



Navigating our future.

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Via email to: Page.Czepiga@state.ma.us

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
Page Czepiga, EEA #15434
100 Cambridge Street, Ste 900
Boston, MA 02114

Re: Terminal E Modernization Project, Final Environmental Impact Report EEA #15434

Dear Secretary Beaton,

Thank you for the opportunity to comment on the Boston-Logan International Airport Terminal E Modernization Project and Final Environmental Impact Report (FEIR) submitted on October 5, 2016. Boston Harbor Now commented on the Draft Environmental Impact Report in mid August of this year. We continue to follow the progress of the Terminal E Expansion and other Logan International Airport improvements with a special interest in enhancing public waterfront access and water transportation.

The focus of the proposed Terminal E expansion project is to address current issues in aircraft operations, to more effectively manage existing passenger demands, and to prepare for anticipated future growth in international travel. We understand the need to update and expand airport facilities to keep up with existing and increasing international travel demands. We also understand that the Terminal E expansion is one of three short-term improvement projects planned for Logan International Airport, the other two include 1) the June 2016 request to DEP to increase the existing parking freeze by 5,000 spaces and 2) construction of a parking garage to accommodate additional spaces.

As presented in the Final EIR, the project specific environmental mitigation benefits related to the Terminal E expansion project include:

- Addition of seven new gates to improve airplane idling and service time to reduce greenhouse gas emissions
- Improvements to terminal design to double as a noise barrier to the East Boston neighborhood
- Roadway and curb updates to improve vehicle flow and HOV access to the airport
- Building a direct pedestrian connection to the MBTA Blue Line Airport Station

By focusing on the Terminal E expansion project specific improvements, Massport plans to reduce noise, improve air quality, and facilitate ground access. Continued monitoring of these improvements as part of a larger airport-wide analysis will be key to ensuring the success of the proposed environmental mitigation benefits. We look forward to reviewing future EDR/ESPR submittals and documentation of the contributions these project specific improvements have made to Logan's broader stated goal of reducing overall airport related environmental impacts.

The proximity of Logan Airport to the dense urban community of East Boston necessarily calls for enhanced, long-term, and ongoing efforts to minimize and mitigate existing and potential negative impacts. Such mitigation efforts need to incorporate the cumulative impacts of airport operations on nearby residents. Our previous comments on the draft EIR for the proposed expansion project highlighted a number of important community mitigation benefits discussed during the East Boston Logan Individual Advisory Group (LIAG) meetings. After a number of conversations with Massport staff and others, it is our understanding that discussions with LIAG focused on identifying and prioritizing community benefits beyond the specific environmental mitigation required for the Terminal E expansion project. The list of community mitigation benefits mentioned includes:

- \$18 to \$19 million toward the construction of Piers Park Phase II
- \$180,000 toward the operating and programming budget for a future senior center
- Soundproofing technology for an additional 100 homes
- A direct connection to the Silver Line via the Blue Line at Logan's MBTA station
- Increasing Logan Express seats by 10 to 15 percent
- Increased parking rates at airport parking lots
- Imposing a 'car tax' on vehicles parked at Logan, and
- Funding of Hubway Stations in East Boston

This is an excellent opportunity for Massport to complete much needed enhancements to the international terminal while also enhancing the local community through the above list of mitigation measures. We support Massport's continued dialogue with community stakeholders (especially efforts to translate all project related filings and provide easily accessible hard

copies) and finalization of these community mitigation benefits via a memorandum of understanding or similar formal agreement with the LIAG and interested stakeholders. Similar to the state required EDR/ESPR submittal, we would like to see periodic evaluation and tracking of steps taken to implement and complete the proposed community benefits. Because the community benefits are proposed as mitigation for the ongoing airport improvements and operations, we ask that they be implemented as soon as possible.

Sincerely,



Julie Wormser
VP of Policy



Jill Valdes Horwood
Director of Waterfront Policy