



Are you on board?

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Via email to: anne.cannaday@state.ma.us

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Ste 900 (9th Floor)
Boston, MA 02114

Attn: Ann Canaday, EEA #3247

Re: Boston-Logan International Airport 2015 Environmental Data Report

Dear Secretary Beaton,

On behalf of Boston Harbor Now, thank you for the opportunity to comment on the Boston-Logan 2015 Environmental Data Report (EDR) submitted on December 15, 2016.

Our staff attended the consultation session held on January 11, 2017, at which time Massport staff and partners responded to questions and comments submitted by our policy staff. We were encouraged by the presence of Spanish translators at the public meeting and the availability of translated copies of the EDR Executive Summary. This is a great initiative and we encourage Massport to work with members of the community to expand translation services to include additional languages.

Our comments for the 2015 EDR focus on transportation to and from Logan, specifically as it relates to water transportation.

Airport Activity Levels

Logan Airport is New England's primary domestic airport, a major international gateway, a regional connecting hub, and the busiest air cargo center in New England. In 2015, a record high 33.4 million air travelers passed through Logan Airport—the highest passenger traffic levels since 2008. As projected in earlier environmental data reports, international travel demands increased at a faster rate than the domestic passenger market with international passenger numbers growing from 5 million to 5.5 million, a 10.9% jump.

In our comments submitted November 6, 2015, Boston Harbor Now suggested surveying international passenger ground transportation preferences to understand how the use of HOV, shared-rides and public transportation could be optimized for this growing group of travelers. With the exponential growth in international travelers, we continue to see this study as a valuable addition to the proposed scope of the 2016 Environmental Status and Planning Report (ESPR). (Appendix C, Page C-1 of the 2015 EDR).

Access to and from Logan Airport

Since 1998, HOV mode shares at Logan Airport have increased 2.5 times and rank among the top for U.S. airports. Even so, as Logan Airport air traveler numbers continue to rise, Massport's HOV mode shares percentages have not increased significantly and pick up/drop off vehicle trips have gradually ticked up.

We know that enhancing passenger access continues to be a top priority for Massport. To increase the number of passengers and employees arriving by transit or other HOV modes, Massport should continue to encourage public transit use by maintaining free access to the Silver Line at Logan Airport, Back Bay Logan Express service, Framingham Express service, increased airport parking rates, and support of private coach/van operators.

Ground Access

As presented in the EDR, the 2015 daily parking demands at Logan frequently approached the upper limit set by the Airport Parking Freeze. (Page 5-12 of the 2015 EDR). To address the parking shortage, Massport plans to request that MassDEP amend the terms of the parking freeze. (Page 5-13 of the 2015 EDR). Boston Harbor Now is open to revisiting the parking freeze cap but would first prefer to work with Massport to explore alternate modes of transit and enhance existing options like the MBTA ferries.

During the January consultation session, our team inquired about ride-for-hire services like Uber, Lyft, and Fasten as travel options from Logan airport. According to Massport staff, these

services are only allowed to operate within Logan Airport on a very limited basis and must depart from a designated lot. During the Summer of 2016, the State of Massachusetts approved the "Uber bill" which allows ride-for-hire services to not only drop-off travelers but also pick-up riders from Logan Airport.¹ By allowing ride-for-hire vehicles that would otherwise leave the airport empty to pick up passengers, Massport would be reducing the number of pick-up vehicles traveling through Logan. Due to the increasing popularity and affordability of ride-for-hire services, we believe that if implemented, the new share-ride rules can reduce the need to build 5,000 additional parking spaces.

Water Transportation

As presented in the EDR, 2015 annual ridership and activity levels on the MBTA Harbor Express ferries fell to 7,748, a 60% drop from 2014. (Table 5-8, Environmental Data Report). Currently, the Harbor Express F2/F2H serves Hingham/Hull-Logan and Long Wharf. The significant decline in ferry ridership warrants a more detailed analysis in future data reports. We would be particularly interested in understanding the factors contributing to the steep decline in water transportation use to and from Logan Airport.

We understand that maintaining a successful ferry system to the airport is not solely a Massport concern. Massport should continue to work with MBTA officials to improve reliable and efficient ferry service to Logan Airport. Boston Harbor Now is taking a harborwide comprehensive look at water transportation and working to develop recommendations for a viable business and implementation plan for a water transportation system that expands the scheduled harbor ferry system in Boston Harbor. We would be glad to collaborate with Massport to enhance water transportation options to and from Logan Airport moving forward.

We continue to be supportive of Massport's courtesy shuttle bus service between the Logan dock, the MBTA Airport Station and all terminals as well as the employee subsidy for those that commute by ferry. We urge Massport to consider not only maintaining the current ferry schedule but also to expand off-peak services, increase airport terminal marketing of water transportation, and generate additional water transit price motivators. We continue to believe that a more robust water transportation system is an excellent opportunity for Massport to serve airport passengers better and contribute to the broader success of bringing water transportation to scale in Boston Harbor.

We look forward to reviewing a more detailed analysis of Massport's progress towards increasing HOV modes of travel to Logan Airport using the data collected via its upgraded

¹http://www.masslive.com/politics/index.ssf/2016/08/gov_charlie_baker_signs_law_regulating_uber_and_lyft_in_machusetts.html

Automated Traffic Monitoring Systems (ATMS) in the 2016 Environmental Status and Planning Report.

Park and Open Space Projects

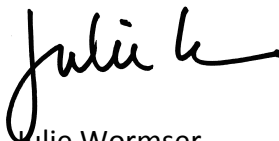
To mitigate increased local traffic as a result of record high air travel demands and international passenger growth, we encourage Massport to continue its efforts to address not only the needs of airport passengers but also residents who will benefit from more robust public transit options and pedestrian connections. With increased airport traffic, it becomes increasingly important to take residents off the roads and onto protected, non-motorized walking and biking paths.

The Spring 2016 completion of the Narrow Gauge Connector brought together the final portion of the East Boston Greenway and the East Boston Greenway Connector. This project provides a crucial connection between Boston Harbor, the Bremen Street Dog Park, Bremen Street Park, and Constitution Beach. With increased car, truck, and bus traffic to and from the airport, this pedestrian link provides the safest walking, running, and biking connection to the network of East Boston Parks and the waterfront. As long time advocates of public waterfront spaces, Boston Harbor Now applauds Massport’s efforts to construct new open spaces and airport buffer areas.

To that end, we encourage Massport to continue working with residents and advocates to ensure that the public spaces and buffer areas are well maintained and provide significant, high-quality spaces that benefit surrounding neighborhoods. Undoubtedly, Logan operations have an adverse impact on East Boston traffic congestion, noise, and air quality. We continue to be highly supportive of all efforts Massport engages in to increase benefits to the local community including but not limited to improved open spaces, better programming of open areas, enhanced Harborwalk sections, and innovative public amenities.

We look forward to reviewing the Logan Airport passenger and operations predictions through 2035 in the forthcoming 2016 Environmental Planning and Status Report. Thank you again for the opportunity to comment.

Sincerely,



Julie Wormser
VP of Policy



Jill Valdes Horwood
Director of Waterfront Policy