

MASSACHUSETTS PORT AUTHORITY  
MINUTES OF THE ANNUAL MEETING HELD ON  
JULY 20, 2017 AT 9:00 A.M.  
ONE HARBORSIDE DRIVE, EAST BOSTON, MA

The annual meeting of the Members of the Massachusetts Port Authority was held at One Harborside Drive, East Boston, Massachusetts on July 20, 2017. Vice-Chairman L. Duane Jackson presided. Lewis G. Evangelidis, Patricia A. Jacobs, John A. Nucci, Stephanie L. Pollack, Thomas P. Glynn, CEO and Executive Director, Catherine McDonald, Chief Legal Counsel, Elizabeth Morse, Chief of Staff, John P. Prankevicius, Director of Administration and Finance and Secretary-Treasurer, Edward C. Freni, Director of Aviation, Lisa Wieland, Port Director, Houssam H. Sleiman, Director, Capital Programs & Environmental Affairs, James Doolin, Chief Development Officer, George Naccara, Chief Security Officer, Kenn L. Turner, Director of Diversity & Inclusion/Compliance, Daniel Gallagher, Director of Aviation Business and Finance, Anna Tenaglia, Director of Treasury, Juan Loveluck, Deputy Director - Portfolio & Asset Management, and Michael A. Grieco, Assistant Secretary-Treasurer were in attendance.

The meeting commenced at 9:05 A.M.

Public Comment

There were no requests to speak during the Public Comment Period.

Ratification and approval of the minutes of the June 15, 2017 Board Meeting

Upon a motion duly made and seconded, it was

VOTED:

To ratify and approve the minutes of the June 15, 2017 Board Meeting.

Members Jackson, Jacobs, Nucci, and Pollack voted Yes.

Executive Session

Upon a motion duly made and seconded, it was

VOTED:

That the Authority enter executive session to consider the purchase, exchange, lease or value of real property, specifically regarding the Improvement Dredging Project Partnership agreement, since a discussion in open session may have a detrimental effect on the negotiating position of the Authority.

Members Jackson, Jacobs, Nucci, and Pollack voted Yes.

Mr. Jackson stated that the Authority will reconvene after Executive Session.

The public session recessed at 9:10 A.M.

The public session reconvened at 9:15 A.M.

Mr. Evangelidis joined the meeting at 9:15 A.M.

Chairman's Comments

Human Resources and Compensation Committee

Election of Chair

Ms. Pollack, Human Resources and Compensation Committee Chair, nominated Mike Angelini to continue to serve as Chair and the nomination was seconded. There were no other nominations.

Upon a motion duly made and seconded, it was

VOTED:

In accordance with the provisions of the Enabling Act, Michael P. Angelini is hereby elected to serve as Chair.

Members Evangelidis, Jackson, Jacobs, Nucci, and Pollack voted Yes.

Election of Vice-Chair

Ms. Pollack requested nominations for Vice-Chair. In accordance with the Authority's by-laws, as the incumbent Vice-Chair, Mr. Jackson is automatically nominated. There were no other nominations.

Upon a motion duly made and seconded, it was

VOTED:

In accordance with the provisions of the Enabling Act, Duane Jackson is hereby elected to serve as Vice-Chair.

Members Evangelidis, Jackson, Jacobs, Nucci, and Pollack voted Yes.

Election of Officers

Upon a motion duly made and seconded, it was

VOTED:

In accordance with the provisions of the Enabling Act, John P. Prankevicius is hereby elected to serve as Secretary-Treasurer;

That Michael A. Grieco is elected to serve as Acting Secretary-Treasurer in the absence or incapacity of the Secretary-Treasurer, and, as Acting Secretary-Treasurer, he shall have the power and authority to act in lieu of the Secretary-Treasurer. As Assistant Secretary-Treasurer, he shall also have such duties as may be assigned or delegated by the Secretary-Treasurer; and

That Joseph McCann, Francis Sanzone, Christine Donohoe, Anna Tenaglia, Hoishan Chu, Peter Breiling and Winnie Diep are elected to serve as Assistant Treasurers until the next annual meeting.

Members Evangelidis, Jackson, Jacobs, Nucci, and Pollack voted Yes.

### Director Media Relations – Appointment

Upon a motion duly made and seconded, it was

#### VOTED:

The Authority hereby appoints Jennifer Mehigan to the position of Director Media Relations, level 12, at an annual salary within the established guidelines for that position as recommended by the Chief Human Resources Officer and approved by the CEO & Executive Director. This position will report directly to the CEO & Executive Director and will become effective with this Board vote.

Members Evangelidis, Jackson, Jacobs, Nucci, and Pollack voted Yes.

### Community Outreach Committee

#### RNAV Study Update

Professor John Hansman, Director of the MIT International Center for Air Transportation, presented information on procedure design concepts for community noise reduction at Logan Airport including the technical approach being used, on the Blocks 1 and 2 procedures under consideration, and on a project schedule and work plan outline. Ms. McDonald noted that in June the United States Supreme Court refused to review an appellate court ruling (East Hampton, NY) that invalidated restrictions on late-night and early morning flights, reaffirming that a noise policy must be done on a national basis.

#### Strategic Plan Implementation

##### Analysis of National Airline Market Study

Mr. Prankevicius presented information on airline industry trends, on the factors contributing to airline profitability over the last decade, on the outlook for Logan Airport, and on the key factors contributing to the growth at Logan Airport.

##### Diversity Strategic Plan

Mr. Turner presented information on the Diversity & Inclusion talent engagement strategy that will focus on talent acquisition, talent management, and talent cultivation. Mr. Turner also noted the senior staff workshop that the D&I department held on June 19<sup>th</sup>.

##### Worcester Airport Strategic Plan

Mr. Glynn presented information on the capital improvements at Worcester Airport, on some private investment, on airport accessibility, on targeting more commercial and general aviation business, and on marketing and community outreach efforts.

### Parking Regulation Update

Mr. Glynn noted that the Logan Parking Freeze regulation was published at the end of June and that it will be submitted for EPA approval.

### Report of the CEO

Mr. Glynn presented information on Air Canada's inaugural Vancouver flight, on Delta's new service to Pittsburgh and New Orleans, on Primera Air's new service to England and Paris, on TNC, limo, and taxi operations at Logan, on Secretary of Homeland Security Kelly's comments on Logan Airport, on the Runway Relay Challenge and JetBlue 400,000 passenger event at Worcester Airport, on Rectrix Aviation passenger service from Worcester Airport to Hyannis and to Nantucket, on Conley Terminal's third consecutive record volume year, on the Sail Boston events, on the video of the Channel 5 Editorial on the Omni Hotel, on the changes to the Massport website, on the transitions involving Steve Kadish, Kristen Lepore, and Representative Jeffrey Sanchez, and on a news article on the continuing strong demand for leisure travel. Mr. Freni presented information on the ongoing strong Logan passenger volume through for the first six months of 2017, on the completion of the rehab work on Runway 4R, on the June 19<sup>th</sup> weather related diversions from New York City, on a delivery truck incident at the Hanscom Air Force Base, on the July 1<sup>st</sup> Logan parking rate increase, and on the META Leadership program on crisis management presented for staff.

Ms. Pollack left the meeting at 10:25 A.M.

Safety and Security Committee

Electronics Ban

Mr. Freni presented information on the Department of Homeland Security requirements for enhanced security measures including heightened screening of personal electronic devices at certain airports in countries that are last points of departure to the United States.

Logan Emergency Action Plan (LEAP) Exercise

Mr. Naccara presented information on some recent security training exercises held in conjunction with Logan's law enforcement and public safety partners. Mr. Naccara noted that planning is ongoing for the LEAP Exercise scheduled for September in one of the terminals at Logan.

Customs and Border Protection (CBP) Wait Times

Mr. Freni presented information on Custom and Border Protection (CBP) wait times at Logan for the month of June. Mr. Freni noted that CBP experienced intermittent nationwide IT issues over the weekend which resulted in increased wait times.

Real Estate and Strategic Initiatives/Committee

Committee Meeting Report

Mr. Doolin presented information on the Real Estate and Strategic Initiatives Committee Meeting held earlier today that included a mid-year commercial real estate market overview and portfolio update from Bill McCall and a residential market overview from Pam McKinney.

Parcel K, South Boston – Section 61 Finding

Mr. Doolin and Mr. Loveluck presented information on the completion of the permitting for the Parcel K project and on the project's impacts and the mitigation required of the Parcel K developer.

Upon a motion duly made and seconded, it was

VOTED:

WHEREAS, Lincoln Property Company and Phoenix Property Company (collectively, the "Developer"), as assignees of the Parcel K Development Agreement, and the designated developer of Parcel K, located within the Commonwealth Flats Development Area, has proposed the development of a mixed-use project (the "Project") totaling approximately 500,000 square feet of building area and a one-level below grade parking garage and comprised of three principal elements: (i) a twelve (12) floor residential apartment building with a total of 304 rental units with approximately 12,029 square feet of office space and approximately 10,787 square feet of retail and restaurant space, (ii) a twelve (12) floor hotel building containing a 294 room Hyatt Place hotel with approximately 7,199 square feet of retail and restaurant space, and (iii) a one level below-grade parking garage with a capacity for approximately 450 cars; and

WHEREAS, the Developer has prepared and filed with the appropriate governmental authorities and submitted for public review and comment an Expanded Environmental Notification Form in September 2014 ("EENF"); and

WHEREAS, by its review of said report, the Authority has reviewed, evaluated and determined the impact on the natural environment of the Project; and

WHEREAS, on November 26, 2014, the Secretary of Energy and Environmental Affairs (the "Secretary") issued a Certificate on the Parcel K EENF and a Public Benefits Determination in which the Secretary determined that the Parcel K EENF adequately addressed the Project's impacts and mitigation related to traffic and transportation, greenhouse gas emissions, climate adaptation and resiliency, wetlands and waterways, and wastewater; and

WHEREAS, on December 24, 2014, the Secretary issued a Final Record of Decision, in which the Secretary granted the Developer's request for a waiver from the categorical requirement to prepare an Environmental Impact Report, provided that the Developer prepare and submit a Draft Section 61 Finding for use by each state agency that will issue permits for the Project.

NOW, THEREFORE, IT IS HEREBY RESOLVED THAT:

1. The EENF describes the environmental impacts of the Project and the means and measures that are feasible and are planned in connection with the Project for the purpose of minimizing and avoiding damage to the environment. The EENF description of the Project and its impacts are adopted by the Authority and form the basis of the Authority's Section 61 Finding.
2. Based on the EENF, the Authority finds, pursuant to G.L.c.30, Section 61, that by the Developer fully implementing the mitigating measures set forth in the Section 61 Finding attached hereto as **Exhibit A**, as authorized and directed by this resolution, all feasible means and measures will be taken to avoid, minimize or mitigate any adverse environmental impacts of the Project.
3. The Chief Executive Officer, the Secretary-Treasurer or the Assistant Secretary-Treasurer is hereby authorized to take such actions as he or she deems necessary or desirable to effectuate the terms of this vote.

Members Evangelidis, Jackson, Jacobs, and Nucci voted Yes.

**EXHIBIT A**  
Parcel K Section 61 Finding

Project Name: Parcel K  
Project Location: South Boston, Massachusetts  
Project Proponent: Parcel K LLC  
EEA File No.: 15266

**Parcel k project - Section 61 Findings**

***Introduction***

M.G.L. c. 30, s. 61 (“Section 61”) requires that “[a]ll ... authorities of the Commonwealth ... review, evaluate, and determine the impact on the natural environment of all works, projects or activities conducted by them and ... use all practicable means and measures to minimize [their] damage to the environment. ... Any determination made by an agency of the commonwealth shall include a finding describing the environmental impact, if any, of the project and a finding that all feasible measures have been taken to avoid or minimize said impact.” Per Section 61, each state agency that issues a permit for a project shall issue a “Section 61 Finding” in connection with permit issuance (in this case the issuance of ground leases), identifying mitigation that is relied upon to satisfy the Section 61 requirement.

A proposed Section 61 Finding for the Parcel K Project is provided below, and a table of impacts and mitigation measures related to the Project has been prepared for inclusion in each Section 61 Finding. All mitigation will be the responsibility of the Proponent.

***Parcel K Project Summary***

The Parcel K Project site is an approximately 106,346 square foot (2.44 acres) parcel located in South Boston and currently used as surface parking. The site is owned by the Massachusetts Port Authority (“Massport”), and is bounded by Northern Avenue to the north, Massport Haul Road to the east, Silver Line Way and Starboard Way to the south, and Congress Street to the west, and is one of several parcels that together comprise the 30-acre Massport Commonwealth Flats Development Area.

The Parcel K Project is a mixed-use development consisting of two 12-story buildings totaling approximately 500,000 square feet of building area and a one-level below grade parking garage (the “Master Development Project”), consisting of the following three (3) separate project components (each a “Project Component”): (1) a 12-floor the hotel building with up to 294 hotel rooms, together with approximately 7,199 square feet of retail and restaurant space (the “Hotel Component”); (2) a 12-floor residential building with up to 304 apartment units, together with approximately 12,029 square feet of office space and approximately 10,787 square feet of retail and restaurant space (the “Residential Component”); and (3) the one-level, below-grade parking garage that may contain approximately 450 parking spaces through the installation of mechanical stackers and managed operations (the “Garage Component”).

***Anticipated State Permits and Approvals***

Table 1, *Agency Actions Required*, identifies the Agencies that are expected to take Agency Action on the proposed Project and, therefore, issue Section 61 Findings. It also identifies the Agency Actions anticipated to be required.

**Table 1 Agency Actions Required**

Agency	Action
<i>State</i>	
Massachusetts Department of Environmental Protection	Chapter 91 License (obtained May 11, 2016 – License No. 14076); Environmental Results Program (ERP) for Boilers; Sewer Cross-Connection Permit.
Massachusetts Port Authority	Allocation of Parking Spaces from the Massport Parking Freeze Bank through the Garage Component Ground Lease; Development Agreement and Ground Leases; Construction Management Plan; Design review and related approvals; Storage Tank Approval
Department of Public Safety	Demolition and Building Permits; Certificate of Occupancy; Plumbing Permits
Massachusetts Water Resources Authority	Temporary Construction Site Dewatering Permit
Massachusetts Historical Commission	Determination of No Adverse Impact (obtained October 31, 2014 through ENF process)

***Parcel K – Proposed Section 61 Finding***

Project Name: Parcel K  
 Project Location: Boston, MA  
 Project Proponent: Parcel K LLC  
 EEA Number: 15266  
 Date Noticed in Monitor: September 30, 2014

The potential environmental impacts of the Project have been characterized and quantified in the Expanded ENF dated September 30, 2014, and the Notice of Project Change dated September 15, 2016, both of which are incorporated by reference into this Section 61 Finding. Throughout the planning and environmental review process, the Proponent has been working to develop measures to mitigate significant impacts of the Project. With the mitigation proposed

and carried out in cooperation with state agencies, the Massachusetts Port Authority finds that there are no significant unmitigated impacts.

The Proponent recognizes that the identification of effective mitigation, and implementation of that mitigation throughout the life of the Project, is central to its responsibilities under the Massachusetts Environmental Policy Act (MEPA). The Proponent has accordingly prepared the annexed Table A, *Parcel K Project - Summary of Impacts and Mitigation Measures*, that specifies, for each potential state permit category, the mitigation that the Proponent will provide.

Now, therefore, the Massachusetts Port Authority, having reviewed the MEPA filings for the Project, including the mitigation measures itemized on the annexed Table A, finds pursuant to M.G.L. C. 30, S. 61 that with the implementation of the aforesaid measures, all practicable and feasible means and measures will have been taken to avoid or minimize potential damage from the Project to the environment.

**MASSACHUSETTS PORT AUTHORITY**

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**By**

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**Date**

The following Table A, *Parcel K Project - Summary of Impacts and Mitigation Measures*, summarizes the measures to be implemented to mitigate the effects of the Project related to the required state permits and the schedule for implementation.

**Table A Parcel K Project - Summary of Impacts and Mitigation Measures**

Subject	Impact	Mitigation	Schedule
Transportation	<p>The Project will result in an increase in vehicle, pedestrian, and transit trip generation. However, because the Project site is currently used for surface parking, the incremental impact is substantially less than it would be otherwise.</p> <p>The Project was found to meet the comparability tests for compliance with the Commonwealth Flats Development Area (CFDA) Master Plan Environmental Impact Report (EIR) with respect to the peak-hour traffic demands, transit trips and parking supply allocated to the Project site (Parcel K.;</p> <p>The Project will provide a parking supply of approximately 450 underground garage spaces, which is deemed sufficient to accommodate the parking demands of the Project and other uses within the CFDA while also encouraging the use of alternative modes of transportation that are available to the Project site and within the study area; The addition of Project-related traffic to the study area roadways and intersections will not result in a significant impact on motorist delays or vehicle queuing over No-Build conditions, with the majority of the movements at the study intersections shown to continue to operate at a level-of-service of "D" or better during the peak periods.</p> <p>Sufficient capacity is afforded by the pedestrian and public transportation infrastructure that serves the Project site to accommodate the projected increase in pedestrian and transit trips that may be associated with the Project.</p> <p>No discernible safety deficiencies were noted with respect to the study area intersections based on a review of the Massachusetts Department of Transportation (MassDOT) motor vehicle crash data.</p> <p>The Project site driveways are appropriately designed and located so as to provide the required line of sight to function in a safe manner.</p>	<p><u>Infrastructure mitigation:</u></p> <ul style="list-style-type: none"> <li>◆ The full access Project site driveway on Congress Street will be a minimum of 24 feet in width and accommodate two-way travel.</li> <li>◆ The Project site driveway on Northern Avenue will be a minimum of 16 feet in width with appropriate signs and pavement markings to provide proper functioning and pedestrian safety. This driveway will be limited to right turns in and right turns out.</li> <li>◆ Vehicles exiting the Project site onto Congress Street will be placed under STOP-sign control with illumination (lighting) provided.</li> <li>◆ All signs and pavement markings to be installed as a part of the Project shall conform to the applicable standards of the <i>Manual on Uniform Traffic Control Devices</i> (MUTCD).</li> <li>◆ Signs and landscaping adjacent to the Project site driveways and within the Project site will be designed and maintained so as not to restrict lines of sight.</li> <li>◆ Marked crosswalks and wheelchair ramps will be provided for crossing the Project site driveways and/or the driveways will be designed to be flush with the sidewalk and then ramp down to the intersecting roadway (i.e., a "pan-type" driveway).</li> </ul> <p>Traffic Demand Management (TDM) (to be implemented Project-wide or individually by the separate operators of the Project Components):</p> <ul style="list-style-type: none"> <li>◆ Assignment of a Transportation Coordinator.</li> </ul>	<p>During design and/or operation</p>

Subject	Impact	Mitigation	Schedule
Transportation (cont.)		<ul style="list-style-type: none"> <li>◆ Membership in the local Seaport Transportation Management Association (TMA).</li> <li>◆ Coordination with MassRIDES through the Seaport TMA to provide commuter services to residents and employees of the Project.</li> <li>◆ Provision of on-site sale of MBTA Charlie cards.</li> <li>◆ Provision of information regarding public transportation services, maps, schedules and fare information.</li> <li>◆ Participation in the MBTA Corporate T-Pass Program to the extent practical and as allowable pursuant to commercial tenant lease requirements.</li> <li>◆ Promotion by the hotel operator of the use of public transportation to hotel guests in website based materials, including links to the appropriate homepages of the MBTA and MassRIDES.</li> <li>◆ Provision of a periodic newsletter(s) or bulletin concerning commuting options as provided through the Seaport TMA.</li> <li>◆ Employee encouragement to participate in the MassRIDES NuRide program which rewards employees that choose to walk, bicycle, carpool, vanpool or use public transportation.</li> <li>◆ Provision of a “Guaranteed Ride Home” through the Seaport TMA to all employees that commute to the Project by means other than private automobile.</li> <li>◆ Coordination with the Seaport TMA and tenants to develop an informational packet of commuting alternatives to be made available to residents, employees and hotel guests.</li> <li>◆ Coordination with the Seaport TMA to provide information regarding bicycle commuting and area bicycle and pedestrian facilities, including the Harborwalk.</li> <li>◆ Provision of short-term exterior bicycle parking spaces proximate to the Project building entrances and long-term</li> </ul>	

Subject	Impact	Mitigation	Schedule
Transportation (cont.)		bicycle parking within the parking garage.  ♦ Provision of dedicated parking for car sharing services (e.g., ZipCar), car/vanpools and alternatively fueled vehicles within the parking garage.  ♦ Provision of electric vehicle charging stations within the parking garage.	
Wind	Given the currently undeveloped nature of the site, and its proximity to the open Harbor waters, the wind conditions generally improved or stayed the same with the proposed Project in place. Of the 99 locations examined in the No-Build and Build Condition, 21 experienced improved conditions, 61 were unchanged, and only 17 experienced a decrease in wind comfort.	The few adverse wind impact areas identified will be mitigated using screening and landscape design techniques implemented along the exterior of the Project. These may include transparent and/or permeable arcade screens, canopies, walkway and staircase screens, at-grade tree plantings, and variously scaled planters with trees and/or shrubs. The design and placement of such amenities will be driven by the results of the wind study in combination with latter stage building, urban court, and courtyard terrace design refinements.	During design
Shadow	The <i>Northern Avenue Waterfront Development Plan (Northern Avenue WDP, 2001, amended 2015)</i> approved by Massport and MassDEP allows buildings on the south side of Northern Avenue to exceed the height limitations established by the Chapter 91 regulations, provided any net new shadow created in comparison to a Chapter 91 compliant building be mitigated by one-half foot of additional open space for every one foot of net new shadow. The Project generates approximately 10,907 square feet of net new shadow.	The Project includes two 130 to 140-foot buildings divided by a lower terrace platform, rather than a single, site-filling structure. Hence, the design results in a smaller and discontinuous shadow pattern as compared to a more typical single structure. In compliance with the <i>Northern Avenue WDP</i> Massport, for the Project, will dedicate 5,454 square feet of the 26,390 square feet of designated, but unused, open space off-set allocated in the Massport South Boston Waterfront Park.	During design
Air Quality	The air quality analysis results show that CO, NOx, PM-10, PM-2.5, and SO <sub>2</sub> concentrations at all receptors studied are well below the NAAQS.	Each of the Project Components will implement a transportation demand management program to reduce vehicle trips and related emissions. These mitigation measures have been accounted for in the air quality analysis.	During construction and operation
Greenhouse Gas Emissions (GHG)	The Project will generate greenhouse gas emissions from both stationary and transportation sources. The Proponent has committed to numerous Project design elements to substantially mitigate those emissions. The Project complies with MEPA's requirement to avoid, minimize and mitigate Damage to the Environment to the	At this time, the Project includes the following Project design elements: ♦ High performance building envelopes  ♦ High-albedo / reflective roofs  ♦ Premium Electrical Motors and Variable Frequency Drives  ♦ High Efficiency Mechanical Equipment	During design, construction and operation

Subject	Impact	Mitigation	Schedule
Greenhouse Gas Emissions (cont.)	maximum extent feasible with respect to GHG emissions.	<ul style="list-style-type: none"> <li>◆ Heat and Energy Recovery Ventilators</li> <li>◆ Demand-Controlled Ventilation</li> <li>◆ Room occupancy sensors</li> <li>◆ Reduced lighting power densities</li> <li>◆ High Performance Exterior Lighting</li> <li>◆ Low-flow and water-efficient plumbing fixtures</li> <li>◆ Energy Star Appliances</li> <li>◆ Advanced Elevator Technology</li> <li>◆ Recycling collection areas</li> <li>◆ Construction waste recycling</li> <li>◆ Energy management systems</li> <li>◆ Rainwater collection, groundwater recharge</li> <li>◆ Drought-tolerant landscaping</li> <li>◆ Locally administered TDM measures.</li> </ul>	
		<p>The Project remains committed to a strategy of GHG emissions reduction and energy savings consistent with development feasibility and subject to necessary design flexibility to allow for changes that will inevitably occur as individual Block design progresses.</p> <p>The operator of each Project Component or its successors will submit a self-certification to the MEPA office at the completion of each respective Project Component summarizing the GHG-related mitigation measures or their equivalent identified during the MEPA process that have been incorporated into the Project Component.</p>	
Noise	Predicted noise levels from the Project's mechanical equipment will be equal to or below the City of Boston Zoning District Noise Standards requirements based on land use, and will comply with all MassDEP A-weighted and tonal noise limits.	<p>Most of the mechanical equipment servicing the Hotel Component and Retail Component will be housed within a mechanical penthouse on the roofs of the Hotel Component and Residential Component, respectively.</p> <p>Emergency generators for each of the Project Components will be fitted with critical-grade silencers and a sound-attenuating enclosure.</p>	During design and operation

Subject	Impact	Mitigation	Schedule
Noise (Cont.)		Routine testing of the generators will be scheduled during daytime hours only when background sound levels are higher.	
Chapter 91 / Tidelands	The entire 2.44-acre Project site is located within filled tidelands, but only 0.74 acres of the northern portion of the site lies within Chapter 91 licensing jurisdiction; the remaining 1.64 acres is deemed Landlocked. The 0.74 acre portion of the site is also located within the <i>Northern Avenue WDP</i> area, and subject to the conditions of that Plan. Project activities within the entire site are subject to a Public Benefits Determination pursuant to the <i>Massachusetts Act Relative to the Licensing Requirements for Certain Tidelands</i> (HB4324).	<p>The Project will provide numerous benefits to the public in association with its compliance with Chapter 91, the <i>Massachusetts Act Relative to the Licensing Requirements for Certain Tidelands</i>, and the <i>Northern Avenue WDP</i>. These include:</p> <ul style="list-style-type: none"> <li>Facilities of Public Accommodation (FPAs). Virtually the entire Project ground floor area within the Chapter 91 jurisdictional area is devoted to retail/restaurant space, hotel restaurant or amenities, or is associated with covered public walkways and traffic ways associated with the hotel and the public parking garage, all of which meet the definition of FPA.</li> <li>♦ Exterior Open Spaces. The <i>Northern Avenue WDP</i> adopted a program for the aggregation of open space so as to encourage the creation of larger individual open spaces within the <i>Northern Avenue WDP</i> area. Specifically, the <i>Northern Avenue WDP</i> identified the maximum building footprints that could be established within the Plan area and still leave over 50 percent of the area as public open space. Subsequently, the footprints of the buildings previously constructed (Parcels G and J) and those proposed (Parcel K) encompassed/will encompass an area less than the maximum envisioned by the <i>Northern Avenue WDP</i>, and will create more public open space than required under the <i>Northern Avenue WDP</i> and, in the aggregate, considerably more than required by the Chapter 91 regulations.</li> <li>♦ Public Access to the Water-dependent Use Zone. The Project supports compliance with this requirement by providing streetscape improvements adjacent to all sides of the Project site, and in particular along the full length of the Northern Avenue frontage. In addition, the Project design creates a physical and visual passage between the</li> </ul>	

Subject	Impact	Mitigation	Schedule
Chapter 91 / Tidelands (cont.)		<p>two site buildings linking the waterfront and the interior of the Commonwealth Flats Development Area (CFDA) and the Seaport District. The Parcel K open space program has also been designed to focus pedestrian use along Northern Avenue and Congress Street, and away from Massport Haul Road.</p> <ul style="list-style-type: none"> <li>◆ Management and Maintenance Plan for Public Open Spaces and Facilities. The <i>Northern Avenue WDP</i> states that Massport will provide or require private parties to provide open space management and maintenance plans. In compliance with this requirement, the Proponent has prepared a Management and Maintenance Plan for open spaces and sidewalks created within the <i>Northern Avenue WDP</i> boundary of Parcel K, and which describes the Project's commitments pursuant to the ground lease with Massport. This Management and Maintenance Plan was submitted to the MassDEP Waterways Regulation Program as a component of the Project's Chapter 91 license application, and subsequently approved via the issuance of that license.</li> <li>◆ District Service Fee. The <i>Northern Avenue WDP</i> states that "developers constructing buildings containing nonwater-dependent uses in the WDP area will be required to make significant monetary or in-kind contributions to Massport in the form of a District Service Fee." This fee will fund construction and maintenance of public amenities (such as parks, harborwalks, overlooks, and enhanced streetscape elements) in the <i>Northern Avenue WDP</i> area and throughout the CFDA area. In compliance with this requirement, the Project Components will contribute an annual District Service Fee to Massport for the provision and maintenance of public amenities. The commitment will be defined in the ground leases for each of the Project Components with Massport.</li> </ul>	

Subject	Impact	Mitigation	Schedule
Chapter 91 / Tidelands (cont.)		<p data-bbox="837 302 1198 359">Additional Benefits associated with the Public Benefits Determination include:</p> <ul style="list-style-type: none"> <li data-bbox="837 394 1214 512">◆ Increased lease payments and other revenues to Massport to finance and support ongoing maritime improvements and operations;</li> <li data-bbox="837 533 1247 646">◆ Introduction of additional commercial and retail amenities to the district and the maritime industries of the Raymond L. Flynn Marine Park;</li> <li data-bbox="837 667 1159 695">◆ Provision of new office space;</li> <li data-bbox="837 716 1224 894">◆ Increased supply of rental housing, including micro-units, studio, one-bedroom, and two-bedroom units for workers in the Raymond L. Flynn Marine Park, the Seaport District and the Financial District;</li> <li data-bbox="837 915 1208 1033">◆ Contribution to affordable rental housing in accordance with the Inclusionary Development Program (IDP) approved by the BPDA;</li> <li data-bbox="837 1054 1143 1081">◆ New public parking facility;</li> <li data-bbox="837 1102 1187 1159">◆ Significant numbers of new construction and permanent jobs;</li> <li data-bbox="837 1180 1240 1297">◆ Additional open spaces, including a landscaped courtyard terrace, designed to facilitate a variety of events and activities;</li> <li data-bbox="837 1318 1166 1375">◆ Improved and active street and pedestrian environment;</li> <li data-bbox="837 1396 1214 1482">◆ Public restaurant spaces facing the waterfront and the courtyard terrace, with seasonal outdoor seating;</li> <li data-bbox="837 1503 1240 1797">◆ A 294-room hotel supporting the commercial, business and visitor economy of the area and the City, and contributing to the supply of much needed hotel rooms within walking distance of the businesses and industries of the Raymond L. Flynn Marine Park, Commonwealth Pier, and the Boston Convention &amp; Exhibition Center;</li> <li data-bbox="837 1818 1230 1906">◆ Leadership in Energy and Environmental Design (LEED) Silver certification residential and hotel</li> </ul>	During construction and operation

Subject	Impact	Mitigation	Schedule
Chapter 91 / Tidelands (cont.)		buildings; and, ♦ New tax revenues for the City of Boston in the form of Property Tax, Sales Tax, Hotel Occupancy Tax, and Meals Tax.	
Geotechnical /Groundwater	<p>The subsurface geological conditions at the Project site generally consist of approximately 120 feet of unconsolidated sediment composed, in descending order of depth, of approximately 25 to 30 feet of fill material, 5 to 14 feet of organic soils, 70 feet of silty clay and 10 to 15 feet of glaciomarine/glacial till over bedrock.</p> <p>Groundwater levels lie approximately 9 feet below the ground surface of the site. Groundwater levels can be expected to fluctuate several feet in response to seasonal meteorological conditions, and are likely influenced to some degree by tide levels in the harbor several hundred feet to the north.</p> <p>The site is not within a City of Boston Groundwater Conservation Overlay District.</p>	<p>Design plans call for the buildings to be supported on a precast concrete pile foundation system which transfers the structural loads through the unsuitable fill, to the underlying bearing conditions.</p> <p>During excavation, all soils will be managed for off-site disposal in accordance the current regulations and policies of Massport and MassDEP.</p> <p>Temporary lateral earth support will be required for construction of the proposed building. It is anticipated that slurry wall construction will be utilized for both temporary support and the final basement walls. Internal cross-lot bracing and/or rakers will be required.</p> <p>Groundwater levels will be maintained both during construction and after construction to limit potential impacts on adjacent utilities and structures. During construction, the earth support system will serve as a groundwater cut-off, thus reducing the need for dewatering flow during excavation. To the degree any groundwater dewatering is required during construction, it will be done so in accordance with applicable U.S. EPA, MA Water Resources Authority (MWRA), Boston Water and Sewer Commission (BWSC) and MassDEP regulations.</p> <p>A temporary construction dewatering permit will be obtained prior to discharging of dewatering effluent from the site if required. Testing of the effluent will be conducted prior to and during discharge to confirm compliance with permit requirements.</p> <p>Groundwater levels will not be impacted following construction as no long term pumping will be necessary.</p>	During design and construction

Subject	Impact	Mitigation	Schedule
Hazardous Materials	<p>A number of environmental studies have been performed at the Project site under the auspices of the Massachusetts Contingency Plan (MCP). These studies included a report by Simmons Environmental Services, Inc. dated May 1996 entitled "Class A-2 Response Action Outcome Statement Report" (RAO). The Simmons RAO report addressed a petroleum release in the northwest portion of the parking lot, identified as RTN 3-13579 in the MassDEP database.</p> <p>The Simmons report concluded that "...a Permanent Solution has been achieved...and one or more Activity and Use Limitations are not required to maintain a level of No Significant Risk" at the release site.</p> <p>In 2012, as part of a site geotechnical boring program, three soil samples were collected from within the proposed basement area and analyzed for a suite of disposal parameters. Low levels of certain semi-volatile organic compound (VOCs), arsenic, chromium, mercury, lead and total petroleum hydrocarbons (TPH) were detected in the soil samples. Subsequent investigations revealed that certain contaminants exceeded applicable Reportable Concentrations (RCs) outlined in the MCP. A Tier II Classification Submittal was filed with DEP on December 16, 2016. A Release Abatement Measure Plan will be prepared and submitted to MassDEP prior to the start of construction.</p>	<p>Excavations will be conducted in accordance with a Soil Management Plan and a Release Abatement Measure Plan (to be approved by Massport and MassDEP) and developed Project wide and included as part of the Construction Documents. The Soil Management Plan and Release Abatement Measure Plan will describe procedures for identification management and off-site transport of any contaminated soils. Off-site disposition of excavated material will be in accordance with applicable regulations. Engineering controls and mitigation measures will be put in place, as necessary, to protect public health and safety. Monitoring will be undertaken to assure that controls are adequate.</p>	During construction
Solid Waste	<p>The Project will generate solid waste typical of residential, hotel and mixed-use projects. Waste generated by the built Project will be significantly reduced by the implementation of recycling and other waste management programs to be implemented throughout the Project and tailored to the specifics of the various Project components.</p> <p>Based on the applicable waste generation rates, the Project could be anticipated to generate approximately 499 tons per year. However, as also noted below, all aspects of the Project program will include pro-active recycling components designed to dramatically lower these waste generation rates.</p>	<p>Recycling by residents, retail and office tenants and hotel guests will be required, coordinated, and comprehensive. To encourage recycling, the Project Components will each implement a recycling program. Such programs will include space for recycling on each floor, while the loading/receiving area will include space for the storage and pick-up of recyclable materials. Recyclable materials will include newspaper, cardboard, glass, cans, and plastics.</p> <p>The Residential Component will also provide residential tenants with the facilities and services necessary to recycle materials such as light bulbs, batteries, and paint cans. The residential recycling program will be conducted in accordance with the City of</p>	During operation

Subject	Impact	Mitigation	Schedule
Solid Waste (Cont.)		<p>Boston's recycling regulations.</p> <p>The hotel operator will be required to implement internal recycling programs, including guest towel programs, common space recycling containers, maintenance staff recycling training, and low-water use practices.</p> <p>In compliance with the Massachusetts Food Waste Ban regulations, restaurant operators will be required to implement waste food reduction and food waste segregation programs.</p>	
Construction	<p>The Project may result in temporary construction impacts to the pedestrian and vehicle environments as well as temporary noise and air quality impacts.</p>	<p>A Construction Management Plan (CMP) in compliance with Massport requirements and the City's Construction Management Program will be submitted to Massport and the Boston Transportation Department (BTD) once final plans are developed and the construction schedule is fixed. The construction contractor will be required to comply with the details and conditions of the approved CMP.</p> <p>Proper pre-planning with Massport, the City and neighborhood will be essential to the successful construction of the Project. Construction methodologies that insure public safety and protect nearby residences and businesses will be employed. Techniques such as barricades, walkways, and signage will be used. The CMP will include routing plans for trucking and deliveries, plans for the protection of existing utilities, and control of noise and dust.</p> <p>Periodic meetings will be held with abutters and neighborhood representatives as needed to describe the ongoing work and to discuss measures that will be taken to minimize impacts on the community.</p> <p>During the construction phase of the Project, the operators of the Project Components will coordinate to provide the name, telephone number and address of a contact person to communicate with on issues related to the construction. The construction contact, who it is anticipated will be a representative of the general contract for each of the Project Components, will be a person whose responsibility it is to respond to the questions, comments and complaints of the</p>	<p>During construction</p>

Subject	Impact	Mitigation	Schedule
Construction (cont.)		<p>abutters and residents of the neighborhoods.</p> <p>Staging areas will be located to minimize impacts to pedestrian and vehicular flow. Secure fencing and barricades will be used to isolate construction areas from pedestrian traffic adjacent to the site.</p> <p>Construction procedures will be designed to meet all Occupational Safety and Health Administration (OSHA) safety standards for specific site construction activities.</p> <p>“Don’t Dump - Drains to Boston Harbor” plaques will be permanently installed at storm drains that are replaced or installed by the redevelopment.</p> <p>To reduce vehicle trips to and from the construction site, minimal construction worker parking will be available at the site and all workers will be strongly encouraged to use public transportation and ridesharing options. Space will be made available on-site for workers' supplies and tools so they do not have to be transported to and from the site each day.</p> <p>Traffic logistics and routing will be planned to minimize community impacts. Truck access during construction will be determined by Massport and the BTD as part of the CMP. These routes will be mandated as a part of all subcontractors’ contracts for the development. The construction team will provide subcontractors and vendors with “Construction Vehicle” and “Delivery Truck” route brochures in advance of construction activity.</p> <p>“No Idling” signs will be included at the construction loading, delivery, pick-up and drop-off areas.</p> <p>Each construction contract will provide for a number of strictly enforced measures to be used by contractors to reduce potential air quality emissions and minimize impacts, pursuant to Article 80 guidelines. These measures are expected to include using wetting agents on areas of exposed soil on a scheduled basis; using covered trucks; minimizing spoils on the construction site; monitoring of actual construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials</p>	

Subject	Impact	Mitigation	Schedule
Construction (cont.)		<p>are minimized; minimizing storage of debris on the site; and routine street and sidewalk cleaning with water to minimize dust accumulations.</p> <p>Construction work will comply with the requirements of the City of Boston Noise Ordinance. Noise mitigation measures are expected to include: instituting a proactive program to ensure compliance with the City of Boston noise limitation policy; using appropriate mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers; muffling enclosures on continuously running equipment, such as air compressors and welding generators; replacing specific construction operations and techniques by less noisy ones where feasible; selecting the quietest of alternative items of equipment where feasible; scheduling equipment operations to keep average noise levels low, to synchronize the noisiest operations with times of highest ambient levels, and to maintain relatively uniform noise levels; turning off idling equipment; and locating noisy equipment at locations that protect sensitive locations by shielding or distance.</p> <p>Acceptable vibration criteria will be established prior to construction, and vibration will be monitored, if required, during construction to ensure compliance with the agreed-upon standard and/or pre-construction conditions.</p> <p>The Project Components will divert at least 75% of construction waste from landfills during construction. The disposal contract will include specific requirements that will ensure that construction procedures allow for the necessary segregation, reprocessing, reuse and recycling of materials when possible. For those materials that cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility, per MassDEP Regulations for Solid Waste Facilities, 310 CMR 16.00 and in compliance with Massport requirements. This requirement will be specified in the disposal contract.</p> <p>Existing public and private infrastructure</p>	

Subject	Impact	Mitigation	Schedule
Construction (cont.)		<p>located within the public right-of-way will be protected during construction. The installation of proposed utilities within the public way will be in accordance with Massport, MWRA, BWSC, Dig Safe, and the governing utility company requirements. All necessary permits will be obtained before the commencement of the specific utility installation.</p> <p>A rodent extermination certificate will be filed with each building permit application. Rodent inspection monitoring and treatment will be carried out before, during, and at the completion of all construction work in compliance with the Massport requirements.</p>	
Sustainable Design	<p>The Project will seek a certification at the LEED "Silver" level from the United States Green Building Council through the design, construction, and implementation of key sustainable strategies, consistent with the policies of Massport and the City of Boston.</p>	<p>The Hotel Component and the Residential Component within the Project will each be targeting a Silver level LEED certification which requires numerous mitigation measures. Proposed mitigation measures relate to water conservation, energy efficiency, TDM measures, reduction of the heat island effect, public transportation access, and construction and operational waste management.</p>	<p>During design and construction</p>
Historic Resources	<p>The Project site is a vacant, paved parcel of land (currently used as a surface parking lot) that is not listed in the State or National Registers of Historic Places or included in the Inventory of Historic and Archaeological Assets of the Commonwealth (Inventory).</p> <p>The Project site is located within the vicinity of several historic resources listed in the State and National Registers of Historic Places and Inventory, including the South Boston Fish Pier, the C Street Area, and resources associated with the former Boston Army Supply Base (now the Raymond L. Flynn Marine Park).</p> <p>The Project site consists of a previously filled land and disturbed land. Due to previous development activities and disturbances, it is unlikely that the site contains significant archaeological resources</p>	<p>The overall character of the proposed new construction is consistent with the surrounding historic properties and will have no adverse impact on these resources.</p> <p>The proposed Project will result in no significant shadow impacts on nearby historic resources.</p> <p>A Project Notification Form (PNF) in the form of a MEPA Expanded Environmental Notification Form for the Parcel K Project was submitted to the Massachusetts Historical Commission (MHC) on September 30, 2014. The MHC did not provide comment on the PNF, nor did it make any written determination of effect in response to the PNF. Based on the MHC's election not to comment on the PNF, a letter was submitted to MHC on October 9, 2015 on behalf of Parcel K LLC requesting concurrence that no further review of the Project is required under the MHC State Register review requirements (M.G.L. Ch. 9, §§26-27C and 950 CMR 71). No response was received and concurrence is thereby presumed.</p>	<p>Completed during MEPA review</p>

Subject	Impact	Mitigation	Schedule
Wastewater	Based on Title V wastewater generation rates, the Project will generate approximately 131,590 gallons of domestic wastewater per day.	Although adequate capacity exists for the flows projected, all relocations and connections will be closely coordinated with BWSC throughout the design process to ensure flows are distributed in a manner consistent with the needs and available capacity of the system.	During design, construction and operation
Water Supply	Based on Title V wastewater generation rates and applying a 10% adjustment to account for consumptive use, the Project will require approximately 144,749 gallons of potable water per day.	The Project is committed to implementing all practical measures to reduce its demand on the public water supply. Each Project Component will include the latest technology in low-flow fixtures and other water conservation measures. The Project is currently investigating ways of offsetting its irrigation water demands through the capture and reuse of roof runoff which has the added benefit of further reducing the burden on the drainage system.	During design, construction and operation
Water Quality/ Stormwater	<p>The Project site is an undeveloped, entirely paved and impervious parcel of land.</p> <p>Construction Impacts: Potential impacts are expected to be minor and limited to active construction-period operations.</p> <p>Long-term Operational Impacts: Stormwater runoff from the Project area will utilize BWSC infrastructure and eventually discharge to the Boston Harbor.</p>	<p>During Construction: Each Project Component will maintain compliance with NPDES Construction General Permit. The Stormwater Management Plan (SMP) will detail erosion control measures to be implemented during construction to prevent the discharge of sediment and contaminated groundwater or stormwater runoff into the City's drainage system or harbor waters.</p> <p>During Operation: All Project work will be designed to meet applicable MassDEP Stormwater Management Policy Standards and local design guidelines. Stormwater systems and features will be included in designs reviewed and approved by the BWSC and City of Boston Public Works Department.</p>	During design, construction and operation

Facilities and Construction/Committee

Audit and Finance Committee

Logan Shuttle Bus Operations and Bus Maintenance Five Year Contract

Mr. Gallagher presented a summary of the Logan Shuttle Bus service and cost.

Upon a motion duly made and seconded, it was

VOTED:

WHEREAS, the Logan Airport Shuttle Bus System is a critical operating element of Logan Airport, currently carrying over 8 million passengers annually and providing connections between passenger terminals and the Rental Car Center (RCC), the MBTA Blue Line, the Economy Parking Garage/Overflow Lots, the Water Shuttle, the Logan Office Center (LOC), the Chelsea Employee Garage, Copley Square and the Hynes Convention Center via the Back Bay Logan Express pilot program and Winthrop/East Boston via the Sunrise Shuttle pilot program; and

WHEREAS, on April 19, 2017, the Authority released a Request for Competitive Proposals (“RFP”) for the Logan Airport Shuttle Bus Operations & Bus Maintenance Contract (the “Shuttle Bus Contract”); and

WHEREAS, on April 27, 2017, ten companies, including primary operators and potential subcontractors, attended the RFP pre-submission conference and tour; and

WHEREAS, on May 25, 2017, one proposal was received by the Authority from Paul Revere Transportation, LLC (“Paul Revere”), the current operator; and

WHEREAS, the Evaluation Committee (“Committee”) conducted a comprehensive review of the proposal, conducted a presentation and interview session with Paul Revere, and subsequently reviewed a Best and Final Offer (“BAFO”) submitted by Paul Revere; and

WHEREAS, the Committee evaluated the proposal and BAFO in light of the RFP selection criteria and voted unanimously to recommend award of the contract to Paul Revere.

NOW THEREFORE BE IT RESOLVED AND VOTED:

The Chief Legal Counsel or her designee is hereby authorized to negotiate, and the Chief Executive Officer and Executive Director, the Secretary-Treasurer or the Assistant Secretary-Treasurer, each acting singly (each an “Authorized Officer”), are hereby authorized to execute and deliver, on behalf of the Authority, an agreement with Paul Revere Transportation, LLC to operate the Logan Airport Shuttle Bus Services & Maintenance Operations for a term of five years commencing October 1, 2017. The amount payable over the five-year term shall be in the not-to-exceed amount of \$90,393,425. The agreement shall contain such other terms and conditions consistent with this vote as the Authorized Officer executing the agreement in accordance with this vote determines are necessary or desirable.

Members Evangelidis, Jackson, Jacobs, and Nucci voted Yes.

Mr. Prankevicius and Ms. Tenaglia presented information on the results of the 2017 bond sale including that the three rating agencies affirmed the Authority's AA bond rating, that the Authority sold \$200 million in bonds, that there were 2.7 times more orders than bonds sold, and that overall market interest rates are higher than last year.

Assent Agenda

MPA L1018 – Heating, Ventilating, Air-Conditioning Replacement Program, Logan International Airport, East Boston, MA, Revised Partial Project Budget

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to take all actions necessary or desirable and to execute all agreements necessary or desirable in order to continue with and complete the Authority's Capital Project known as the Heating, Ventilating, Air-Conditioning Replacement Program (MPA L1018) subject to the following conditions: funds expended for the Heating, Ventilating, Air-Conditioning Replacement Program Capital Project shall not exceed \$33,000,000.00 (the "Approved Revised Partial Budget"), as shown on the Financial Summary presented at the Board Meeting on July 20, 2017; the Director of Capital Programs and Environmental Affairs shall provide to the Board annual updates on expenditures, contract amendments and change orders related to the Heating, Ventilating, Air-Conditioning Replacement Program Capital Project and shall report back to the Board if, at any time during the life of the Project, it appears likely that the Project will exceed the Approved Revised Partial Budget; and the Director of Capital Programs and Environmental Affairs also shall report any material changes to the scope of work for the Capital Project as described in the back up materials presented at the Board Meeting on July 20, 2017. The CEO & Executive Director shall obtain all necessary permits and approvals and shall conduct all required environmental reviews prior to the execution of any agreement or to the commencement of any action all as may be required by law. The Authority intends to fund all or a portion of the cost of this Capital Project with tax exempt bonds. Any agreement arising out of this vote shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Evangelidis, Jackson, Jacobs, and Nucci voted Yes.

MPA L1242-C2 – FY18-20 Term Airfield Pavement Repairs, Logan International Airport, East Boston, MA, Construction Contract

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to execute on behalf of the Authority an agreement for MPA L1242-C2 – FY18-20 Term Airfield Pavement Repairs with Sealcoating, Inc. in the not-to-exceed amount of \$4,997,250.00. The agreement shall be for a three year period and shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Evangelidis, Jackson, Jacobs, and Nucci voted Yes.

Massachusetts State Police Memorandum of Agreement

Upon a motion duly made and seconded, it was

VOTED:

WHEREAS, state law designates the Massachusetts Department of State Police (“State Police”) as the sole policing authority on Massachusetts Port Authority (“Authority”) property;

WHEREAS, Troop F is the State Police contingent assigned by the State Police to police Authority properties;

WHEREAS, the Authority and the State Police have determined that the optimal number of state police (“Troopers”) for the most effective and efficient policing of the Authority’s properties is approximately 148;

WHEREAS, a result of attrition and various constraints experienced by State Police, 131 Troopers are currently assigned to Troop F and it is anticipated that the staffing level will decrease further over time;

WHEREAS, to ensure appropriate staffing of Troop F, the State Police have proposed to expand the training class size by thirty recruits to enable it to provide approximately 148 Troopers to Troop F, including the assignment of thirty additional Troopers, over time, to fill vacant positions, if the Authority will fund the cost of expanding the class;

WHEREAS, the Authority has determined that its funding of the expansion of the State Police recruit-training class by thirty will enable Troop F to be staffed to meet the Authority’s policing requirements and federal security obligations.

NOW, THEREFORE, BE IT RESOLVED AND VOTED:

To authorize the Chief Executive Officer and Executive Director, Secretary-Treasurer, or Assistant Secretary-Treasurer to enter into and execute an agreement by and between the Authority and the Massachusetts Department of State Police, which shall provide for the payment of \$1,765,906.00 by the Authority to the State Police to fund the expansion of the State Police August 2017 recruit-training class by thirty additional recruits and for the assignment by the State Police of thirty additional Troopers to Troop F, for a staffing level of approximately 148 Troopers.

Members Evangelidis, Jackson, Jacobs, and Nucci voted Yes.

Logan Snow Removal Services Contract Amendment

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to execute on behalf of the Authority an amendment to the agreement with Aero Snow Removal Corporation for snow removal services. Under the terms of the amendment the not-to-exceed amount will be increased \$903,516.02 resulting in a total not-to-exceed amount of \$8,451,080.02 for the period ending July 31, 2017. The amendment shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Evangelidis, Jackson, Jacobs, and Nucci voted Yes.

Logan Environmental Reports Contract Amendment

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to execute on behalf of the Authority an amendment to the agreement with VHB, Inc. for Logan environmental permitting services related to the preparation of the 2014 Environmental Data Report (EDR), the 2015 EDR, and the 2016 Environmental Status & Planning Report (ESPR). Under the terms of the amendment the not-to-exceed amount will be increased \$500,000.00 resulting in a total not-to-exceed amount of \$1,500,000.00 for the period ending June 30, 2018. The amendment shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Evangelidis, Jackson, Jacobs, and Nucci voted Yes.

Foreign Object Debris (FOD) System Maintenance Services Contract Amendment

Upon a motion duly made and seconded, it was

VOTED:

To authorize the CEO & Executive Director, Secretary-Treasurer or Assistant Secretary-Treasurer to execute on behalf of the Authority an amendment to the agreement with Xsight Systems, Inc. in order to exercise two, one-year option periods for maintenance and repair services for the Foreign Object Debris System. Under the terms of the amendment the not-to-exceed amount will be increased \$347,776.00 resulting in a total not-to-exceed amount of \$1,348,959.00 for the period ending July 31, 2019. The amendment shall contain such other terms and conditions as the person executing in accordance with this vote deems necessary or desirable.

Members Evangelidis, Jackson, Jacobs, and Nucci voted Yes.

Automated Teller Machine (ATM) Concession Program

Upon a motion duly made and seconded, it was

VOTED:

WHEREAS, the Authority issued a Request for Proposals (“RFP”) for the Automated Teller Machine (“ATM”) concession services at (i) Boston Logan International Airport (“Logan Airport”); (ii) Logan Express locations; (iii) L.G. Hanscom Field Airport (“Hanscom”); and (iv) Worcester Regional Airport (“Worcester Airport”) (collectively, the “Sites”); and

WHEREAS, the Authority’s primary goals for the ATM concession services program were to offer customers a choice of first class electronic banking services and to maximize revenue to the Authority; and

WHEREAS, Authority staff has evaluated the proposals received within the framework of the Authority’s goals, and have determined that it is desirable to negotiate, execute and deliver ATM concession services agreements with the banking/financial institutions and the locations set forth in this Vote.

NOW, THEREFORE, BE IT RESOLVED AND VOTED THAT:

The Chief Legal Counsel or her designee is hereby authorized to negotiate, and the Chief Executive Officer and Executive Director, the Secretary-Treasurer or the Assistant Secretary-Treasurer, each acting singly (each an “Authorized Officer”), are hereby authorized to execute and deliver, on behalf of the Authority, separate concession agreements, together with any other related documents necessary to effectuate such concession agreements, for the provision of ATM concession services for a period of five (5) years commencing November 1, 2017 and containing such other terms and conditions as the Authorized Officer executing such agreements may determine are necessary or desirable and which are not inconsistent with this Vote, with the following entities at the locations set forth below:

1. Bank of America:
  - a. Terminal A: Location A2 at an annual payment to the Authority in minimum annual guarantee (“MAG”) of \$108,000;
  - b. Terminal B: Location B1 at an annual payment to the Authority of MAG of \$97,500;
  - c. Terminal B: Location B2 at an annual payment to the Authority of MAG of \$108,000;
  - d. Terminal B: Location B3 at an annual payment to the Authority of MAG of \$81,000;
  - e. Terminal B: Location B5 at an annual payment to the Authority of MAG of \$50,000;
  - f. Terminal B: Location B8 at an annual payment to the Authority of MAG of \$81,000;
  - g. Terminal B: Location B9 at an annual payment to the Authority of MAG of \$97,500;

- h. Terminal C: Location C1 at an annual payment to the Authority of MAG of \$165,000;
  - i. Terminal C: Location C4 at an annual payment to the Authority of MAG of \$61,500;
  - j. Terminal E: Location E3 at an annual payment to the Authority of MAG of \$81,000; and
  - k. Terminal E: Location E4 at an annual payment to the Authority of MAG of \$40,000.
2. Citizens Bank:
- a. Terminal A: Location A3 at an annual payment to the Authority of MAG of \$75,000;
  - b. Terminal B: Location B4 at an annual payment to the Authority of MAG of \$30,000;
  - c. Terminal C: Location C3 at an annual payment to the Authority of MAG of \$45,000;
  - d. Terminal C: Location C6 at an annual payment to the Authority of MAG of \$60,000;
  - e. Braintree Logan Express Site: The site as identified in Exhibit A, at an annual payment to the Authority of MAG of \$250;
  - f. Framingham Logan Express Site: The site as identified in Exhibit A, at an annual payment to the Authority of MAG of \$250; and
  - g. Peabody Logan Express Site: The site as identified in Exhibit A at an annual payment to the Authority of MAG of \$250.
3. JP Morgan Chase Bank:
- a. Terminal A: Location A1 at an annual payment to the Authority of MAG of \$25,000; and
  - b. Terminal A: Location A6 at an annual payment to the Authority of MAG of \$20,000.
4. Euronet USA:
- a. Terminal E: Location E1 at an annual payment to the Authority of MAG of \$21,428;
  - b. Terminal E: Location E2 at an annual payment to the Authority of MAG of \$65,506; and
  - c. Central Parking Garage: Location G1 at an annual payment to the Authority of MAG of \$1,296.
5. Mobile Money:

- a. Terminal A: Location A7 at an annual payment to the Authority of MAG of \$7,000;
  - b. Terminal B: Location B7 at an annual payment to the Authority of MAG of \$19,500;
  - c. Logan Gas Station: Location GS1 at an annual payment to the Authority of MAG of \$23,000;
  - d. ConRAC: Location RC1, as identified in Exhibit A, at an annual payment to the Authority of MAG of \$5,000;
  - e. ConRAC: Location RC2, as identified in Exhibit A, at an annual payment to the Authority of MAG of \$3,000; and
  - f. Taxi Pool: Location TP1 at an annual payment to the Authority of MAG of \$4,500.
6. Santander Bank:
- a. Terminal A: Location A4 at an annual payment to the Authority of MAG of \$35,000;
  - b. Terminal A: Location A5 at an annual payment to the Authority of MAG of \$36,500;
  - c. Terminal B: Location B6 at an annual payment to the Authority of MAG of \$20,000;
  - d. Terminal B: Location BA1 at an annual payment to the Authority of MAG of \$40,000;
  - e. Terminal B: Location B10 at an annual payment to the Authority of MAG of \$20,000;
  - f. Terminal B: Location B11 at an annual payment to the Authority of MAG of \$30,000;
  - g. Terminal C: Location C5 at an annual payment to the Authority of MAG of \$67,500; and
  - h. Terminal E: Location E5 at an annual payment to the Authority of MAG of \$20,000.
7. Travelex Currency Services:
- a. Terminal E: Location E6 at an annual payment to the Authority of MAG of \$21,034.

Members Evangelidis, Jackson, Jacobs, and Nucci voted Yes.

Executive Session

Upon a motion duly made and seconded, it was

VOTED:

That the Authority enter executive session to consider the purchase, exchange, lease or value of real property, specifically regarding the Tirrell Seafood & Shellfish lease, the Roseland Pier 1 interim lease extension, the Waterside Place Phase 2 ground lease, and the Braintree Logan Express, since a discussion in open session may have a detrimental effect on the negotiating position of the Authority; and

That the Authority enter executive session to discuss the deployment of security personnel or devices, or strategies with respect thereto; and

That the Authority enter executive session to discuss litigation strategy, specifically regarding an Internal Audit report, the Hanscom Field accident litigation, a settlement agreement, and a litigation update, since a discussion in open session may have a detrimental effect on the litigating position of the Authority.

Members Evangelidis, Jackson, Jacobs, and Nucci voted Yes.

Mr. Jackson stated that the Authority will not reconvene after Executive Session.

The public session adjourned at 11:15 A.M.

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Michael A. Grieco  
Assistant Secretary-Treasurer

List of Documents and Other Exhibits Used in Public Session

1. Board Book
2. PowerPoint Presentation Slides