



MCAC meeting minutes

Executive Committee meeting for October 17, 2023

1. Attendance Roll Call.

Members present included Maura Zlody, Alan Wright, Ira Goldman, Stephen Fox, and Wig Zamore, (joined late).

Also in attendance: Aaron Toffler, MCAC Executive Director, Cindy Baxter, Executive Assistant, Jennifer Dopazo Gilbert General Counsel, Tommy Butler, Massport liaison.

2. Aaron Toffler formally welcomed Ira Goldman as Treasurer, replacing Alan Wright, who assumed the role of Chair as of the September 21st annual meeting election.

3. Approval of Executive Committee Minutes of September 12, 2023. The minutes were approved by Maura Zlody, Alan Wright, and Stephen Fox. Ira Goldman abstained, and Wig Zamore was not present at the time of minutes approval.

4. Public Comment (subject to time constraints) – No public comment was made.

5. Massport update – Tommy Butler

a. RSIP update: Five homes in Winthrop and five homes in Revere were evaluated as part of the pilot program and 60% of the design work is complete. Upon reaching the 90% point of design completion, the bid for construction will be sent out for proposals. Massport anticipates requesting additional grant money from the FAA to continue beyond the pilot, which will include the latest noise contour information.

i. Wig Zamore asked about consideration regarding noise levels below 65 DNL and Tommy reiterated that grant money is only available at the current FAA regulated levels.

ii. Cindy Baxter asked how residents could submit their homes for consideration, and Tommy indicated that the Massport website, under RSIP, under “noise abatement” includes the procedure for seeking RSIP consideration. The link is <https://www.massport.com/logan-airport/about-logan/noise-abatement/sound-insulation-program/>. To determine if a home is eligible, can contact Massport’s Noise Report Line at 617-561-3333 or send Massport an email at rsip@massport.com.

b. Update on R15-33L. The runway project is still underway and on track for completion in the November timeframe.

c. Maritime update. The height of the cruise season has almost completed, and the volumes have been record-setting, with Canadian and New England passengers as the strongest market. Massport anticipates a need to invest capital in the maritime terminals. Per Tommy, this would not involve expansion, but instead space optimization, as well as installing heating facilities, and additional gangways. There are no current plans to extend the terminal area footprint.

6. Treasurer’s Update – Alan Wright

a. Alan noted the MCAC bank account has a certain degree of complexity given that the MCAC is a quasi-government organization, which dictates specific account



management considerations. Details are being reviewed for additional efficiencies in managing the account. Currently, a single account contact is assigned to the MCAC versus allowing branch access and assistance.

- b. Alan reviewed the status on the executive director's 401K plan, noting that there is a gap to be paid to close out FY 2022-2023. That amount was accrued in the prior year's financials. A second gap payment will true up the time from July 2023 through September 2023. As of October 1st, automatic deductions are underway to do the necessary match on the 401K, therefore this manual adjustment is anticipated to be the last one required.
 - c. The MCAC continues to run under budget by approximately \$41K. It is anticipated that upcoming projects will absorb the surplus over the coming months.
7. Leadership Update- Aaron Toffler
- a. FAA Noise Policy Review update and next steps. The formal response from the MCAC was sent to the FAA by the September 29th deadline. The letter was sent to the full MCAC membership to distribute to their communities. Next steps will be taken with elected officials noted in the "copy to" section to keep the momentum going.
 - i. Stephen Fox suggested the MCAC engage with staffers on Capitol Hill for a briefing. This will be added to the communications plan grid for this project.
 - ii. Wig Zamore raised concern about the gap between where the FAA is and where the public stands in terms of health impacts. *
 - b. New member orientation. New member orientation will be scheduled for a date in the November/early December timeframe. It will be open to all members and the public. Maura Zlody asked that an update be provided regarding everyone's status on conflict of interest training. Cindy indicated she would get that status out.
 - c. Standing up the Finance and Health & Environment Subcommittees.
 - i. The status of membership for the two new subcommittees was discussed as well as setting up launch meetings for both. Tommy Butler offered that there wasn't a specific set of Massport Board budget meetings. He indicated the last Massport Board budget review was in the March/June timeframe of last year. Aaron will pursue next steps.
 - ii. Environment and Health objectives were noted by Wig, specifically in regards to local research with academics, including Tufts and potentially the Broad Institute, <https://www.broadinstitute.org>, pursuing the four-city study, and getting involved in NLRP3 and inflammasome research that is integrating data points with ion science.
 - iii. Stephen suggested meeting with Massport senior management who are involved in forecasting new flight lines based on public policy worldwide. This could include senior marketing management that works with airlines and Massport operations management. Stephen suggested exploring global policy trends. It was noted that Amsterdam and Zurich are



examples of airports where flights are restricted because policy points to health factors. Tommy Butler indicated he would reach out to the aviation management team. Maura noted that a key difference to explore is that global regulators aren't responsible for the economic health of the airline industry as is the case in the U.S, and that it might take working with organizations outside of Massport to see how policy has been operationalized. Alan agreed with the points made and noted that an Executive Committee strategy session was needed to assess how to work with the federal delegation and others on this topic. Stephen noted further that the MCAC needs to understand what is underway elsewhere and how we can capitalize on potential regulation.

- iv. Alan noted that he would be organizing an overall strategy meeting for the EC to identify the priority objectives, what objectives would be achievable within what timeframes, and strategies to get there.
- d. Website update. Aaron noted that the website revamp working group had finalized requirements with GoingClear, the vendor handling the website update, and that GoingClear was starting the development process. They anticipate having the new design ready for preliminary review towards the end of November.
- e. Legislator meetings update. Aaron noted that he testified in a legislative hearing to demonstrate the MCAC's presence on the issues. The specific hearings attended were for H. 2131 - An Act to improve outdoor and indoor air quality for communities burdened by pollution and S.1471, an Act to require the Department of Public Health to conduct a study of the health impacts of airplane flights on the resident communities that are represented on the Massachusetts Port Authority Community Advisory Committee. Aaron noted that he did not render an opinion but testified to build awareness of the issues involved.
- f. Hanscom project discussion. The EC discussed the Hanscom project, with Aaron noting that the MCAC did provide a response to MEPA. Maura noted that a number of national organizations are joining the conversation in opposition to the proposed hangar expansion, but she noted the lack of reference citations and suggested some fact-checking be done in order for MCAC members to have an accurate assessment of status. She also noted that electric taxis are anticipated in 2024 for both New York City and Washington DC, which may influence what happens in New England. Alan noted that the topic is worthy of discussing as part of his proposed strategy session. Stephen noted that consumers and businesses will fly into the airport where they want but felt that moving planes to Hanscom will impact Logan. In response to questions regarding project milestones, Tommy indicated that public outreach by Massport was anticipated for the October-November timeframe, followed by filing again with MEPA, with an approximate public comment period of January/February 2024. Tommy noted that Signature Aviation, which provides Fixed Based Operations, (FBOs), will continue to home out of Logan regardless of the Hanscom project outcome.



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8. New Business – reserved for matters the Chair did not reasonably anticipate at the time of posting. No new business was noted.
9. Correspondence. No correspondence was received.
10. Adjournment. Alan Wright offered closing comments, noting that he was holding weekly meetings with Aaron. He noted that he doesn't want the MCAC to overextend and intends his strategy session to allow setting of priority objectives and outlining procedures on achieving the objectives. Maura made a motion to adjourn, which was seconded by Stephen. All attendees were in favor of adjournment.

*Wig Zamore to send comment details.