



MASSACHUSETTS PORT AUTHORITY COMMUNITY ADVISORY COMMITTEE

ANNUAL MEETING

OCTOBER 10, 2019 AT 4:00PM

Conference Room #1 | State Transportation Building | 10 Park Plaza, Boston, MA 02116

[Meeting Minutes](#)

Members Attending		Members Absent	
Arlington	Frank Ciano	Boston 2 – South Boston	Dave Manning
Bedford	Heidi Porter	Boston 5 – Hyde Park	Irene Walczak
Belmont	Myron Kassaraba	Concord	Vacant
Beverly	Gloria Bouillon	Everett	Tony Sousa
Boston 1 – East Boston	John Nucci	Lexington	Vacant
Boston 3 – Fenway	Maura Zlody	Lincoln	Vacant
Boston 4 – Roxbury	Joanne Keith	Lynn	William Bochnak
Boston 6 – Roslindale	Alan Wright	Melrose	Peter Navarra
Boston 7 – South End	Steven Fox	Nahant	Robert D’Amico
Braintree	Sandra Kunz	Scituate	Brad Washburn
Brookline	Heather Hamilton	Swampscott	Vacant
Cambridge	Bill Deignan	Watertown	Vacant
Canton	Jim Aufiero	Weymouth	Gene Castignetti
Chelsea	Roseann Bongiovanni		
Cohasset	Ralph Dormitzer		
Hingham	Katie McBride		
Hull	David Carlon		
Malden	Christopher Webb		
Marblehead	Charles Gessner		
Medford	Peter Houk		
Milton	Tom Dougherty		
Quincy	Frank Tramontozzi		
Randolph	Gerard Cody		
Revere	James Mercurio		
Salem	William Legault		
Somerville	Wig Zamore		
Winthrop	Jerry Falbo		
Worcester	John Genkos		

Other attendees:

Lisa Wieland, Massport CEO and Executive Director

Matthew A. Romero, MCAC Executive Director

Jennifer Dopazo Gilbert, MCAC Counsel

Stephanie Ackley, MCAC Administrative Assistant

Flavio Leo, Massport

Anthony Gallagher, Massport

Alaina Copolla, Massport Director of Community Relations and Government Affairs

Colleen D’Alessandro, FAA Regional Administrator

Reggie Davis, Regional Ombudsman

Richard Doucette, FAA Environmental Program Manager

Ken Knott, Acting Deputy Regional Administrator



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Welcome New Massport CEO and Executive Director Lisa Wieland

The Massport Community Advisory Committee welcomed Lisa Wieland, Massport CEO and Executive Director. Ms. Wieland thanked the Committee for the invitation to the meeting, explaining that she was thrilled to be able to meet so early in her tenure. She thanked Mr. Carlon, and the Executive Committee for their time, leadership and efforts. She also encouraged working together with the FAA on important initiatives.

Welcome New Members

Mr. Carlon thanked Andrea Adams, the now resigned representative from Watertown, for her years of service on the MCAC. He also welcomed new members; Gloria Bouillon, Beverly Airport Manager representing Beverly, and Gerard Cody, Board of Health Director representing Randolph.

Vote to approve Minutes of June 10, 2019

Motion to approve the minutes from the June 10th, 2019 General Meeting was made by Mr. Ciano, seconded by Mr. Falbo and passed unanimously.

MCAC Massport Board Member Update

Mr. Nucci started by pointing out that the FAA is present and, on the agenda, and that he hoped to have a robust discussion. He discussed the Ride App Solution, which was voted in back in April, and will be beginning this month, ahead of schedule. Located on the first floor of central parking, this very aesthetically pleasing area allows drop-off and baggage check. Additionally, rematch service is available and will hopefully reduce congestion, as drivers will leave with a passenger, rather than "dead-heading." He also discussed the encouragement of high-occupancy vehicles, and that Ticket to Skip is offered on a priority basis to HOV vehicle passengers.

He briefly discussed that the VALE grant will enable 43 charging stations on the airfield, for electric vehicles, and that they hope to have all relevant vehicles as electric.

The Authority held a reception for diversity in real estate, where local real estate executives came to network. The Omni will be one of the first projects of its kind, to have a minority or woman owned participation. That reception will continue to be held to ensure that women and minorities have an opportunity.

Mr. Ciano asked Mr. Nucci if seniors and disabled drivers are able to be dropped-off at a special location, and Mr. Nucci explained that they will be allowed to drop-off at the curb.

Chairman Update

Mr. Carlon started by saying that our coalition of the willing is stronger than ever. We have been building our virtual office space and staff. RNAV Block 2 Analysis, MIT Team is continuing its research, and the Fly Quiet report is going to be released. We are about to launch our first budget review, a requirement of the Enabling Act. We are studying Noise Mitigation. Our financial structure is in place. We are engaging with elected officials. We are now a fully functioning state authority as intended by our legislators.



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FY20 Goals and Initiatives

Mr. Carlon discussed the FY20 Goals and Initiatives.

Existing Initiatives:

- 1) Complete Block 2 Recommendations for RNAV Study in FY20 and follow up on Implementation and Operations.
- 2) Publish Fly Quiet Report.
- 3) Review of Sound Insulation Program.
- 4) Increase Communication with Other Authoritative Bodies Locally and Nationally.

New Initiatives:

- 1) Prepare an Annual Report to the General Court and Governor.
- 2) Complete an Initial MPA Budget Review on Aviation Revenue and Marketing Incentive Fees
- 3) Develop Fly Quiet Program Leveraging the Fly Quiet Report Data.
- 4) Review Logan Growth Impacts and Identify Possible Mitigation Opportunities.
- 5) Review Existing and Upcoming Air Quality Initiatives for Education Purposes.
- 6) Conduct Educational Training for MCAC Members.
- 7) Consider Adding New Subcommittee for Other Topics (e.g.. Maritime, Real Estate).

Mr. Wright thought all these items are great ideas, and he especially liked number 4. He added that focusing on growth is important including the resulting traffic and health impacts of noise and particulates. He thought that even more important is the need for consideration of the impact on the climate that results from the CO2 emissions released by the increased traffic. He stated that the increase poses a threat to the future the citizens of Massachusetts and to Logan Airport from rising sea levels. He asks to request Ms. Wieland return to a future meeting to discuss these issues.

Mr. Nucci referenced back to Mr. Wright's point, and asked how much is enough, and suggested that there is specific conversation about growth, and that we need to determine how much we want.

Treasurer Report

Mr. Carlon announced that Mr. Kassaraba is stepping down from his Treasurer position with the Committee and thanked him for his service. Mr. Kassaraba discussed the current finances, and that the goal is to come close to spending the total allocation. He added that he was pleased that the Committee was able to produce the compilation report, and that it could not have been done without Mr. Romero and Ms. Ackley. He also added that Mr. Dougherty expressed interest in the Treasurer position, and that he supports him in his candidacy.

Executive Director Update

Future Meeting Schedule

Mr. Romero highlighted the meeting schedule. There will be no meeting in December. He also discussed that the Aviation and the Environmental Health Subcommittees have been reconstituted and will be scheduling meetings in the near future.

MPA Annual Current Expense Expenditure Budgets Review Update

We have secured and engagement with the Collins Center from UMass Boston, and they will supply consultants and a subcontractor, Spy Pond Partners. We will be focusing on aviation revenues and marketing incentive fees. This will include analysis among other airports. We look forward to partnering with them and hope to have a report by February/March 2020. The goal is to present the findings at the April General Meeting, and it will also be included to the Legislature as part of our reporting.



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Mr. Carlon pointed out that this has been part of a year long discussion, and that we plan to focus on aviation fees because those fees might be used for mitigation. He added that we are interested in marketing because they were pushing more flights to Boston. He hopes to learn from these over time and expand the analysis.

Transit Reimbursement Policy

Mr. Romero discussed the new Transit Reimbursement Policy, which is to encourage public transit as well as attendance. In order to produce this new policy, we worked with Counsel, and compared sister agencies. All members are eligible for parking or public transit. Mr. Kassaraba made a motion to approve the policy, Mr. Falbo seconded the motion, and it was passed unanimously.

Mr. Deignan wanted to make sure there was an easy way to provide reimbursement to Charlie Card users, and Mr. Romero explained that members can be reimbursed for the prevailing rate.

Annual Election of Officers and Executive Committee

Mr. Carlon explained to the Committee that we are obligated by our by-laws to have an election at the first meeting of the new fiscal year.

Chair – Mr. Carlon was voted unanimously

Vice Chair – Mr. Falbo was voted unanimously

Treasurer – Mr. Dougherty was voted unanimously

Secretary – Ms. Zlody was voted unanimously

A motion to have a slate election was made, seconded by Mr. Gessner, and approved unanimously.

Members-at-large – Mr. Zamore, Ms. Bongiovanni, Mr. Navarra were voted unanimously.

Motions for Massport

Request that Massport enable and support any real-time noise monitoring and flight tracking features available on its current vendor's (Harris's) system and make them available to the public on their website

Mr. Carlon discussed the motion, and that it was brought forward from members are numerous meetings and subcommittee meetings. As we have discussed in the past, technology advances and Airport Operations have upgraded their flight monitoring systems. Massport now has the Harris System which has upgraded their capabilities. This motion is to turn on those capabilities. Mr. Ciano seconded the motion. Mr. Houk asked if this is linked to a tracking tool, or a separate tool with a separate domain. Mr. Carlon said that the application can be used in different ways, and you can see on the screen a red dot with a number, as a simulation. It is unclear how Massport will portray this information. The motion was passed unanimously.

Request that in addition to its current PDF versions of the Logan Runway Use Reports that Massport provide the Runway Use Report data in a downloadable Excel/spreadsheet file via its website

Mr. Carlon explained that this is something the Committee has discussed many times, and now with the Fly Quiet Report data, the timing is appropriate to enable data for runway use, as an electronic Excel file. Mr. Kassaraba made a motion to approve, and Mr. Falbo seconded the motion. There was discussion of requesting additional data using different metrics in the future. The original motion from Mr. Kassaraba was then seconded by Mr. Ciano and approved unanimously.

Request for Massport to review noise monitor locations for inclusion of additional noise monitors for Somerville, Cambridge, and the 33L RNAV departures area



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There was discussion of the area in Somerville and Cambridge that has no noise monitors as well as the location of existing noise monitors, and relocation of certain noise monitors as in the South End. Further discussion on understanding the criteria for monitor locations.

Mr. Carlon agreed and thinks there should be further discussion. A motion to approve was made by Mr. Ciano, seconded by Mr. Houk and approved unanimously.

Update from FAA

RNAV Study Block 1 Update

Colleen D'Alessandro discussed that they are in the process of reviewing the RNAV Study, and that the dates in the report are still the current dates. They will provide more news at the January meeting.

Introduction of Regional Ombudsman

Reggie Davis, liaison to the public, was introduced, and he explained his role to the Committee is to work with us and develop a relationship with us. His office will continue to engage with the New England Region.

FAA Reauthorization Section 190 (Environmental Mitigation Pilot Program) Update

Richard Doucette introduces himself to the Committee. He works in the AP division, which administers grant programs. He discussed the AIP, Airport Improvement Program, and that the funding source for the AIP is airline ticket fees and taxes on jet fuel. Back in June, Jim Hileman visited the Committee, and discussed the research projects that the FAA was initiating. Section 190 is the AP division, and environmental mitigation pilot program, to fund six projects, within a five-year project. No projects have yet started. There are 20-30 research projects required for the FAA to report to Congress. Congress will not allow the funds to be spent unless the AP is authorized. There are currently 100-150 grants in New England.

Sound Insulation Program Review

Richard Doucette provided a history of the FAA's noise mitigation efforts and actions. The noise program at Logan Airport pre-dates the federal program. San Francisco has insulated 14,000 homes, and Boston has insulated 11,000 homes. Ongoing noise is addressed through the Part 150. Project specific mitigation is the other alternative. Sound insulation programs are funded by both federal and local programs. AIP is federal. Local is the state aviation fuel tax. Most airports raise their funds through parking, space leasing, or fuel. The FAA is responsible for overseeing airport revenue, and in 1989, they came out with usage regulations. Once an airport takes a grant from FAA, they are under certain obligations. They must spend any grant money on the actual airport.

Mr. Wright asked what were the forces that lead to the restrictions of use on those funds. Mr. Doucette answered that this predated him, so he is unsure. Mr. Leo explained that to fund the Silver Line, they went through a very detailed accounting of what portion of the rail would benefit the airport. They were able to articulate the difference, and it was very prescribed. Mr. Falbo added that the presentation was good and enlightening, but the membership should know that your discussion was precipitated by the EC sending out a letter to MPA as to why MPA is not using the Passenger facility charges to facilitate soundproofing of Winthrop today.

Mr. Doucette discussed local revenues, PFC. The PFCs fund projects. The FAA funds 50% of terminal projects. The FAA will approve specific projects, coordinate with the airlines. The airlines take money from passengers and give to Massport, and Massport uses these funds towards a project. This is helpful



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for sound insulation, since 1983, \$50M was used toward sound insulation. PFCs are useful for sound insulation because the noise mitigation federal funding is competitive. The FAA has to spread this funding across many airports. By using PFCs, they can raise more money to do more. In Massachusetts, it costs roughly \$50,000 per home to sound insulate. Mr. Kassaraba asked if PFCs have been used for sound mitigation in Boston? Mr. Doucette answered that PFCs have been used for many years, and that it is up to Massport to propose it to FAA. 65DNL is the threshold for the FAA for sound insulation. An EIS or litigation would be required for anything more. There are 11,000 residential units around Logan Airport that have been done. The contours are shrinking. Those homes beyond the 65 line may not be there again. Planes are quieter than they were. Point Shirley has 10 homes that never been insulated and have declined to participate. The process is disruptive, and some people don't want that. He estimated that there are almost 200 homes within the 65 that could get insulation. The FAA only cares about the current approved contours, and the homes in them. It is a 2-step process, 1-inside 65, 2-acoustical testing inside the home. The goal is to try and get 5 decibels lower than previous. New homes would fail the acoustic testing, because of new windows and thicker walls. Older homes, and poorer neighborhoods should qualify.

Mr. Falbo asked about homes that were mitigated 35 years ago, and if the FAA would re-insulate? Mr. Doucette answered that they wouldn't be eligible, as the FAA only pays for something once. In 2017, Congress asked the FAA to study it and get back to them. Research has been done, but the response hasn't been presented to Congress. The opportunity does not look good. The research presented that the windows lost their functionality as windows, but still keep the noise out. He suggested that we read this report when its available, and talk to Congress.

Mr. Doucette noted that Winthrop, Chelsea, East Boston and South Boston have had sound proofing and reiterated that only homes within the 65 DNL contour are eligible for funding.

Mr. Houk mentioned that the DNL has different elevated levels, and people don't always experience it the same. Flaw with RNAV compared to dispersion. Mr. Doucette replied by saying that Congress established the standards to calculate the noise levels, and what would qualify. It's a matter of frequency and the amounts. People hear the occasional loudest noise. The law requires the FAA to use the annual numbers to make the qualifications.

Mr. Kassaraba said that there have been a number of people who are bringing up these numbers, and how the DNL is not representative. Ms. D'Alessandro noted that FAA would provide an update on where that study evaluating DNL as a metric stands. Mr. Doucette said that he doesn't know what airports are involved. The ramifications are huge, and if the contours change, many more people would be eligible. Ms. D'Alessandro added that she knows this report is a requirement but doesn't know that it will be available soon.

Ms. Zlody asked how can obtain the congressional report and Mr. Doucette said that the ACRP study is available on the NTRB site, years 2013, 2014, 2015.

Mr. Zamore would like to her from FAA and Massport, if they agree with suggestions from WHO Europe, and if not, why. There is no other study that has this weight, and it is applicable here. Mr. Doucette answered that that question is for Washington.

Voluntary Airport Low Emissions (VALE) Program Grant

Mr. Doucette explained that the VALE grant is a subset of AIP and that 35% must go to Environmental Mitigation. Historically, it's been all noise mitigation. The grants go to the airports that improve their air quality. In 2019 there was a \$20M grant for charging stations for ground service vehicles. It is important for them all to become electric. There was \$1.6M last year and in 2010 there was \$6M for busses. Massport pays 25% and the FAA pays 75%.



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MIT/BU Study Update

Ms. D'Alessandro discussed the MIT/BU Study, and that the FAA awarded \$1.7M to university members ASCENT group, to study health impacts of flights. The FAA established teams in September 2013, consisting of members from BU School of Public Health and MIT. She added that at the next meeting, they can bring someone to speak to the work that is being done. Mr. Carlon added that this is a study many regions are asking for, and that the benefit for us is that it is being done right here in our back yard.

Update on Noise Insulation Review – Massport CAC Counsel

Counsel provided the Committee with an update on noise insulation. She explained that she is exploring trying to gain access to these funds, but they are constrained by federal regulations. She will be working with Mr. Falbo for follow up questions and will send them to Mr. Doucette/FAA and Massport. She added that the regulations are very restrictive, but the PFCs are available, but it is up to Massport to ask for it, and whether outside of the 65 would be able to obtain any of these funds

Mr. Carlon added that we need to peel back the layers of the onion on this issue and discuss options on how to present. This will be a team effort. It is not “no,” it’s “how.” And we will work with FAA and MPA on this issue.

Mr. Ciano asks if someone will report back to them about the exceptions from the 65 DNL and Counsel said yes.

Update from Massport

RNAV Study Update – Flavio Leo

Mr. Leo explained that the MIT team continues to work and look at 22R/22L ideas. The 22L arrival study is completed. They are still tracking down the delayed acceleration work but have come to a conclusion with a glitch they were having. They are also asking Boeing to test on their deceleration work, with an echo demonstrator. They have met with the 33L working group and have had follow ups with Representative Hecht.

Mr. Deignan asked specifically when the additional data requested for 33L is expected and Mr. Leo responded saying he does not know, they are looking at data, but doesn't have a timeline. Mr. Deignan followed adding that if they could get specifics, it would be helpful.

HMMH Comparative Analysis Report and Fly Quiet Reporting Draft Update

Mr. Gallagher provided an update on the status of the Fly Quiet Report. Massport has received feedback from the Aviation Subcommittee and has commit to having HMMH at the January meeting. Massport is very excited to get it published.

Mr. Dormitzer speaks to the Fly Quiet Report process, adding that it should measure how airlines are doing.

Logan ESPR Update

Mr. Gallagher mentioned that the Logan ESPR Comment Period was extended further to November 18th, 2019. There will be a Technical Workshop on October 29th, 2019 at 6:00pm at the Logan Airport Rental Car Center.

New Business

None



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Public Comment

Cindy Christensen, a resident of Milton, suggested the meetings be livestreamed and archived for the public. She also inquired about Wake Recategorization.

Adjournment

The meeting was adjourned at 6:35pm.

Documents and Presentations:

Agenda

Draft Minutes from 6/13/2019 General Meeting

Draft Parking and Transit Reimbursement Policy

Draft Parking and Transit Form

MCAC FY20 Initiatives

Motions for Approval