



Massport Community Advisory Committee
P.O. Box 470614
Brookline, MA 02447

EXECUTIVE COMMITTEE

May 15th, 2019 at 10:30AM

Fish Pier Boston – Massport Conference Room East
212 Northern Ave, Boston, MA

Meeting Minutes

Present: Andrea Adams, Peter Navarra, Myron Kassaraba, David Carlon, Wig Zamore, Jerry Falbo, Maura Zlody

Others Present: Anthony Gallagher, Massport; Jennifer Dopazo Gilbert, Counsel; Matthew A. Romero, Executive Director; Mia Hilly-Waldron, Massport; Sal Amico, Massport

Welcome to Fish Pier

Approval of Minutes of April 23, 2019

The minutes were discussed.

Motion to approve by Ms. Adams, seconded by Mr. Navarra. The motion was approved 5-0.

Executive Directors' Report

Meeting Schedules and Locations

Mr. Romero updated the Committee on future meetings and locations for the upcoming months.

Office Space Update

Mr. Romero updated the Committee on the status of Office Space for the Committee, and that there have been no responses from any state agency. The Committee discusses options, including contacting DEP, DCAMM, and EOEEA. The Committee agreed to establish a one month time limit to find office space before considering other options.

Website Proposal

Mr. Romero reviews details and cost estimates for the website upgrade and maintenance. The website upgrade will focus on website content management and navigation. The Committee requested a task based proposal, and suggested that funding is spent accordingly prior to the close of the fiscal year.

Hiring Update

Mr. Romero updated the Committee on the status of hiring an Administrative Assistant, sharing that they have narrowed the applicants down from over 20 candidates, and had 4 interviews scheduled. The Committee discussed the position and its specifics. A motion is made to authorize the Executive Committee to make a conditional offer of employment to Stephanie Ackley for part-time Administrative Assistant, and the Committee voted unanimously. Counsel will review and approve the offer.

Treasurer's Update

Mr. Kassaraba provided the Committee with an update on finances.

The MCAC bank account has \$38,000 balance, after bills are paid. He asks that he be kept in the loop with any developments regarding Going Clear's updates to the MCAC website.



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The draft budget has been submitted to Massachusetts Port Authority. A motion to approve the proposed Budget for FY20 was given by Mr. Carlon, seconded by Ms. Zlody, and all are unanimously in favor.

Massport Update

Sound Contour Map

The updated sound contour map for Logan will be filed this summer. Hanscom Field ESPR is going into MEPA tomorrow. MCAC is on the distribution list. Logan Airport ESPR will come out this summer. Members asked how decisions about noise abatement can be based on data from 2017 and how the international flight increase had occurred late 2017 and 2018. At this point the contours are 2 years old, and Mr. Romero asked why the data comes from 2017. Mr. Gallagher noted the amount of information that goes into the report. Members pointed out that the noise contours are a small piece of the ESPR and the noise contours could be updated after they are approved by the FAA.

A question regarding whether the MPA has received requests from communities or officials for an updated noise contour map, and Mr. Gallagher replied the he was unsure, but that the 2017 map is the one that is available, and that he agrees that the 2017 data doesn't answer what is happening now. Members raised a point that all of this depends on how quickly after FAA approval can the new contour map be published and expressed interest in more updated noise data. A question is raised regarding how long it takes to create a map once the FAA approves a previous data set, as this data and other components are things that MCAC may want more frequently.

Mr. Zamore again pointed out the error in how climate impact is calculated, and that black carbon must be included.

The Committee requests to extend the comment period on the ESPR.

Fly Quiet Report

The Committee discussed Massport's failure to complete tasks and deliverables, as well as their lack of responsiveness. The committee expressed their desire for the next draft of the HMMH report and the Fly Quiet report to be circulated to members prior to the next MCAC meeting.

RNAV Study

Mr. Carlon reported how requests have been made of Dr. Hansman, Massport, and FAA for analysis and outstanding topics and on the next steps for socializing information by community blocks. He mentioned that a public hearing may or may not be the working group meetings. He thinks it is a possible path for elected officials to be briefed by Dr. Hansman, and then based on the content of the meeting, there would be a decision and direction. Ms. Adams suggests a meeting format, rather than a public hearing. Mr. Kassaraba noted that he is not sure if other communities have working groups, and pointed out towns such as Belmont, Cambridge, Medford, Arlington and Somerville, and their complexities. The consensus of the committee is that the MCAC should have a public hearing. Mr. Zamore expressed concerns about the Environmental Assessment phase of the project, who would perform that assessment and when that assessment would occur.

Mr. Falbo arrived at 12:00 p.m.

Discussion on the process for moving forward the RNAV Phase 2 Study.

Mr. Carlon asked when baseline data would be available. Mr. Gallagher said that he will forward the data when he receives it.



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Ground Transportation Update from Massport Transportation Officials –

Mia Hilly-Waldron and Sal Amico from Massport gave an update on Ground Transportation.

Definition of Term- Transportation Network Company (TNC). Example: Uber, Lyft.

A discussion regarding Uber and Lyft commenced, and it was pointed out that neither services operated at Logan prior to 2017. In 2015, Logan saw a rise in the ground access agreements; small independent companies with livery agreements wanted access. MPA worked with DPU and MassDOT to develop an MOU and legislation. As the DPU worked with Uber and Lyft, Massport worked on MOU's with Uber and Lyft. The Law was passed in 2016 for TNCs to operate in Massachusetts. It is pointed out that there are currently pick up fees imposed for outbound passengers only, and that there are no fees for inbound passengers. Logan sees 6,500 taxi trips that are pick-ups only. This traffic compares to San Francisco. From February through December of 2017, the TNC averaged 4,900 trips; it now has over 10,000 daily. Out of the 12M vehicle trips, there are a total of 7M TNC trips, where the passenger is taken to the terminal drop-off, but the vehicle is empty departing the airport.

TNCs must have an MOU with DPU per law to operate at Logan. TNCs have geo-fences, so as soon as the vehicle breaks the fence, the MPA is notified. TNC pool is a waiting area by the rental car center. The growth and congestion is intense, and some days there is grid lock.

There are over 200,000 drivers for TNC in Massachusetts. 40% of traffic is from TNCs and sometimes they are empty or single occupancy, sometimes referred to as "dead-heading". There is a new system called ReMatch. The problem is that the bifurcated roadways pose a problem. The Rematch option is great but doesn't work right now. MPA is looking at the terminal B parking garage to allow for TNCs. Centralized area for ReMatch systems would reduce dead-heading, or vehicles with passenger on arrival, and empty at departure.

MPA Budget Review

MPA Budget Review RFI Update

Mike Widmer, formerly of the Mass Taxpayer's Foundation might be interested.

Noise Insulation Update – Massport CAC Counsel

Counsel's preliminary research indicates there is funding available for noise mitigation. However, there are complexities with communities or households that have signed settlement agreements that contain releases. There is also the question of depending on what type of mitigation it is will depend on whether FAA approval is required. Anthony Gallagher provided a contact in MPA's legal division, Benjamin Meshoulam. Counsel has worked with him before and will reach out to schedule a call or meeting with him to flesh this out more. In the meantime, Jerry agrees with Counsel's report and indicated that his meeting with the Speaker also indicates the same as far as monies being available through the passenger fare charges (PFCs), but it is complicated.

Sub Committee Update

Mr. Carlon reviewed his discussion with Ralph Dormitzer, Chair of the Aviation Operations sub-committee regarding the make-up of the sub-committee. They recommended bringing the membership down to 7 members given the current vacancies. Mr. Kassaraba thought having a North Shore representative is important. Mr. Carlon noted that Charles Gessner, representing the Town of Marblehead, is on the sub-committee. The Chair noted that the sub-committee is an advisory committee, and all MCAC members can participate, and that there are alternates. Mr. Zamore believes anything that can be done to improve the quorum issues would be a good thing, particularly for the Environment & Health Subcommittee. A discussion on the role of sub-committees is had, and the Committee believes that reducing the number from 9 to 7 will improve the sub-committee quorum for



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the Aviation subcommittee. The committee discussed the need to recruit members for the Environment & Health sub-committee at the next MCAC meeting.

Cape Air Discussion

Maura Zlody discussed that there is no flight plan listed yet for the Cape Air seaplanes.

Ms. Zlody pointed out that there is a 10A permit needed from Boston Harbormaster when they are going to put their permanent dock into the harbor. There is currently a temporary dock in the harbor, next to Pier 4, which does not require a permit. The planes will arrive on the Runway 4L flight path, and will depart on the helicopter flight path. This information was provided by the harbormaster. The FAA determines the arrival location. Most planes will land in front of the Hyatt Hotel and taxi to Pier 4. NOAA determines the departure flight path. Currently there is no set number on how many flights per day, but they are practicing with two a day, going from water to water. The Harbormaster has some questions about how the planes will land and taxi into a No Wake Zone. Members discussed how the pilots fly the planes on a visual basis only, so they observe Civil Twilight hours. The planes cruise at 2,000 feet altitude and ascend and descend very quickly.

New Business

None

Correspondence

The Chair reported that he received a letter from the Chair of the Town of Milton Select Board regarding the Town of Milton's representative, Cindy Christensen, and that she is no longer the Milton member. He welcomed newly appointed member Tom Dougherty of Town of Milton to the MCAC.

Public Comment

None

Adjournment

Motion to adjourn at 1:00pm by Mr. Kassaraba, seconded by Mr. Navarra, approved unanimously.

Documents Associated with the EC Meeting:

Agenda

Draft Minutes 4/23/19

Draft Budget for CAC FY20

Ackley Resume and Cover Letter

Project Costs for Website options

Town of Milton, Chair of Select Board, correspondence to Chair of MCACC