



## MASSACHUSETTS PORT AUTHORITY COMMUNITY ADVISORY COMMITTEE

### EXECUTIVE COMMITTEE

MAY 14<sup>TH</sup>, 2020 AT 12:30PM

Virtual Meeting Hosted – Zoom by RingCentral

### Meeting Minutes

Present: Dave Carlon, Jerry Falbo, Thomas Dougherty, Maura Zlody, Peter Navarra, Wig Zamore

In Attendance: Jennifer Dopazo Gilbert, Counsel; Matthew Romero, Executive Director; Stephanie Ackley, Administrative Assistant; Anthony Gallagher, Massport

Absent: Roseann Bongiovanni

### Welcome to the Virtual Meeting

The Chair welcomed all of the Executive Committee members, as well as members of the public to the meeting. He asked that everyone to be understanding of the unique circumstances that we are under. He explained that the agenda is short, and there will be no public comment period for this meeting. Staff then provided a brief explanation on how Executive Committee members will be able to participate. Mr. Carlon thanked Mr. Romero and Ms. Ackley for organizing the meeting and providing support to members.

### Approval of Minutes of March 10<sup>th</sup>, 2020

A motion was made by Mr. Navarra to approve the minutes from the March 10<sup>th</sup>, 2020 Executive Committee Meeting. It was seconded by Mr. Dougherty and approved unanimously by rollcall vote. Mr. Falbo abstained.

### Executive Director's Report

#### *FY20 Year-End Update/FY21 Outlook*

Mr. Romero provided the committee with an update. The Executive Committee has submitted a reduced Q4 budget request to Massport given the current Covid-19 situation. The specifics of this are discussed in greater detail as part of the Treasurer's Update.

#### *FY20 Goals*

Mr. Romero discussed the FY20 Goals, which were originally presented at the January General Committee Meeting. He explained that the COVID-19 situation has thrown a wrench in the progress of these initiatives, which is disappointing. With that said, he provided an update of the FY20 Goal Items.

#### *Existing Initiatives*

- 1.) RNAV Study – Progress has continued with some delays due to COVID-19. They have met virtually with the FAA several times to discuss the 15R SID and 33L Arrivals procedures for Block 1. They have provided additional information they were planning on presenting at our April meeting, we have had John Hansman run analysis on the proposals, and have drafted a letter that will be going out shortly to CAC members and the impacted communities on this topic. The Committee plans to bring this up for discussion and possible action at the June CAC General Meeting. Mr. Carlon added that it was his intention to have more information, but as Mr. Romero has pointed out the delays are due to the pandemic. As we go forward into the next fiscal year, these goals will be modified accordingly. Mr. Romero added that there is a virtual meeting scheduled for tomorrow with the MIT study team, Massport, FAA and the 33L Departures CAC representatives.
- 2.) Publish Fly Quiet Report – Mr. Romero explained that we were on track to have HMMH present the final Fly Quiet Report at the General Meeting in April, which has been delayed. He added that the version that will be rolled out will be the first iteration, and that Massport will update the report over time, taking our feedback into consideration.
- 3.) Review of Sound Insulation Program – There was significant success on this process before the pandemic. Counsel had looked into the matter, coordinated with Massport's Counsel, brought FAA to our meetings to answer questions directly and provide responses to our follow up questions. The Committee reported to the Joint Committee on Transportation of the progress, coordinated with both state and federal legislators on the issue. Massport CEO Lisa Wieland wrote to FAA requesting a review and update of the current sound insulation program to allow for replacement of aging sound insulation. At Congresswoman Clark's request, we provided questions for her committee hearing on the FAA's FY21 budget that she used to further elevate the importance of this issue.
- 4.) Increase Communication with Other Authoritative Bodies Locally and Nationally – Outreach has continued to other



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authoritative bodies, such as O'Hare International and San Francisco International Airport Roundtables, who have charges similar to ours. Mr. Romero added that he has been able to establish other connections at conferences he has attended this year.

### New Initiatives

- 1.) Prepare an Annual Report to the General Court and the Governor – This is a charge of our Enabling Act. Mr. Romero hoped to have a draft version of this from the Collins Center, but is working to create a separate draft document of the committee's accomplishments and simple history to date.
- 2.) Collins Center Update – Mr. Romero explained that given the current pandemic the progress on their project has halted for the time being. It took several months to bring the Collins Center onboard, and they had conducted great work on the topic of Aviation Revenues and Marketing Incentive Fees at Logan, which was a topic the MCAC had chosen for them to research. Their research included a deep dive on the available financial information. They then met with Massport's CFO and select staff to review follow up questions. We had just gotten to the point where we had prepared a questionnaire for the comparable airports to help provide comparable data, and just when they began making phone calls, the COVID-19 situation sidelined the project. They are willing to put the project on hold until we are able to resume.

Mr. Navarra added that he would be remiss if he did not address the concern of the state of airport travel and management considering the COVID-19 situation. While our current initiatives should not be diminished or impacted by this, He would ask that the Chair to add Massport's Pandemic Response and Recovery Initiatives to our workload, and request Massport to give us insight into those initiatives, as both the world and the State of Massachusetts begin to open up and recover. As an example, he would like to see what types of operational changes Massport has planned, and what efforts are being made in regard to working with the airlines. Boston, being classified as an epicenter of the spread of COVID-19 in the United States, it would be meaningful if we as a group, really play a leading role in this response. Mr. Romero agreed that this issue is front and center and has been discussing with Massport staff how we can best bring a meaningful and substantive update to the June General meeting.

Mr. Carlon added that these goals being referenced are in the January General Meetings PowerPoint, and available on the website.

### Treasurer's Update

#### *Revised FY20 Year-End Projections/ Preliminary Draft FY21 MCAC Budget*

Mr. Dougherty explained that the draft budget has been broken into two separate budgets due to the pandemic. The FY21 budget is the budget that would have been in place should regular business been able to carry forward and includes the annual increases in funding by Massport. The COVID-19 budget is a stripped-down version of our budget, as requested by Massport, that has dramatically cut our costs down to operational expenses only. We have also discussed with Massport that we will need to coordinate with them when we can ramp back up to the original FY21 budget once the COVID-19 situation is resolved. Mr. Carlon added that he had spoken to the Treasurer today and wants to work with the Executive Director to refine the budget, in putting forward a more comprehensive budget where it would be broken down by quarter. We will look to get back to a level of normalcy and have specific goals and objectives in how we get to that normalcy. The reality is that Massport is not a single revenue stream, and that he is hopeful that we can continue our work moving forward.

### Runway 4L Environmental Assessment Process

Mr. Romero explained that we have worked with Mr. Dougherty on the concerns he had regarding the Runway 4L Environmental Assessment given the current COVID-19 situation. Mr. Dougherty put together a letter that was sent out to members for discussion. He gave some history on where the FAA stands, explaining that back in January the FAA announced plans to potentially host public workshops in the fall regarding the 4L EA. The FAA has updated its timetable for these public workshops to be in mid-September and that the comment period would be planned for September through October. Mr. Dougherty explained that this will not work because people are not in a position to be preparing or addressing the 4L matters right now. Giving several examples of people within these impacted communities, Carney Hospital in Dorchester, essential workers on MBTA, and all individuals dealing with their own personal pandemic related situations are not able to have to deal with this right now. His request is that the FAA defer the 4L EA until January 2021 or a point where the planes have ramped up to a degree that is like what they would be experiencing when normalcy returns. In addition to these families dealing with the COVID-19 situation, they would also be dealing with the fact that they cannot even meet in



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person to address what they would like to do to prepare for a comment period. We also would like to engage a consultant to try and run comparisons on the 4L path versus actual, which cannot be done if the planes are not operating. Mr. Carlon thanked Mr. Dougherty for the work he has put into this and his advocacy on the issue. As a Committee we were seeking the FAA to provide public hearings in the communities most impacted by this proposal. Mr. Zamore added that he believes that in situations like this, where there is strong local interest, that we should defer to the local representative. Mr. Carlon made a motion to authorize the Executive Director on behalf of the Massport CAC to send the drafted memorandum to Colleen D'Alessandro, the New England Regional Administrator. Mr. Navarra seconded the motion, and it was voted unanimously by roll call vote. Mr. Carlon added that the FAA has started and stopped this initiative over several years, where these are extenuating circumstances, if they have triggered the NEPA process and the timeline associated with it, they need to be more accommodating.

### Update from Massport

#### *FY20 Year-end Update/FY21 Outlook*

Mr. Gallagher thanked the MCAC Staff for hosting public meetings virtually and for the support that we have given Massport. As we approached Q4, there was a lot of work with the Executive Director and staff, helping Massport paddle through these waters. Listening to the budget discussion earlier, he feels comfortable with the concept, and understands this year is unique given the current situation. Aviation Industry is down 97%, and they expect very challenging times ahead, and he appreciates the continuing effort working with them in moving forward.

#### *RNAV Study Update*

The 33L working group will meet this Friday. He expects there will be challenging and difficult dialog, but it is a step in the right direction, and they are not letting it fall by the wayside despite the situation. Mr. Carlon added that Dr. Hansman has been working to bring closure to this study on the 33L departures, and our next step is to have him present a briefing tomorrow. The objective of the meeting is to be as clear as possible on what is viable so that the communities impacted can come to a consensus on what they are supporting. He hopes to have additional meetings with different procedures. He also added that regarding Runway 15R SID, when a procedure is changed, the FAA has a protocol in which all of the procedures are reviewed and then brought up to the new standards and guidelines. In simply moving a waypoint, this has triggered a review of several departure SIDS. This has created a lot of work for the FAA, along with the MIT team. They believe there are minimal or no impacts and the documentation and illustrations will be provided to MCAC Members and available to the public as well.

#### *Logan Runway 9/27 Safety Rehabilitation*

Massport held a public briefing on a maintenance project to repave Runway 9/27, which they anticipated starting at the end of summer, but given the drop in air traffic there is no time like the present, as long as it isn't a challenge to reroute traffic.

#### *Fly Quiet Report*

This was expected to be presented at the April General meeting (which was cancelled due to COVID-19). This was a large amount of work that would be challenging to present on a virtual platform. He will work with us to find a best way to proceed with this. Mr. Carlon recommended that the Fly Quiet Report be published and allow it to be the CAC's responsibility to provide feedback, along with elected officials, and help create future iterations of this report. Mr. Gallagher explained that he would need to discuss with HMMH to determine how and when we could present.

Mr. Gallagher also touched on working to develop and present a Massport COVID-19 Update at the June General meeting to discuss overall operations at Massport and impacts they are dealing with across their many other divisions.

### Annual Performance Review for Executive Director Update

Mr. Carlon thanked members of the Executive Committee for providing feedback to the Human Resources Consultant that has been conducting the review. The consultant has compiled the feedback and will be providing a briefing to the Chair. The briefing will also be provided to the members of the body. Pending the findings, we will convene as a body and move forward with the formal review. Mr. Romero reminded the committee that his anniversary was in October and this review



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has been in the works for quite some time now. The outside resource was hired to establish a protocol moving forward, which required additional time.

### New Business

Mr. Navarra asked if the committee plans on resuming sub-committees. Mr. Carlon explained that the objective was for sub-committees to meet quarterly and are left to the chairs to work with staff to schedule. Mr. Zamore said he would love to re-start the Environmental Health Sub-Committee meetings and will work with whoever is interested.

Mr. Zamore also added that on the Runway 9/27 Repairs, he did listen to the conversation, and feels that even despite the lessened air traffic, Runway 33L and others will be impacted by this.

He also asked if there is an ability to shift more flights to the middle of the day to provide relief to people with high noise annoyance.

He would like to discuss having a member from East Boston and feels that they should have representation on the MCAC. He believes there is a big difference and disconnect between line of sight communities and those with individual noise annoyances. He believes that major airports should address the noise insulation differently based on their individual impacts.

Lastly, he discussed COVID-19 impacts, and that almost all chronic disease mortality proceeds faster in areas with higher air pollution due to the integration function of the innate immune system. The COVID-19 health effects are strongly affected by UFPs.

Mr. Zamore also added that he has asked Tufts University to put their mobile lab back on the road to collect the data during the drop in aviation. He feels this is helpful to find the sources of the air pollution and effects in each community.

Mr. Zamore also added that the newer, quieter planes create larger amounts of nitrogen oxide. The most recent ESPR for Logan Airport disclosed a large increase in nitrogen oxides emissions from new jets and aviation activities as a whole. The ESPR only provides analyses for 3000 feet of altitude and below. Nitrogen oxides act as a source of oxygen in the creation of ozone at the surface. Basically, NO<sub>2</sub> contributes an oxygen atom to O<sub>2</sub> to create new inhalable O<sub>3</sub>, ozone. Ozone "down low" causes acute pulmonary distress and may contribute to premature mortality. Due to its ozone violations, Massachusetts was the last state in the US all of whose land area was in violation of the Clean Air Act Amendments of 1970 and after. This is distinct from the depletion of Ozone "up high" in the stratosphere, due to CFCs and other long lived pollutants, as first predicted by Mario Molina, Sherwood Rowland and Paul Crutzen, who shared the 1996 Noble Prize in Chemistry for their insights.

### Correspondence

#### *Section 188 Report*

Mr. Carlon explained that the committee has received responses from the FAA on the DNL study that they have completed. The committee will be requesting that the FAA will attend a future meeting and provide an update on their findings. We will circulate the document to members and post it to our website. One question we had was future protocols on distributing information, and Colleen D'Alessandro said she would look into this and get back to us with a response.

### Public Comment

None

### Adjournment

A motion to adjourn was made by Mr. Navarra, seconded by Mr. Dougherty, and approved unanimously by roll call vote. The meeting was adjourned.

Mr. Navarra thanked staff for making this meeting happen and hopes that this might open up more possibilities for the future of participation in public meetings. Mr. Romero thanked all the participants for their patience and understanding as we navigate this new technology and host meetings in this fashion.

### Documents Associated with this Meeting:

Agenda

Draft Minutes from 3/10/2020 Executive Committee Meeting