard created for residential condominiums and hotel rooms intended to reduce noise impacts on residents: a maximum indoor noise level of 45 dBA Ldn for residences.	✓	NA	✓
<b>Water Quality</b>	Project will include Stormwater Management Best Management Practices such as protection of adjacent catch basins by installation of either hay bales or filter fabrics to prevent sedimentation from entering stormwater conveyance system; installation of wheel wash stations at construction site egress points to prevent tracking of mud and dirt onto public roads by construction vehicles; utilization of sedimentation tanks or pits where appropriate to control and contain runoff during construction, including runoff derived from dewatering activities; passing discharge through DEP approved sedimentation basin prior to discharge into the BWSC drainage system; and implementation of dust/emission controls.	✓	✓	✓
<b>Geotechnical/ Groundwater</b>	Several provisions will be incorporated into Project design and construction to limit potential adverse impacts to adjacent structures and groundwater. Proponent will conduct studies and prepare design specifications with attention to nearby structures and facilities. Proponent will also review the designs and procedures of contractors prior to implementation. Performance criteria will be established for lateral earth support systems. Geotechnical instrumentation will be installed and monitored. Excavation and foundation construction will be monitored.	✓	✓	✓

**Waterside Place Project-Wide Mitigation Summary (Continued)**

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ Current SBWTC)	Phase II (Massport/ Future)
<b>Construction</b>	Proponent will prepare Construction Management Plan which will include detailed information on construction activities, specific construction mitigation measures, and construction materials access and staging area plans to minimize impacts to abutters and the local community. CMP will define truck routes that will help in minimizing the impact of trucks on City and neighborhood streets.	✓	✓	✓
<b>Construction</b>	Proponent intends to follow the guidelines of the City of Boston and the DEP which direct the evaluation and mitigation of construction impacts.	✓	✓	✓
<b>Construction</b>	Proponent and its construction team will participate in the Commonwealth's Clean Air Construction Initiative. Applicable construction vehicles will be retrofitted with advanced pollution control devices to reduce air emissions.	✓	✓	✓
<b>Construction</b>	Proponent will consider alternatives which are inherently sustainable in nature, with respect to usage of construction products made of renewable / recycled materials.	✓	✓	✓
<b>Sustainable Design</b>	Project has committed to advance sustainable and environmentally conscious design and construction practices. Consistent with the policies of Massport and the City of Boston, the Proponent will actively seek LEED Certification from the US Green Building Council or Green Garage Certification.	✓	✓	✓
<b>Sustainable Design</b>	Project will seek to lower energy use and carbon dioxide emissions, reduce the radiant heat island effects through the elimination of large heat absorbing surfaces, decrease energy demand with advanced lighting control systems, and recycle and conserve water.	✓	✓	✓

**Waterside Place Project-Wide Mitigation Summary (Continued)**

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ Current SBWTC)	Phase II (Massport/ Future)
<b>Sustainable Design</b>	The evolution of the so-called 'fifth façade' upon the roof is a strategy to develop a soft, landscape oriented element of the Project which is inherently green. The green roof will be designed to reduce stormwater runoff and pollutants. Efforts will be made to include diverse species of plants including native plants that are drought resistant.	✓	NA	✓
<b>Urban Design</b>	By building over transportation infrastructure, Project will replace views of the highway with a mixed use development and improve the visual character of the site. By decking over transportation infrastructure, Project will knit together South Boston Waterfront creating a cohesive visual and pedestrian link between the office and hotel buildings along Seaport Boulevard with BCEC and hotel on Summer Street.	NA	✓	✓
<b>Urban Design</b>	Project's design will improve pedestrian environment by establishing direct connections to MTBA Station from the retail component of the Project; creating a new weather-protected interior pedestrian connection between the BCEC, through the pedestrian tunnel beneath Summer Street, to the south and the MBTA Station, the waterfront and South Boston Maritime Park to the north; creating an inviting streetscape along WTC Avenue through overhangs and awnings to ensure a direct pedestrian friendly walk from BCEC to MBTA WTC Silver Line Station; providing connections along D Street and WTC Avenue to the Silver Line and waterfront from existing South Boston residential neighborhoods; activating all sides of the Project with street level retail; contributing toward landscaping improvements at Triangle Park (the parcel created by Ramp F and Ramp D west of Parcel A1) that will establish a visual buffer for the highway ramps; and improving D Street pedestrian activity.	NA	✓	✓

**Waterside Place Project-Wide Mitigation Summary (Continued)**

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ Current SBWTC)	Phase II (Massport/ Future)
<b>Infrastructure</b>	Sustainable design aspects of Project offer a unique opportunity to demonstrate a series of environmentally conscious initiatives that seek to lower energy use, reduce radiant heat island effects through the elimination of large heat absorbing surfaces, decrease energy demand with advanced lighting control systems, and recycle and conserve water.	✓	✓	✓
<b>Infrastructure</b>	Provide infiltration/inflow mitigation for the BWSC wastewater system	✓	✓	✓
<b>Infrastructure</b>	To reduce impacts of Project's sewage generation and conserve water, Project will meet all applicable code requirements including installation of low-flow toilets, flow-restricting shower heads and faucets, and BWSC-approved grease traps in restaurants. Drainage within proposed parking garage will be discharged through MWRA approved oil/water separators and conveyed to sanitary sewers.	✓	✓	✓
<b>Infrastructure</b>	New sanitary sewer service(s) will be designed and constructed to both Massport and BWSC construction standards to minimize infiltration and inflow into sanitary sewer collection system.	✓	✓	✓
<b>Infrastructure</b>	Design is responsive to the significant seasonal variations in the local microclimate, whether this by understanding and mitigating the effects of wind patterns, studying the effects and paths of the sun and shadows or building elements and public spaces, reducing the effects of excessive solar radiation on facades or simply understanding how the design makes a great place for people in all seasons – protected in winter, shaded in summer and variable to inside and outside in the shoulder seasons of spring and fall.	✓	✓	✓

Safety and Security Committee

American Airlines Aircraft Fire Video

Mr. Glynn introduced a video of the American Airlines Flight 383 fire and the aircraft evacuation.

Human Resources and Compensation Committee

Introduction of Joe DeGrace and Frank McGinn

Ms. Pollack, Chair of the Human Resources and Compensation Committee, introduced Joe DeGrace, the incoming Fire Chief and Major Frank McGinn, the newly appointed Troop F Commander. Deputy Chief DeGrace and Major McGinn each thanked everyone for their support.

Community Outreach Committee

Massport CAC

Mr. Leo presented information on the Massport CAC (the "CAC") Annual Meeting presentation by Authority staff, on the staff's proposal to host a public forum on the FAA RNAV study, on the reelection of the CAC's Executive Board, and on meetings with various town officials and Congressman Capuano. Mr. Leo also provided information on the FAA's aircraft noise contour model and its relationship to the Authority's soundproofing program. Mr. Leo also noted that the noise study undertaken by the Authority and the Logan CAC as required by the FAA has been concluded and that staff will continue to work on noise issues with the Massport CAC.

Real Estate and Strategic Initiatives Committee

Massport Marine Terminal Update

Mr. Hargens presented information on the status of the Stavis/Millennium Parcel 5 project, on the Cape Cod Shellfish Parcel 4 project, and on the Pilot Development Parcel 6 project.

Facilities and Construction Committee

MPA M577 – Conley Terminal Berth 12 Fender Replacement, Paul W. Conley Terminal, South Boston, MA, Project Budget

Mr. Sleiman presented information on the Berth 12 location and fender system replacement project.

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to take all actions necessary or desirable and to execute all agreements necessary or desirable in order to continue with and complete the Authority's Capital Project known as the Conley Terminal Berth 12 Fender Replacement (MPA M577) subject to the following conditions: funds expended for the Conley Terminal Berth 12 Fender Replacement Capital Project shall not exceed \$2,600,000.00 (the "Approved Budget") as shown on the Financial Summary presented at the Board Meeting on January 19, 2017; the Director of Capital Programs and Environmental Affairs will provide to the Board annual updates on expenditures, contract amendments and change orders related to the Conley Terminal Berth 12 Fender Replacement Capital Project and shall report back to the Board if at any time during the life of the Project it appears likely that the Project will exceed the Approved Budget; the Director of Capital Programs and Environmental Affairs shall also report any material changes to the scope of work for the Capital Project as described in the back up materials presented at the Board Meeting on January 19, 2017. The CEO & Executive Director shall obtain all necessary permits and approvals and shall conduct all required environmental reviews prior to the execution of any agreement or to the commencement of any action all as may be required by law. Any agreement arising out of this vote shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

Audit and Finance Committee

Assent Agenda

MPA A381 D1, D2, D3 and D4 – FY17 Term Airfield Design Services, Authority-wide, Consultant Contracts

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to execute on behalf of the Authority agreements for MPA A381 D1, D2, D3 and D4 – FY17 Term Airfield Design Services with HNTB Corporation, Jacobs Engineering Group, Inc., Stantec Consulting Services Inc., and Parsons Brinkerhoff, Inc., each in the amount of \$1,500,000.00. The agreements shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary and desirable.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

MPA M569 – RTG Drive Replacement, Paul W. Conley Terminal, South Boston, MA, Project Budget

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to take all actions necessary or desirable and to execute all agreements necessary or desirable in order to continue with and complete the Authority's Capital Project known as the RTG Drive Replacement (MPA M569) subject to the following conditions: funds expended for the RTG Drive Replacement Capital Project shall not exceed \$3,600,000.00 (the "Approved Budget") as shown on the Financial Summary presented at the Board Meeting on January 19, 2017; the Director of Capital Programs and Environmental Affairs will provide to the Board annual updates on expenditures, contract amendments and change orders related to the RTG Drive Replacement Capital Project and shall report back to the Board if at any time during the life of the Project it appears likely that the Project will exceed the Approved Budget; the Director of Capital Programs and Environmental Affairs shall also report any material changes to the scope of work for the Capital Project as described in the back up materials presented at the Board Meeting on January 19, 2017. The CEO & Executive Director shall obtain all necessary permits and approvals and shall conduct all required environmental reviews prior to the execution of any agreement or to the commencement of any action all as may be required by law. Any agreement arising out of this vote shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

MPA L1240 – Terminal C Crawl Space Access & Improvements, Logan International Airport, East Boston, MA, Final Project Budget

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to take all actions necessary or desirable and to execute all agreements necessary or desirable in order to continue with and complete the Authority's Capital Project known as the Terminal C Crawl Space Access & Improvements (MPA L1240) subject to the following conditions: funds expended for the Terminal C Crawl Space Access & Improvements Capital Project shall not exceed \$9,400,000.00 (the "Approved Final Budget") as shown on the Financial Summary presented at the Board Meeting on January 19, 2017; the Director of Capital Programs and Environmental Affairs will provide to the Board annual updates on expenditures, contract amendments and change orders related to Terminal C Crawl Space Access & Improvements Capital Project and shall report back to the Board if at any time during the life of the Project it appears likely that the Project will exceed the Approved Final Budget; the Director of Capital Programs and Environmental Affairs shall also report any material changes to the scope of work for the Capital Project as described in the back up materials presented at the Board Meeting on January 19, 2017. The CEO & Executive Director shall obtain all necessary permits and approvals and shall conduct all required environmental reviews prior to the execution of any agreement or to the commencement of any action all as may be required by law. The Authority intends to fund all or a portion of the cost of this Capital Project with tax exempt bonds. Any agreement arising out of this vote shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

MPA M590 – Sail Boston 2017, Multiple Maritime Facilities, Project Budget

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to take all actions necessary or desirable and to execute all agreements necessary or desirable in order to continue with and complete the Authority's Capital Project known as Sail Boston 2017 (MPA M590) subject to the following conditions: funds expended for the Sail Boston 2017 Capital Project shall not exceed \$2,000,000.00 (the "Approved Budget") as shown on the Financial Summary presented at the Board Meeting on January 19, 2017; the Director of Capital Programs and Environmental Affairs will provide to the Board annual updates on expenditures, contract amendments and change orders related to the Sail Boston 2017 Capital Project and shall report back to the Board if at any time during the life of the Project it appears likely that the Project will exceed the Approved Budget; the Director of Capital Programs and Environmental Affairs shall also report any material changes to the scope of work for the Capital Project as described in the back up materials presented at the Board Meeting on January 19, 2017. The CEO & Executive Director shall obtain all necessary permits and approvals and shall conduct all required environmental reviews prior to the execution of any agreement or to the commencement of any action all as may be required by law. Any agreement arising out of this vote shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

Logan Landscape Services Option Years Contract Amendment

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to execute on behalf of the Authority an amendment to the agreement with Brightview Landscapes LLC in order to exercise two, one-year option periods for landscape services. Under the terms of the amendment the not-to-exceed amount will be increased \$1,510,713.00 resulting in a total not-to-exceed amount of \$3,210,713.00 for the period ending January 19, 2019. The amendment shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

Noise Monitoring System and Automated Display Surveillance Broadcasting Option Years  
Contract Amendment

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to execute on behalf of the Authority an amendment to the agreement with Harris Corporation, Inc. in order to exercise one, two-year option period to operate and maintain the noise monitoring system at Logan Airport and Hanscom Field and to provide service related to the Automated Display Surveillance Broadcasting surface surveillance system at Logan Airport. Under the terms of the amendment the not-to-exceed amount will be increased \$771,750.00 resulting in a total not-to-exceed amount of \$2,818,694.00 for the period ending December 31, 2018. The amendment shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

PASSUR Support Services Contract Amendment

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to execute on behalf of the Authority an amendment to the agreement with PASSUR Aerospace, Inc. for software implementation and support services. Under the terms of the amendment the not-to-exceed amount will be increased \$712,524.00 for a three year period resulting in a total not-to-exceed amount of \$2,697,982.00 for the period ending February 28, 2020. The amendment shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary and desirable.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

China Business Development Consultant Services Contract Amendment

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to execute on behalf of the Authority an amendment to the agreement with China Market Solutions, Inc. for marketing and business development services. Under the terms of the amendment the not-to-exceed amount will be increased \$150,000.00 for a one year period resulting in a total not-to-exceed amount of \$2,225,000.00 for the period ending December 31, 2017. The amendment shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary and desirable.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

East Boston YMCA Contribution

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director or his designee to make a contribution on behalf of the Authority to the YMCA of Greater Boston, Inc., for the East Boston Branch of the YMCA, in the amount of \$25,000.00.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

Salesian Boys & Girls Club Contribution

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director or his designee to make a contribution on behalf of the Authority to the Salesian Boys & Girls Club, Inc. in the amount of \$25,000.00.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

Newrest Catering Commercial Services Operating Agreement

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer, or Assistant Secretary-Treasurer to execute on behalf of the Authority a commercial services operating agreement with Newrest Catering Inc. to provide catering services at Logan International Airport. Under the terms of the agreement Newrest Catering Inc. will pay to the Authority the greater of \$50.00 per month or 5% of adjusted gross revenues derived from its operations at Logan. Before the agreement is executed Newrest Catering Inc. shall have valid and current certifications and authorizations from all state, federal and other governmental regulatory bodies for the operation conducted. The agreement shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

ABM Aviation Commercial Services Operating Agreement

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer, or Assistant Secretary-Treasurer to execute on behalf of the Authority a commercial services operating agreement with ABM Aviation, Inc. to provide catering and cleaning services at Logan International Airport. Under the terms of the agreement ABM Aviation, Inc. will pay to the Authority the greater of \$50.00 per month or 5% of adjusted gross revenues derived from its operations at Logan. Before the agreement is executed ABM Aviation, Inc. shall have valid and current certifications and authorizations from all state, federal and other governmental regulatory bodies for the operation conducted. The agreement shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

FY17 Boston Shipping Association Budget & ILA Fund Contributions

No discussion.

Executive Session

Upon a motion duly made and seconded, it was

VOTED:

That the Authority enter executive session to consider the purchase, exchange, lease or value of real property, specifically regarding the Roseland interim lease delivery date extension, the Waterside Place Phase 2 extension, the Parcel K Conroy Development term sheet amendment, the Summer Street Hotel negotiations, the Massport Marine Terminal (MMT) negotiations, and the Logan Concession RFP, since a discussion in open session may have a detrimental effect on the negotiating position of the Authority; and

That the Authority enter executive session to discuss litigation strategy, specifically regarding the Boston Taxi Association litigation, the Transportation Network Companies, and the Hanscom Field Accident litigation, since a discussion in open session may have a detrimental effect on the litigating position of the Authority; and

That the Authority enter executive session to discuss the deployment of security personnel or devices, or strategies with respect thereto.

Members Angelini, Jackson, Jacobs, Nucci, O'Brien, and Pollack voted Yes.

Mr. Angelini stated that the Authority will reconvene after Executive Session.

The public session recessed at 10:15 A.M.

The public session reconvened at 11:25 A.M.

Public Session

Logan Transportation Network Company Terms

Upon a motion duly made and seconded, it was

VOTED:

WHEREAS, on October 20, 2016, the Authority adopted Rates for Transportation Network Company (“TNC”) operations at Boston Logan International Airport (the “Airport”).

NOW, THEREFORE, BE IT RESOLVED:

The following TNC Trip Fee is hereby adopted:

TNC pick-up per vehicle at Logan Airport: \$3.25

This Vote supercedes the October 20, 2016 Vote related to TNC Rates.

The Chief Executive Officer and Executive Director, the Director of Administration & Finance, the Assistant Secretary-Treasurer, the Director of Aviation, and the Chief Legal Counsel each acting singly or their designees, are hereby authorized and directed to do all acts and things and to negotiate, execute and deliver any and all agreements, documents, certificates and other instruments, not inconsistent with this Vote, necessary or desirable to effectuate the transaction contemplated by this Vote.

Members Jackson, Jacobs, Nucci, O’Brien, and Pollack voted Yes.

Member Angelini abstained.

Public Session adjourned at 11:30 A.M.

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Michael A. Grieco  
Assistant Secretary-Treasurer

List of Documents and Other Exhibits Used in Public Session

1. Board Book
2. CEO Report PowerPoint
3. Section 61 Findings PowerPoint Slides
4. American Airlines Aircraft Fire Video
5. Introduction of Chief Joe DeGrace and Major Frank McGinn PowerPoint Slides
6. Massport CAC Update PowerPoint Slides
7. MMT Development Status PowerPoint
8. M577 Conley Terminal Berth 12 Fender Replacement Project PowerPoint Slides