

MASSACHUSETTS PORT AUTHORITY
MINUTES FOR THE REMOTE MEETING
HELD ON JUNE 27, 2024 AT 9:00 A.M.

The meeting of the Members of the Massachusetts Port Authority was held on June 27, 2024. The following Members participated remotely pursuant to Chapter 2 of the Acts of 2023: Chair Patricia Jacobs presided, Laura Sen, John Nucci, Sean M. O'Brien and Monica Tibbits-Nutt. Edward C. Freni, Interim Chief Executive Officer & Director of Aviation, Catherine McDonald, Interim Chief of Staff & Chief Legal Counsel, John P. Prankevicius, Director of Administration and Finance and Secretary-Treasurer, Hank Shaw, Chief Security Officer, Joseph Morris, Port Director, Luciana Burdi, Director Capital Programs & Environmental Affairs, Kwang Chen, Chief Information Officer, Alaina Coppola, Director, Community Relations and Government Affairs, Andrew Hargens, Chief Development Officer, Dan Gallagher, Director of Aviation Business and Finance, and Ann Buckley, Assistant Secretary-Treasurer were in attendance.

The meeting commenced at 9:01 A.M.

Warren Q. Fields joined the meeting at 9:06 A.M.

Public Comment

Paul Shorb, Alexander Platt, Jennifer Riley, Corinne Doud, and Lara Sullivan stated their strong opposition and concerns regarding environmental impacts from the North Airfield Hangar Development at Hanscom Field.

Ratification and Approval of the Minutes of the May 16, 2024 Board Meeting

Upon a motion duly made and seconded, it was

VOTED:

To ratify and approve the minutes of the May 16, 2024 Board Meeting.

Members Jacobs, Sen, O'Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

Chair's Comments

Chair Jacobs acknowledged that this meeting is Member Sen's final board meeting. Chair Jacobs thanked Member Sen for her expert service over seven years on the Massport Board, including as Vice Chair, and as Chair of the Audit and Finance Committee. Chair Jacobs and Members commented on Member Sen's expertise and guidance, and financial, audit and business acumen, and wished her well in her future endeavors.

Report of the CEO

Mr. Freni noted the meeting would start in public session and then enter into executive session and not reconvene after executive session.

Mr. Freni presented information on Massport holding its annual One Massport meeting and Outstanding Achievement Awards with Ed Bastian, Delta Air Lines CEO, and Secretary Monica Tibbit-Nutt, on CMAA New England recognizing three outstanding Massport projects, including Piers Park 2, Terminal B-C Main Roadways, and Terminal E Modernization, as well as recognizing Luciana Burdi, Director – Capital Programs and Environmental Affairs, on Massport launching the 2024 Summer Drone Safety educational campaign to promote safe drone usage, on June 2024 issue of *Boston Magazine* highlighting several restaurants at Logan Airport, on financial performance for April 2024, on Logan passenger activity exceeding forecast as the economy continues to outperform prior expectations, on Dr. Gururaj “Desh” Deshpande joining Massport to celebrate Asian American, Native Hawaiian and Pacific Islander Heritage Month, on Massport celebrating Pride Month with Flag Raisings at the Logan Office Center and Piers Park, on Summer Fish & Farm Market Opening at the Boxes at the Boston Fish Pier, on ACI recognizing Logan Airport for Best Airport Concession Employee Recognition Program, on the Aviation & Maritime STEM Expo attracting approximately 2,000 students and educators from Greater Boston to learn about careers in science, technology and engineering, and on Massport awarding the 2024 Diversity STEM and Memorial Scholarships.

Director of Aviation Presentation

Mr. Freni presented information on strong international demand driving Logan Airport activity in May, on new services being launched from Logan Airport in June, on Worcester Regional Airport continuing to see passenger growth in May, on Worcester Summer Marketing Campaign having go live dates of 5/27 – 9/1, and on weather negatively affecting operations at Hanscom in May, while FYTD24 activity being 2% higher than the prior FYTD.

Director of Maritime Presentation

Ms. Gleason presented information on Conley Terminal handling 17 vessels in May and over 12,300 containers, on Conley Terminal ranking 5th in North America in a recent Port Performance index, on Flynn Cruiseport welcoming 11 vessels and over 37,000 passengers in May, and on Massport submitting an application for the US EPA Clean Ports Program: Zero-Emission Technology Deployment Competition.

STRATEGIC PLAN

SAFETY AND SECURITY/COMMITTEE CHAIR O’BRIEN

HUMAN RESOURCES, DIVERSITY, AND COMPENSATION/COMMITTEE CHAIR
JACOBS

Ms. Jacobs noted Richard Davey will start as Massport's CEO on August 5, 2024.

COMMUNITY OUTREACH/COMMITTEE CHAIR NUCCI

CAC Update

Ms. Coppola presented information on the Massport CAC (Community Advisory Committee) recent general meeting when staff provided updates on Massport projects and the CAC's budget.

REAL ESTATE AND STRATEGIC INITIATIVES/COMMITTEE CHAIR FIELDS

EDIC Parcel C-2 South Boston License Amendment

Mr. Hargens presented information on EDIC-owned Parcel C-2 being critical to Massport's cruise operations, and on the amended license securing Parcel C-2 for an additional 20 years.

Upon a motion duly made and seconded, it was

VOTED:

WHEREAS, the Authority, as Licensee, and the Economic Development Industrial Corporation of Boston ("EDIC"), as Licensor, entered into a license agreement dated September 1, 2015 (as amended, the "License Agreement") with respect to a parcel of vacant land owned by EDIC being located adjacent to Flynn Cruiseport Boston ("Cruiseport Boston") and commonly known as Parcel C-2 (sometimes referred to as "Parcel C-2" or the "License Area") located in the Raymond L. Flynn Marine Park ("Marine Park"); and

WHEREAS, pursuant to the terms of the License Agreement, Massport uses and occupies the License Area to support critical cruise operations, including, but not limited to, a staging area for tour and transportation buses for cruise passengers and vehicle parking for Massport employees, contractors and agents who support cruise operations; and

WHEREAS, as an outgrowth of on-going collaboration with EDIC to address cruise parking and operational needs, EDIC has agreed to extend the term of the License Agreement for up to twenty (20) additional years, and to enter into an amendment to the License Agreement (the "Amendment") with the Authority, substantially in accordance with the proposed terms and conditions set forth in Schedule A attached hereto, which Amendment will allow the Authority to continue to use and occupy the License Area to support cruise operations; and

WHEREAS, the Amendment represents an opportunity for the Authority to continue to control a critical parcel of land adjacent to Flynn Cruiseport Boston to support cruise operations for up to twenty (20) additional years.

NOW, THEREFORE, BE IT RESOLVED AND VOTED THAT:

1. To authorize (i) the Chief Development Officer and the Chief Legal Counsel, and their respective designees, to negotiate, and (ii) the Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), the Director of Administration & Finance and Secretary-Treasurer, and the Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”), to execute and deliver, on behalf of the Authority, an amendment to the License Agreement (the “Amendment”) with EDIC, substantially consistent with the terms set forth in Schedule A attached hereto and incorporated herein by reference. The Amendment shall contain such other terms and conditions not inconsistent with this Vote and as the Authorized Officer executing such Amendment or agreements in accordance with this Vote, deems necessary or desirable.
2. Each Authorized Officer is further authorized to execute on behalf of the Authority any and all other documents, certificates or instruments, and to take any other actions deemed necessary or desirable to effectuate this Vote, provided all such documents, certificates, instruments or actions are not inconsistent with this Vote.

SCHEDULE A

LICENSE AMENDMENT
PROPOSED TERMS AND CONDITIONS

June 3, 2024

Licensors	Economic Development Industrial Corporation of Boston (“EDIC”) d/b/a Boston Planning & Development Agency (“BPDA”).
Licensee	Massachusetts Port Authority (“Massport”).
License Area	Portion of Parcel C-2 (a/k/a Parcel C-2B) in the Raymond L. Flynn Marine Park (“Marine Park”), Boston, Massachusetts, containing approximately 33,417 square feet of land.
RLFMP Street Transfer	The Parties acknowledge that BPDA is in negotiations with the City of Boston to transfer control of all streets and roadways within the Marine Park to the City of Boston. In order to meet the required City of Boston Street standards, it is possible that Black Falcon Avenue will need to be widened beyond its current 27 feet, which may reduce the total square feet of the License Area. The Parties agree to work together to minimize impacts to maritime industrial uses that may occur with the potential roadway widening.
Term	10 years, plus 2 option periods of 5 years each, to be mutually agreed upon by Licensee and Licensors
Commencement Date	December 1, 2024.
License Fee	Initial annual License Fee rate of \$100,000 to be paid by Licensee to Licensors in equal monthly installments.
License Fee Increases	The License Fee shall increase annually by 3%. The License Fee increases shall occur on each anniversary of the Commencement Date.
Permitted Uses	Maritime industrial uses, including but not limited to parking for Licensee’s employees, contractors, and agents to support Flynn Cruiseport Boston terminal operations, truck and bus staging, security screening, temporary cargo storage, and other uses reasonably related to Licensee’s operation of the Flynn Cruiseport Boston Terminal. Other maritime uses may be permitted subject to Licensors’s approval, not to be unreasonably withheld.
Condition of the License Area	As-is.

Maintenance and Repair	Licensee shall be responsible for maintaining the License Area in a clean, safe, and orderly condition and repair. License shall be responsible for removal of snow and ice from the License Area.
Improvements to the License Area	Licensee shall have the right to improve the License Area in order to facilitate the Permitted Uses, including, but not limited to, paving, grading, striping, utility installation, and installation of fixtures that are consistent with the Permitted Uses. The installation of any fixtures on the License Area shall be subject to Licensor's approval, not to be unreasonably withheld.
Capital Repairs	Licensee anticipates making structural repairs to the License Area, including strengthening the License Area's structural capacity, to restore the License Area to a fully functional and safe condition for the Permitted Uses. Within 1 year of the Commencement Date, Licensee shall report the costs of such capital repairs to Licensor, including reasonably detailed supporting information.
License Fee Credit	Commencing upon substantial completion of the Capital Repairs, Licensee shall receive a License Fee credit that is cumulatively equal to 50% of the documented Capital Repairs amount, not to exceed \$75,000 per year, applied monthly, during the Term, including any option extensions.
Permitting	Licensee shall be responsible for obtaining all necessary permits for work on the License Area as required by law.
Safety and Security	Licensee shall be responsible for establishing safety and security procedures at the License Area and ensuring that activities at the License Area are conducted according to said procedures.
Termination	In the event that, during the Term, Licensee ceases to operate the Flynn Cruiseport Boston terminal as a cruise ship facility, then both Licensor and Licensee shall have the right to terminate the agreement at no cost to either party, with notice of not less than 90 days.
Utilities	Licensee shall be responsible for any utility payments charged to the License Area, provided they are separately metered.
Real Estate Taxes	Licensee shall be responsible for any real estate taxes for the License Area, if any.
Resiliency	Licensee and Licensor shall coordinate regarding any resiliency improvements to the License Area or nearby roadways and parcels.

776 Summer Street Residential Use Restriction Amendment

Mr. Hargens presented information on proposed terms fairly compensating Massport and protecting Conley Terminal, and on factors driving the proposed terms supporting the 776 Residential Use Restriction Amendment.

Upon a motion duly made and seconded, it was

VOTED:

WHEREAS, in 2014 and 2016, the Authority purchased land and water parcels from Exelon New Boston, LLC (“Exelon”), which were associated with the former Boston Edison power plant located at 776 Summer Street in South Boston and adjacent to Conley Container Terminal; and

WHEREAS, the Authority acquired these parcels in order to construct the Butler Dedicated Freight Corridor to serve Conley Container Terminal; and

WHEREAS, as part of the purchase and sale agreement with Exelon, in the absence of a known future plan for the remaining Exelon adjacent land, the Authority negotiated a blanket residential use restriction (the “Use Restriction”) prohibiting housing on such remaining land to protect port operations in the event of future mixed-use development on this property; and

WHEREAS, in 2016, Exelon sold its remaining property to HRP 776 Summer Street LLC (“Hilco”), and in 2017 Hilco began the design, community, and permitting processes to demolish the power plant and redevelop the site (“776 Summer Street”); and

WHEREAS, Hilco developed a master plan (“Master Plan”) for approximately 1.8 million square feet of mixed-use development across 776 Summer Street, which Master Plan was approved by the BPDA. The plan includes up to 636 residential units (101 of which will be income restricted); and

WHEREAS, Hilco approached the Authority to discuss amending the Use Restriction to allow it to develop up to 636 residential units as outlined in the Master Plan on Parcels B, C and E as specified below:

Block B – Apartments and/or Condos/2nd floor and above

Block C – Apartments and/or Condos/2nd floor and above

Block E – Up to 200 Apartments or 150 Condos

- Condos: Up to 150 Condos permitted on 9th floor and above, with no portion of a residential unit less than 95 feet above the base of the building
- Apartments: Up to 200 Rental units on 2nd floor and above
- Will actively coordinate early Block E design with Massport to reasonably buffer residential units from the nearby maritime industrial activities
- Massport, in its sole discretion, may increase the number of allowable residential units by up to 10% (i.e. 20 apartments or 15 condos) upon request by Hilco

- Hilco will pay Massport an incremental \$10,000 per market rate unit (payable upon receipt of Certificate of Occupancy) for any incremental market rate units delivered in excess of the limits above.

WHEREAS, Authority staff and Hilco proceeded to negotiate the terms of an agreement to amend the Use Restriction; the agreement would provide for a mitigation payment to the Authority and a series of provisions to be included in the agreement and the residential lease/condo documents to protect port operations and nearby maritime industrial activities; and

WHEREAS, Hilco has also requested the flexibility to consider a potential future amendment to the Master Plan to allow for limited residential use on Block A. Any residential units on Block A would be reallocated from other planned blocks and the total units allowed would not exceed 636; and

WHEREAS, if Hilco decides to pursue housing on Block A, it must obtain approvals from the City of Boston, the Commonwealth and the Authority on this modification to permit housing on this Block; and

WHEREAS, subject to Board approval, Authority staff and Hilco have completed negotiations of the terms of the amendment of the Use Restriction and such terms are set forth in the Term Sheet attached hereto as **Exhibit A**.

WHEREAS, staff recommends that the Board authorize the negotiation, execution and delivery of an agreement amending the Use Restriction in accordance with this Vote, provided that the execution of the agreement amending the Use Restriction shall not occur until the Board approves the Section 61 Findings.

NOW, THEREFORE, BE IT RESOLVED AND VOTED THAT:

1. The Chief Development Officer and Chief Legal Counsel, or their designees, are hereby authorized to negotiate; and the Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), the Director of Administration & Finance and Secretary-Treasurer, or Assistant Secretary-Treasurer, each acting singly (each, an "Authorized Officer"), are hereby authorized to execute and deliver, on behalf of the Authority, an agreement amending the Use Restriction with Hilco, or its nominee, which shall be substantially consistent with this Vote and the Term Sheet attached hereto as **Exhibit A**, and such other terms and conditions not inconsistent with this Vote as the Authorized Officer executing such may determine are necessary or desirable. The agreement shall not be executed and delivered until the Authority's Board approves the Section 61 Findings.
2. Each Authorized Officer is further authorized to execute on behalf of the Authority any and all other agreements, documents, certificates or instruments, and to take any other actions deemed necessary or desirable to effectuate this Vote as the Authorized Officer executing such agreements, documents, certificates or instruments or taking such actions, may determine are necessary or desirable, provided all such agreements, documents, instruments or actions are not inconsistent with this Vote.

EXHIBIT A
TERM SHEET

776 Summer Street Residential Use Restriction Amendment

June 19, 2024

Parties	Massachusetts Port Authority (“Massport”); holder of the residential use restriction on the 776 Summer Street property (“776 Summer”) HRP 776 Summer Street LLC (“Hilco”); owner and developer of 776 Summer Street
Premises	776 Summer Street, Boston, MA 02127
Definitive Agreement(s)	Massport and Hilco shall execute an agreement(s) or instrument(s) (collectively, “Definitive Agreement”) to amend the existing use restriction that prohibits residential uses on the 776 Summer Street property subject to the following terms.
Financial Consideration	Hilco will pay Massport a one-time sum of \$12,000,000 due at the time of the use restriction amendment taking effect.
Permitted Residential Program	Massport will amend the use restriction to permit the following residential program ¹ : <ul style="list-style-type: none">• Up to 636 residential units permitted as specified below:<ul style="list-style-type: none">○ Block B<ul style="list-style-type: none">▪ Rental apartments and/or condos permitted▪ Residential units only permitted on the 2nd floor and above○ Block C<ul style="list-style-type: none">▪ Rental apartments and/or condos permitted▪ Residential units only permitted on the 2nd floor and above○ Block E<ul style="list-style-type: none">▪ Up to 200 rental apartments or 150 condos<ul style="list-style-type: none">• Notwithstanding the above, Massport, in its sole discretion, may increase the number of allowable residential units by up to 10% (i.e. 20 apartments or 15 condos) upon request by Hilco and subject to Massport’s review of building design.○ In the event Hilco requests additional units (above 200 apartments or 150

¹Approved PDA Master Plan allows for up to 636 residential units at the project. While the total number of built units may be less than the maximum allowable (subject to final building design/unit layouts, etc.), HRP retains the right to build the maximum number of units pursuant to the approved PDA Master Plan. Additionally, total number of units per block will be determined in conjunction with the final design of each block. Lastly, Block E will likely have both commercial use (expected to be hotel) and residential use, however, the approved PDA Master Plan does not restrict residential use to the second floor and above.

condos) pursuant to the provision above, and Massport approves Hilco's request, Hilco will pay Massport an incremental \$10,000 per market rate unit (payable upon receipt of Certificate of Occupancy) for any incremental market rate units delivered in excess of the limits above.

- Rental apartments permitted on 2nd floor and above
- Condos permitted on 9th floor and above and with no portion of a residential unit less than 100 feet above prevailing grade of the Butler Dedicated Freight Corridor
- Hilco will actively coordinate early Block E site planning and architectural design with Massport to reasonably mitigate impacts from the nearby maritime industrial activities on residential units

Block A Residential Program & Financial Compensation

Hilco would like the flexibility to consider a potential future amendment to the PDA Master Plan to allow for residential use (apartment only) on Block A, consistent with other uses along East First Street.

Any potential future amendment to allow for residential use on Block A would re-allocate units from Blocks B, C, and/or E, and would not increase the total number of units beyond the currently approved total count of 636 units.

Residential programming at Block A would be subject to the following:

- Up to 200 rental apartments
 - Notwithstanding the above, Massport, in its sole discretion, may increase the number of allowable residential units by up to 10% (i.e. 20 apartments) upon request by Hilco and subject to Massport's review of building design.
- Rental apartments permitted on 2nd floor and above
- Limited northern and eastern exposures to reduce residential unit exposure to port activities, with no north or east facing balconies with port visibility
- Massport design review and approval, not to be unreasonably withheld

In the event Hilco elects to pursue residential use on Block A and is successful in modifying the PDA Master Plan and receives any required additional state approvals to allow for residential development on Block A, Hilco will pay Massport an incremental \$5,000 per market rate unit (payable upon receipt of Certificate of Occupancy) for any market rate units developed on Block A up to 200 units.

In the event Hilco requests additional units (above 200 units) pursuant to the provision above, Massport approves Hilco's request and the Massport Board approves amended Section 61 Findings concerning such residential use on Block A, Hilco will pay Massport \$10,000 per market rate unit (payable upon receipt of Certificate of Occupancy) for any incremental market rate units delivered in excess of 200 units.

Block A financial compensation detailed above would be incremental to the Financial Consideration due at the time of the use restriction amendment taking effect.

Approval of any additional residential units or any changes to the terms outlined in this section would be subject to future negotiations.

Residential Use Provisions

In order to minimize the impact of residential uses on Conley Terminal and other maritime industrial activities in the area, the Parties have agreed upon the following design, use, and notice terms and such terms will be binding on Hilco's successors and assigns:

- Hilco agrees any residential apartment lease, condominium deed, condominium association documents, or any other relevant resident forms or documents for any dwelling unit on 776 Summer shall include, without limitation, a notice to and acknowledgement of the following by such tenant or owner regarding such residential dwelling unit:
 - Is located adjacent to areas of maritime industrial activity, operating 24/7/365 and within the South Boston Designated Port Area, which may be a source of noise, light, vibration, etc., including without limitation the Butler Dedicated Freight Corridor, Conley Container Terminal, and Flynn Cruiseport Boston, and shall include a list of specific activities involved in the operations, servicing, and maintenance of these facilities;
 - Is in the vicinity of a number of important truck routes serving the Port of Boston, which carry freight traffic on a daily basis;
 - Is located in an area in which air flights to and from Boston Logan International Airport occur; and
 - Is subject to nearby traffic, noise, odors and emissions associated with the active urban area in which it is located.
- The language of these acknowledgments must be reviewed and approved by Massport.
- Hilco will also commit that it, its property management company(s) and well as Hilco's successors and assigns also be responsible for actively and proactively informing existing and prospective tenants and other project occupants of the above conditions and solely responsible for managing and responding to resident questions and concerns regarding the proximity to maritime and aviation activities outlined above.
- Residential units shall be designed and built to a maximum interior noise standard of 45 dBA.
- Residential units shall be restricted to floors as specified above.
- Hilco agrees that as part of the 776 Summer Project it will not obtain or seek to obtain a Determination of No Hazard to Air Navigation or other comparable determination, permit or approval for any new or modified permanent structures on the Developer Property that exceed the height limits designated by Massport in the "Logan Airspace Map" in effect as of the date of this Agreement (the "Designated Height Limits")

Dedicated Freight Corridor

In order to minimize the impact of the allowed curb-cut on the Butler Dedicated Freight Corridor to the site, the Parties agree to the following terms which shall be binding on Hilco's successors and assigns:

- Allowed relocation and configuration of the curb cut area shall reflect the preferred design which has been agreed upon by both parties.

- The curb-cut is intended for limited service vehicle access under the currently approved mixed-use PDA master plan and is not intended to support more trucking-intensive uses such as warehousing, distribution, manufacturing, etc.
- Service drive operations shall comply with the following restrictions:
 - For use only by commercially-licensed vehicles, over 35' in length and over 10 tons in weight;
 - Internal access to curb cut controlled by monitored gates at either end; and
 - Installation and active monitoring of security cameras and traffic monitoring system to track and control usage.
- Hilco shall share in the costs of the long-term maintenance of the freight corridor based on its actual usage (pro-rata allocation of costs).
- Annually, both parties shall jointly review and assess curb-cut use volumes and characteristics to identify any necessary changes to the curb-cut operating protocols to ensure there are no negative impacts on Conley Terminal and the DFC.

**Binding on Successors
And Assigns**

The terms set forth in this term sheet, among others as agreed to by the Parties, shall be set forth in the Definitive Agreement and shall be binding upon Hilco's successors and assigns

Section 61 Findings

Prior to the execution of the Definitive Agreement, the Massport Board is required to approve the Section 61 Findings.

Members Jacobs, Sen, O'Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

776 Summer Street Section 61 Findings

Mr. Hargens presented information on amendment of the 776 Summer Street use restriction requiring the Massport Board to approve a Section 61 Finding.

Upon a motion duly made and seconded, it was

VOTED:

WHEREAS, in 2014 and 2016, the Authority purchased land and water parcels from Exelon New Boston, LLC (“Exelon”) located at 776 Summer Street in South Boston and adjacent to Conley Container Terminal in order to construct the Butler Dedicated Freight Corridor to serve Conley Container Terminal; and

WHEREAS, as part of the purchase and sale agreement with Exelon, in the absence of a known future plan for the remaining Exelon adjacent land, the Authority negotiated a blanket residential use restriction (the “Use Restriction”) prohibiting housing on such remaining land to protect port operations in the event of future mixed-use development on this property; and

WHEREAS, in 2016, Exelon sold its remaining property to HRP 776 Summer Street LLC (“Hilco”); and

WHEREAS, Hilco developed a master plan (“Master Plan”) for approximately 1.8 million square feet of mixed-use development across 776 Summer Street (the “Project”), which Master Plan was approved by the BPDA. The plan includes up to 636 residential units (101 of which will be income restricted); and

WHEREAS, Hilco received an Environmental Notification Form (“ENF”) Certificate from Executive Office of Energy and Environmental Affairs (“EEA”) on July 14, 2017, which required Hilco to submit a mandatory Draft Environmental Impact Report (“DEIR”); and

WHEREAS, Hilco submitted a DEIR to EEA in August 2018 followed by the Final Environmental Impact Report (“FEIR”) in March 2021 and Secretary Theoharides issued a FEIR Certificate on May 14, 2021, which stated that the FEIR adequately and properly complied with the Massachusetts Environmental Policy Act (MEPA) and its implementing regulations.

WHEREAS, the Project as described in the FEIR provides for residential units on Blocks B, C and E. In the event Hilco, or its successor, elects to construction residential units on Block A, such use will require additional approvals from the City of Boston, the Commonwealth and the Authority, including the Authority approving amended Section 61 Findings as to Block A.

NOW, THEREFORE, IT IS HEREBY RESOLVED THAT:

1. The ENF, the DEIR and FEIR describe 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.
2. Based on the ENF, the DEIR and FEIR, the Authority finds, pursuant to G.L.c.30, Section 61, that by Hilco fully implementing the mitigating measures set forth in the Section 61 Findings 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 and Executive Director (or any officer authorized to serve in an interim capacity), the Director of Administration & Finance and Secretary-Treasurer or the Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”) is hereby authorized to take such actions, not inconsistent with this vote, as he or she deems necessary or desirable to effectuate the terms of this vote.

Exhibit A
Findings pursuant to
MGL Chapter 30, Section 61

Project Name: L Street Station Redevelopment-776 Summer Street

Project Location: Boston, MA

Project Applicant: HRP 776 Summer Street LLC

EEA Number: 15692

I. Introduction

M.G.L. c.30, 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.”

Proposed Section 61 Findings are provided in Section II, which includes beneficial and mitigation measures as part of the proposed Section 61 Findings.

II. Proposed Section 61 Findings

Project Name: L Street Station Redevelopment Project (the “Project”)
Project Location: Boston, MA
Project Proponent: HRP 776 Summer Street LLC
EEA Number: 15692

These findings for the L Street Station Redevelopment Project (the “Project”), (EEA No. 15692), have been prepared in accordance with the provisions of M.G.L. c. 30, Section 61 and 301 CMR 11.00. On May 14, 2021, the Secretary of Energy and Environmental Affairs issued a decision stating that the Project’s Final Environmental Impact Report dated March 31, 2021 adequately and properly complied with the Massachusetts Environmental Policy Act (MEPA) and its implementing regulations.

Massport Action

In 2014 and 2016, the Massachusetts Port Authority (the “Authority”) purchased land and water parcels from Exelon New Boston, LLC (“Exelon”), which were associated with the former Boston Edison power plant located at 776 Summer Street in South Boston and adjacent to Conley Container Terminal. The Authority acquired these parcels in order to construct the Butler Dedicated Freight Corridor to serve Conley Container Terminal. As part of the purchase and sale agreement with Exelon, the Authority negotiated a blanket residential use restriction (the “Use Restriction”) prohibiting housing on such remaining land to protect port operations in the event of future mixed-use development on this property.

In 2016, Exelon sold its remaining property to HRP 776 Summer Street LLC (“Hilco”) and in 2017 Hilco began the design, community, and permitting processes to demolish the power plant and redevelop the site (“776 Summer Street”). Hilco developed a master plan (“Master Plan”) for approximately 1.8 million square feet of mixed-use development across 776 Summer Street, which Master Plan was approved by the BPDA. The plan includes up to 636 residential units on Blocks B, C and E.

Hilco approached the Authority to discuss amending the Use Restriction to allow it to develop up to 636 residential units as outlined in its Master Plan. Authority staff and Hilco have agreed upon the terms of an agreement to amend the Use Restriction; the agreement provides for, among other things, restrictions on where on the Hilco site housing will be permitted, and a series of provisions to be included in the agreement and the residential lease/condo documents to protect port operations and nearby maritime industrial activities.

Key Port Operations Benefits

Key benefits of the Project relative to protection of port operations and nearby maritime industrial operations include the following:

- Residential buildings to be buffered from Conley Container Terminal by commercial buildings. The residential units will be placed on the second floor and above. On Block E, Massport will actively participate in the design of the buildings to ensure that the residential units are buffered from the nearby maritime industrial activities
- Landscape buffer will be placed between the site and the Butler Dedicated Freight Corridor (DFC)
- Leases and other legal agreements will provide the tenant/unit owner notice that the site is located adjacent to areas of maritime industrial activity operating 24/7/365 and within the South Boston Designated Port Area, which may be a source of noise, light, vibration, including, without limitation, the Butler Dedicated Freight Corridor, Conley Container Terminal, and Flynn Cruiseport Boston. Additionally, the sites are in the vicinity of a number of important truck routes serving the Port of Boston, which carry freight traffic on a daily basis, and are located in an area in which air flights to and from Boston Logan International Airport occur. The tenant/unit owner shall acknowledge the above conditions.

- The Project will minimize interference and potential conflicts with water-dependent industrial uses by maintaining truck access signal priority green time at the intersection of Summer Street at DFC, using the DFC for commercial traffic only, screening the DFC from public areas, arranging the buildings to minimize impacts on occupants from industrial uses, and constructing residential buildings to a maximum average interior day-night noise standard of 45 dBA.
- Creation of a new access point from the Project Site to the DFC, to be used for commercial/service truck access only which supports the public goal of limiting truck activity in the neighborhood on Summer Street and East 1st Street. The DFC access will be controlled and gated to minimize conflict with industrial traffic and prevent unauthorized use of the DFC from the Project Site.
- Along the Summer Street/L Street corridor between Drydock Avenue and East Broadway, install adaptive signals capabilities, including TSP and signal connectivity to improve traffic flow for vehicles and buses.

The Authority hereby finds that all practicable means and measures will be taken to avoid or minimize adverse impacts to the environment as a result of the Project. The Authority will include appropriate conditions in its agreement with Hilco to ensure the implementation of certain conditions designed to protect port operations.

[Massport Signatory]

Date

Members Jacobs, Sen, O'Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

FACILITIES AND CONSTRUCTION/COMMITTEE CHAIR EVANGELIDIS

Logan Airport Parking Project Section 61 Findings

Ms. Burdi presented information on MEPA approval of the Logan Airport Parking Project requiring Massport to formally adopt Project Section 61 Findings.

Upon a motion duly made and seconded, it was

VOTED:

WHEREAS, the number of commercial and employee parking spaces allowed at Logan Airport is regulated by the Massachusetts Department of Environmental Protection (“MassDEP”) through the Logan Airport Parking Freeze (“Parking Freeze”), which is an element of the Massachusetts State Implementation Plan (“SIP”) under the federal Clean Air Act and was intended to reduce automobile emissions and enable Massachusetts to achieve compliance with the National Ambient Air Quality Standards (“NAAQS”) for carbon monoxide (“CO”) at localized sites and for ozone on a regional basis; and

WHEREAS, in June 2016, Massport requested an amendment to the Parking Freeze to increase the parking freeze limit by 5,000 spaces; and

WHEREAS, MassDEP approved the requested parking increase and issued the amended Parking Freeze regulation on June 30, 2017 and EPA approved the proposed regulation to revise the SIP to incorporate the amended Parking Freeze on March 6, 2018, and the regulation became effective April 5, 2018; and

WHEREAS, pursuant to the Massachusetts Environmental Policy Act (“MEPA”), Massport filed an Environmental Notification Form (“ENF”) for the Logan Airport Parking Project to add the 5,000 spaces in two phased parking projects at the Preferred Alternative locations (a new 2,000 parking space garage in front of Terminal E and a 3,000 parking space expansion of the Economy Garage); and

WHEREAS, on May 5, 2017, the Secretary of the Executive Office of Energy and Environmental Affairs (the “Secretary”) issued a Certificate and Scope for the Logan Airport Parking Project ENF in which the Secretary determined that the Logan Airport Parking Project required the preparation of a mandatory Draft Environmental Impact Report (“DEIR”) and the DEIR should include a separate chapter summarizing proposed mitigation measures and draft Section 61 Findings; and

WHEREAS, Massport prepared and filed the DEIR on May 31, 2019 and the Final Environmental Impact Report (“FEIR”) on December 16, 2019; and

WHEREAS, on January 30, 2020, the Secretary issued a Certificate on the FEIR in which the Secretary determined that the FEIR adequately addressed the Logan Airport Parking Project’s impacts and mitigation related to ground access improvement and trip reductions, project planning and design, greenhouse gas emissions/climate change adaptation and resiliency, and construction period impacts; and

WHEREAS, as a result of the COVID-19 pandemic, the Logan Airport Parking Project

was postponed; and

WHEREAS, as a result of ground transportation initiatives, including the Ride App rematch in Central and Terminal B Parking Garage, approximately 2,000 commercial parking spaces were removed from operation; and

WHEREAS, to recover the 2,000 lost spaces, increase curb capacity in front of Terminal E, reduce roadway congestion, and accommodate current and projected increased passenger demand, the two phased Logan Airport Parking Project will commence with approximately 4,300 parking spaces in the Terminal E Garage during phase 1 and the expansion of the Economy Garage, phase 2 of the Logan Airport Parking Project, will be deferred; and

WHEREAS, implementation of the Logan Airport Parking Project would improve the passenger experience, and would cause a substantial decrease in vehicle miles traveled (VMT) and associated emissions by reducing the number of trips to and from Logan Airport, congestion and drop-off/pick-up mode share, thereby providing a significant air quality benefit.

NOW, THEREFORE, BE IT RESOLVED AND VOTED THAT:

1. The Authority hereby finds that: (a) the selection and implementation of the Logan Airport Parking Project Preferred Alternatives (the garage in front of Terminal E and the expansion of the Economy Garage) and assessment of environmental impacts associated with the Logan Airport Parking Project are properly and adequately described and evaluated in the EIR/EA; (b) the description of such environmental impacts set forth in said documents is adopted as a specific finding herein; and (c) pursuant to G.L. c.30, Section 61, by implementing the environmentally beneficial measures and mitigation measures set forth in the Section 61 Findings attached hereto as Exhibit A, as modified by and as authorized and directed by this resolution, all practicable means and measures will be taken to minimize damage to the environment. In making these findings, the Authority has considered reasonably foreseeable climate change impacts and effects, including greenhouse gas emissions and potential sea level rise.
2. The Authority hereby further finds and determines that the improvements constituting the Logan Airport Parking Project's Preferred Alternative, as set forth in the EIR/EA, will enhance the operation of Logan Airport and better serve the traveling public.
3. The Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), Director of Administration & Finance and Secretary-Treasurer, or Assistant Secretary-Treasurer, each acting singly (each, an "Authorized Officer"), is hereby authorized to take such actions, not inconsistent with this vote, as the Authorized Officer deems necessary or desirable to effectuate the terms of this vote.

Exhibit A

Logan Airport Parking Project Section 61 Findings

I. Introduction

M.G.L. c.30, 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.”

Proposed Section 61 Findings are provided in Section II and Table A includes beneficial and mitigation measures as part of the proposed Section 61 Findings.

II. Proposed Section 61 Findings

Project Name:	Logan Airport Parking Project
Project Location:	Boston, MA
Project Proponent:	Massachusetts Port Authority
EEA Number:	15665
Date Noticed in Monitor:	December 23, 2019

The beneficial measures and potential environmental impacts of the Logan Airport Parking Project has been characterized and quantified in the Environmental Notification Form (“ENF”) dated March 31, 2017, the Draft Environmental Impact Report (“DEIR”)/ Environmental Assessment (“EA”) dated May 31, 2019 and Final Environmental Impact Report (“FEIR”)/EA dated December 16, 2019 which are incorporated by reference into these Section 61 Findings. Throughout the planning and environmental review process, the Massachusetts Port Authority has been working to develop measures to avoid and mitigate significant impacts of the Project. With the mitigation proposed and carried out by the Massachusetts Port Authority in cooperation with state agencies, the Massachusetts Port Authority finds there are no significant unmitigated impacts.

The Massachusetts Port Authority 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 Massachusetts Port Authority has accordingly prepared the annexed Table of Mitigation Measures that specifies, for each potential state permit category, the mitigation that the Massachusetts Port Authority 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 of Beneficial and Mitigation Measures relative to the Project, finds pursuant to M.G.L. C. 30, §61 that with the Massachusetts Port Authority’s 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.

The Massachusetts Port Authority

Ann Buckley
Assistant Secretary-Treasurer

[Date]

Table A Summary of Logan Airport Parking Project Beneficial and Mitigation Measures

Beneficial/Mitigation Measure	Responsibility	Cost
Project Planning and Design		
<ul style="list-style-type: none"> ■ Accommodating existing and anticipated air passenger demand for parking to reduce the environmentally undesirable drop-off/pick-up mode share and its associated vehicle miles traveled (VMT) and on-and off-Airport air emissions 	Massport	Included in Program Costs
<ul style="list-style-type: none"> ■ Reusing existing developed areas (i.e., the Project sites avoid undeveloped, greenfield lands) 	Massport	Included in Program Costs
<ul style="list-style-type: none"> ■ Selecting Project sites with community input that are in areas already used for parking (i.e., not introducing a new use), are on existing bus/shuttle routes, and are separated from nearby residential communities 	Massport	Included in Program Costs
<ul style="list-style-type: none"> ■ Providing drivers with important roadway and parking information through internal and external wayfinding systems to reduce on-Airport and in-garage circulation, as well as associated VMT and air emissions. Such systems will include: <ul style="list-style-type: none"> <input type="checkbox"/> Dynamic signage/messaging <input type="checkbox"/> A parking reservation system <input type="checkbox"/> Parking guidance via electronic space occupancy detection 	Massport	Included in Program Costs

**Table A Summary of Logan Airport Parking Project Beneficial and Mitigation Measures
 (Continued)**

Beneficial/Mitigation Measure	Responsibility	Cost
Project Planning and Design (Continued)		
■ Providing convenient passenger access between the new garage in front of Terminal E and the terminal buildings and to the pedestrian bridge that connects Terminal E to the Central Garage complex (which includes the West and Central Garages)	Massport	Included in Program Costs
■ Incorporating the following ground access features into the design of the new garage in front of Terminal E: <input type="checkbox"/> A secondary entrance for public parkers to reduce on-Airport recirculation and associated VMT <input type="checkbox"/> A vehicular bridge connected to the Central Garage complex to enable more efficient operational movements by Massport's Ground Transportation Unit	Massport	Included in Program Costs
■ Relying on existing roadway infrastructure, bus routes, and signage for the Economy Garage expansion	Massport	Included in Program Costs
■ Encouraging parkers to pay their fees prior to returning to their vehicles via Massport's pay-by-foot system, which uses automated kiosks to enable the efficient flow of vehicles exiting the garages and reduce vehicle idling and associated air emissions	Massport	Included in Program Costs
Sustainability and Resiliency		
■ Incorporating measures from the U.S. Green Building Council's (USGBC) Parksmart or similar rating system into the Project's technology, structural design, and operation	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Reducing lighting power densities from a base of 0.19 watts per square foot	Massport/ Construction Contractor and Sub-contractors	\$7,000,000 - Included in Program Costs
■ Installing occupancy sensors and photocells on all applicable interior and exterior lighting	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Installing programmable thermostats, where applicable (i.e., mechanical/electrical rooms)	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Conditioning electrical and telecommunications rooms with split system heat pumps capable of operating at low temperatures	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Designing the parking decks to be open air, negating the need for ventilation systems	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Performing building commissioning in accordance with ASHRAE Guideline 0-2005 and ASHRAE Guideline 1.1-2007	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Incorporating a solar photovoltaic (PV) system at the new garage in front of Terminal E capable of offsetting a percentage of the facility's total energy consumption, including all lighting and power required for its electric vehicle (EV) charging stations	Massport/ Construction Contractor and Sub-contractors	\$18,000,000 - Included in Program Costs

**Table A Summary of Logan Airport Parking Project Beneficial and Mitigation Measures
 (Continued)**

Beneficial/Mitigation Measure	Responsibility	Cost
Sustainability and Resiliency (Continued)		
■ Reserving parking spaces for alternative fuel vehicles (e.g., EVs) and assigning preferred parking spaces for other low-emitting and fuel-efficient vehicles	Massport	Included in Program Costs
■ Installing EV charging stations in the new garage in front of Terminal E	Massport/Construction Contractor and Sub-contractors	Included in Program Costs
■ Designing and building the proposed garages to expanded EV charging infrastructure to accommodate commitments to meet 150 percent of demand across all airport facilities	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Providing tire inflation services for each garage to promote increased fuel efficiency and vehicle safety	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Specifying water efficient fixtures and faucets in a staff restroom at the new garage in front of Terminal E	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Applying durable design principles to extend the facilities' lifespan and avoid greenhouse gas emissions caused by future large-scale construction and renovation activities	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Preparing/adhering to a preventative maintenance plan to extend facility lifespan and avoid greenhouse gas emissions caused by future large-scale construction and renovation activities	Massport	TBD
■ Installing and applying only no- or low-volatile organic compound (VOC) coatings, paints, and sealants	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Installing halon-free fire suppression systems in each garage	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Complying with Massport's Floodproofing Design Guide and elevating critical equipment and systems above the designated design flood elevations	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Ensuring redundant or back-up power sources to reduce disruption from extreme weather conditions that may cause power outage	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Performing frequent sweeping (at least monthly) to reduce the need for constant pressure washing and associated water use	Massport	TBD
■ Implementing an active recycling program to reduce the amount of waste sent to regional landfills/incinerators and to reduce greenhouse gas emissions associated with material disposal	Massport	TBD
■ Displaying educational materials to convey the facilities' environmentally sustainable design and operations	Massport	TBD
■ Participating in a recognized sustainable purchasing buying program applicable to non-capital equipment/materials	Massport	TBD
■ Implementing environmentally safe cleaning supplies and providing necessary training to use, maintain, and dispose of these products	Massport	TBD

**Table A Summary of Logan Airport Parking Project Beneficial and Mitigation Measures
 (Continued)**

Beneficial/Mitigation Measure	Responsibility	Cost
Construction Period Mitigation		
■ Providing on-Airport storage areas for construction materials	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Coordinating the arrival of large construction equipment among various on-Airport projects and limiting their arrival or removal during peak travel hours (both Airport and commuter peaks)	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Developing specific truck routing and/or staging plans for implementation by the various contractors	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Requiring construction managers to prepare: <ul style="list-style-type: none"> <input type="checkbox"/> Draft Soil Management Plan <input type="checkbox"/> Draft Stormwater Pollution Prevention Plan <input type="checkbox"/> Draft Management Plan for Dewatering, if needed <input type="checkbox"/> Draft Health and Safety Plan 	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Employing a Construction Waste Management Plan that requires at least 85 percent of materials to be recycled or reused	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Controlling rodents through routine inspection, monitoring, and treatment	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Prioritizing the use of construction equipment and materials that are repurposed, reused, or recycled (or contain recycled content), where feasible	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Prioritizing construction equipment and materials that are sourced regionally (i.e., within 300 miles of the Project sites) to reduce greenhouse gas emissions associated with their transport	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Using regional (i.e., within 75 miles) labor to the greatest extent practicable	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Encouraging construction companies to provide off-Airport parking for their employees and to provide shuttle services from these locations (shuttles are required to use the Coughlin Bypass road to access the Airport)	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Requiring all construction vehicle/equipment to follow anti-idling procedures and all construction managers to provide associated training	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Requiring the use of low- or zero-emissions equipment, where practicable	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Requiring the retrofitting of appropriate diesel construction equipment with diesel oxidation catalyst and/or particulate filters	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Requiring contractors to use Ultra Low Sulfur Diesel Fuel (ULSD)	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Maintaining low on-site vehicle speeds	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Deploying air quality and fugitive dust management best practices, such as reducing exposed erodible surface areas through appropriate materials and equipment staging, covering exposed surface areas with pavement or vegetation in an expeditious manner, and stabilizing soil with cover or periodic watering	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs

**Table A Summary of Logan Airport Parking Project Beneficial and Mitigation Measures
 (Continued)**

Beneficial/Mitigation Measure	Responsibility	Cost
Construction Period Mitigation (Continued)		
■ Using and maintaining construction equipment appropriately to avoid unnecessary noise and applying noise-reduction measures to reduce noise from pile driving by at least 5 A-weighted decibels (dBA) below their unmitigated levels ¹	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Requiring trucks to access the Project sites by Route 1A, Interstate 90, Coughlin Bypass road, and the main Airport roadway only or other routes in compliance with transportation safety requirements	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Prohibiting trucks from using local streets	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Specifying truck routes in contractors' construction specifications	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Using concrete production and batching plants with access via Route 1A or Interstate 90	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Encouraging construction workers to use Massachusetts Bay Transportation Authority (MBTA) transit services, Logan Express, the water shuttle, and other high-occupancy modes of travel	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Putting into place an Erosion and Sedimentation Control Program, in compliance with the Stormwater Pollution Prevention Plan, to protect water quality and to minimize construction phase impacts to Boston Harbor	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Deploying spill prevention measures and sedimentation controls throughout the construction phases to prevent pollution from construction equipment and erosion	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
■ Using the following erosion and sedimentation controls throughout the construction phases: <ul style="list-style-type: none"> ❑ Perimeter barriers such as straw wattles or compost-filled "silt sock" barriers will be placed around upland work areas to trap sediment transported by runoff before it reaches the drainage system or leaves the construction site ❑ Existing catch basins within the work sites will be protected with barriers (where appropriate) or silt sacks ❑ Open soil surfaces will be stabilized within 14 days after grading or construction activities have temporarily or permanently ceased 	Massport/ Construction Contractor and Sub-contractors	Included in Program Costs
Ground Access Improvement, Trip Reduction, and Emissions Reduction		
■ Implement the following ground access improvement, trip reduction, and emission reduction initiatives: <ul style="list-style-type: none"> ❑ Advance the electrification of ground service equipment, pursuant to which all ground service equipment will be replaced (where commercially available) ❑ Expand Logan Express capacity by 10 percent ❑ Increase the percentage of zero emission taxi, livery, and Ride App vehicles (i.e., those associated with companies such as Uber and Lyft) by providing: high-speed electric vehicle charging stations at all taxi, livery, and Ride App pools; and taxi and Ride App queue priority to electric vehicles (subject to negotiation with companies) 	Massport	TBD

Note:

¹ Sound levels from activities associated with the construction of the Project would be voluntarily consistent with the City of Boston's noise criteria; therefore, no construction noise mitigation is anticipated.

Members Jacobs, Sen, O'Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

MPA L1366 – Large Vehicle Storage Maintenance Facility, Logan International Airport, East Boston, MA, Partial Project Budget

Ms. Burdi presented information on the Large Vehicle Storage Maintenance Facility project replacing old inefficient buildings in need of replacement and improving Facilities' airfield operations, and on next steps.

Upon a motion duly made and seconded, it was

VOTED:

To authorize the Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), Director of Administration & Finance and Secretary-Treasurer, or Assistant Secretary-Treasurer, each acting singly (each, an "Authorized Officer"), to take actions necessary or desirable and to execute agreements necessary or desirable in order to continue and complete the Authority's Capital Project known as MPA L1366 – Large Vehicle Storage Maintenance Facility (MPA L1366) subject to the following conditions: funds expended for the L1366 Large Vehicle Storage Maintenance Facility Capital Project shall not exceed \$25,000,000 (the "Approved Partial Project Budget"); the Director of Capital Programs and Environmental Affairs 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 Partial Project Budget; and the Director of Capital Programs and Environmental Affairs also shall report any material changes to the scope of the work for this Capital Project as described in the materials presented at the Board Meeting on June 27, 2024. The Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity) or his designee 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. Any agreement arising out of this vote shall contain such other terms and conditions, not inconsistent with this vote, as the Authorized Officer executing such agreement deems necessary or desirable.

Members Jacobs, Sen, O'Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

MPA L1832 – Green Bus Depot Repurposing, Logan International Airport, East Boston, MA, Partial Project Budget

Ms. Burdi presented information on Green Bus Depot (GBD) repurposing planning and on next steps.

Upon a motion duly made and seconded, it was

VOTED:

To authorize the Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), Director of Administration & Finance and Secretary-Treasurer, or Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”), to take actions necessary or desirable and to execute agreements necessary or desirable in order to commence and complete the Authority’s Capital Project known as MPA L1832 – Green Bus Depot Repurposing (MPA L1832) subject to the following conditions: funds expended for the L1832 Green Bus Depot Repurposing Capital Project shall not exceed \$20,000,000 (the “Approved Partial Project Budget”); the Director of Capital Programs and Environmental Affairs 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 Partial Project Budget; and the Director of Capital Programs and Environmental Affairs also shall report any material changes to the scope of the work for this Capital Project as described in the materials presented at the Board Meeting on June 27, 2024. The Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity) or his designee 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. Any agreement arising out of this vote shall contain such other terms and conditions, not inconsistent with this vote, as the Authorized Officer executing such agreement deems necessary or desirable.

Members Jacobs, Sen, O’Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

MPA L1707 – Rehabilitate Taxiways Bravo North and Alpha North, Logan International Airport, East Boston, MA, Partial Project Budget

Ms. Burdi presented information on the Taxiways Bravo North and Alpha North Rehabilitation Project maintaining the safety and state-of-good-repair of critical airfield infrastructure.

Upon a motion duly made and seconded, it was

VOTED:

To authorize the Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), Director of Administration & Finance and Secretary-Treasurer, or Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”), to take actions necessary or desirable and to execute agreements necessary or desirable in order to commence and complete the Authority’s Capital Project known as MPA L1707 – Rehabilitate Taxiways Bravo North and Alpha North (MPA L1707) subject to the following conditions: funds expended for the L1707 Rehabilitate Taxiways Bravo North and Alpha North Capital Project shall not exceed \$26,000,000 (the

“Approved Partial Project Budget”); the Director of Capital Programs and Environmental Affairs 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 Partial Project Budget; and the Director of Capital Programs and Environmental Affairs also shall report any material changes to the scope of the work for this Capital Project as described in the materials presented at the Board Meeting on June 27, 2024. The Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity) or his designee 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. Any agreement arising out of this vote shall contain such other terms and conditions, not inconsistent with this vote, as the Authorized Officer executing such agreement deems necessary or desirable.

Members Jacobs, Sen, O’Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

MPA A442 – Terminals B and C Escalator Refurbishment Program, Logan International Airport, East Boston, MA, Partial Project Budget

Ms. Burdi presented information on Terminals B and C Escalator Refurbishment Program improving the passenger circulation experience and increasing reliability.

Upon a motion duly made and seconded, it was

VOTED:

To authorize the Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), Director of Administration & Finance and Secretary-Treasurer, or Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”), to take actions necessary or desirable and to execute agreements necessary or desirable in order to commence and complete the Authority’s Capital Project known as MPA A442 – Terminals B and C Escalator Refurbishment Program (MPA A442) subject to the following conditions: funds expended for the A442 Terminals B and C Escalator Refurbishment Program Capital Project shall not exceed \$18,000,000 (the “Approved Partial Project Budget”); the Director of Capital Programs and Environmental Affairs 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 Partial Project Budget; and the Director of Capital Programs and Environmental Affairs also shall report any material changes to the scope of the work for this Capital Project as described in the materials presented at the Board Meeting on June 27, 2024. The Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity) or his designee 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. Any agreement arising out of this vote shall contain such other terms and conditions, not inconsistent with this vote, as the Authorized Officer executing such agreement deems necessary or desirable.

Members Jacobs, Sen, O’Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

MPA M747 – Hybrid Rubber Tired Gantry Retrofits, Paul W. Conley Terminal, South Boston, MA, Partial Project Budget

Ms. Burdi presented information on hybrid retrofits of Conley’s rubber tired gantry cranes (RTGs) aligning with Massport’s Net Zero goal.

Upon a motion duly made and seconded, it was

VOTED:

To authorize the Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), Director of Administration & Finance and Secretary-Treasurer, or Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”), to take actions necessary or desirable and to execute agreements necessary or desirable in order to continue and complete the Authority’s Capital Project known as MPA M747 – Hybrid Rubber Tired Gantry Retrofits (MPA M747) subject to the following conditions: funds expended for the M747 Hybrid Rubber Tired Gantry Retrofits Capital Project shall not exceed \$11,217,000 (the “Approved Partial Project Budget”); the Director of Capital Programs and Environmental Affairs 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 Partial Project Budget; and the Director of Capital Programs and Environmental Affairs also shall report any material changes to the scope of the work for this Capital Project as described in the materials presented at the Board Meeting on June 27, 2024. The Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity) or his designee 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. Any agreement arising out of this vote shall contain such other terms and conditions, not inconsistent with this vote, as the Authorized Officer executing such agreement deems necessary or desirable.

Members Jacobs, Sen, O’Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

AUDIT AND FINANCE/COMMITTEE CHAIR SEN

FY25 OPERATING BUDGET

FY25 Budget Policy Objectives (Information)

Mr. Prankevicius presented information on an update to the FY24 year-end financial forecast and budget adjustment, on FY25 budget summary, on improved business activity supporting the \$1.18 billion FY25 Business Plan and Operating Budget, on FY25 Logan passenger activity being forecasted to exceed pre-pandemic level, on higher Logan passenger volume driving Aviation’s variable revenues up 15% overall, on Hanscom Field ground leases helping to improve revenue performance; higher business activity also a contributor, on Worcester Regional Airport passenger activity forecasting to increase 26% in FY25, on Maritime revenue improving 12% as recovery continue for Conley Terminal, Flynn Cruiseport Boston and real estate development, on Flynn Cruiseport Boston rebounding from the return of cruise activity; real estate revenues benefitting from new commercial development, on Massport’s FY25 revenue budget increasing 13% to \$1.18 billion due to improved business activity across facilities, on FY 25 expense budget increases are owing to higher business activity, additional services, more maintenance, and enhanced safety and security, on recommending a Massport Employee Retirement COLA Base Adjustment, on FY25 net earnings growing by \$49 million, or 11% supporting the \$3.2 billion FY24-FY28 CIP, on 11% margin growth funding Massport CIP including bond holder payments, Net Zero and HOV initiatives, and Maintenance Reserve keeping assets in state-of-good-repair, on \$110 million bond defeasance generating \$5.2 in PV savings, increasing future financing capacity to advance Massport’s NetZero plan, HOV initiatives and other capital needs, and on risks and challenges achieving Massport’s strategic initiatives and 5-year forecasts.

Mr. Prankevicius’ presentation covered items 11 through 21. These items 11 through 21 were taken in one roll call vote.

Upon a motion duly made and seconded, it was

VOTED:

FY25 Operating Budget and Funds Flow

A.	Total Fiscal Year 2025 Revenues (excluding PFCs and CFCs)	\$1,180,000,000 (1)
B.	Operating Expenses excluding In-Lieu-of-Tax Payments	
	for Airport Project	474,493,820
	for Port Project	99,056,205
	for General and Administration	86,569,042
	Total Operating Expenses (Excluding In-Lieu of-Tax)	660,119,067 (2)
D.	Net Operating Revenues (excluding PFCs and CFCs) (Total Revenues minus Current Expenses Prior to Debt Service, Major Maintenance, In-Lieu-of-Tax and Capital Expenses)	493,700,000 (1)

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E. Uses of Net Revenues (Defined as use of funds remaining after Operating Expenses are subtracted from total Revenues)

Deposits to:	
2014A Debt Service Fund	3,042,000
2014B Debt Service Fund	3,234,000
2014C Debt Service Fund	11,425,750
2015A Debt Service Fund	7,134,250
2015B Debt Service Fund	4,578,250
2015C Debt Service Fund	14,904,887
2016A Debt Service Fund	3,888,250
2016B Debt Service Fund	8,051,400
2017A Debt Service Fund	15,118,250
2019A Debt Service Fund (non-PFC portion)	15,565,300
2019C Debt Service Fund (non-PFC portion)	17,114,250
2019B Debt Service Fund	9,585,000
2020A Debt Service Fund	12,019,981
2020B Debt Service Fund	11,812,864
2021A Debt Service Fund	1,781,500
2021B Debt Service Fund	1,095,000
2021C Debt Service Fund (non-PFC portion)	6,907,587
2021D Debt Service Fund	3,789,250
2021E Debt Service Fund (non-PFC portion)	7,452,500
2022A Debt Service Fund (non-PFC portion)	3,864,500
Transfer to Strategic Projects Accounts	19,335,232 (3)
Subtotal Debt Service	181,700,000
Maintenance Reserve Fund (to pay for major maintenance)	135,000,000
In-Lieu-of-Tax Fund	26,180,933 (4)
Improvement and Extension Fund	177,000,000
2000A Park Ex Debt Service Fund	2,580,000
2001A Park Ex Debt Service Fund	2,193,000

F. Transfers to the Capital Program Budget

Current Year Earnings	172,227,000
Accumulated Equity	85,700,000
(Transfer from the Improvement and Extension Fund to the Capital Budget Account to pay for a portion of the scheduled capital improvements)	

G. Transfer to Retiree Benefits Trust 9,291,551
 (Transfer from the Operating Fund)

H. Fiscal Year 2025 PFC Revenue expected to pay PFC Debt Service 25,422,973 (5)

2019A Debt Service Fund (PFC portion)	8,763,200
2019C Debt Service Fund (PFC portion)	2,941,000
2021C Debt Service Fund (PFC portion)	200,023
2021E Debt Service Fund (PFC portion)	11,337,000
2022A Debt Service Fund (PFC portion)	2,181,750

Pursuant to Section 7.04 (b) of the ConRAC Trust Agreement, the level of the Customer Facility Charge for FY22 shall be established to conform with the covenants of the ConRAC Trust Agreement:

Customer Facility Charge (CFC) per Transaction Day \$6.00

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(1) Passenger facility charge (PFC) revenue is excluded from the Revenues pledged under the 1978 Trust Agreement and is held on deposit with The Bank of New York pursuant to the PFC Depository Agreement dated as of July 3, 2017.

(2) The Chief Executive Officer and Executive Director, the Secretary-Treasurer and the Assistant Secretary-Treasurer, each acting singly (each, an "Authorized Officer"), are hereby authorized to contract, procure, and make expenditures and/or payments in amounts consistent with this FY25 Operating Budget, for the following recurring, routine, non-discretionary Operating Expenses, in order to carry out the Authority's daily operations: self insurance, workers' compensation, property and casualty insurance, Columbia Coastal (ILA), retirement contributions, health insurance, dental insurance, water and sewer service, telephone service, and funding for State Police services to be paid to the Commonwealth, on such terms and conditions as the Authorized Officer may determine are necessary or desirable.

(3) Deposits made to the Strategic Initiatives Project Account may be used for the previously authorized purposes for such amount (including resolutions of the Authority adopted on June 23, 2016, June 15, 2017, June 12, 2019, June 24, 2021, June 16, 2022, and June 15, 2023) and may also be applied to call or defease bonds by resolution of the Authority in order to lower debt service expenses in future years to enhance the Authority's debt profile.

(4) This amount reflects the payment due pursuant to the Amended and Restated Payment-In-Lieu-of-Tax Agreement between the City of Boston and the Authority, and the Amended and Restated Payment-In-Lieu-of-Tax Agreement between the Town of Winthrop and the Authority.

(5) Transfer from PFC Depository Account held on deposit with the Bank of New York, to pay principal of and interest on the portion of the Bonds applied to finance PFC-eligible projects.

A copy of the Massport Fiscal Year 2025 Operating Budget & Business Plan is on file with the Assistant Secretary-Treasurer's Office.

Massport Employees' Retirement System COLA Base Adjustment

WHEREAS, pursuant to M.G.L. c. 32 §103(j), a retirement board may increase the cost of living adjustment ("COLA") base in \$1,000 increments subject to approval of its appropriate legislative body; and

WHEREAS, on May 30, 2024, the Massachusetts Port Authority Employees' Retirement System Board voted to increase the COLA base from \$14,000 to \$15,000, subject to the approval of the Members of the Authority; and

WHEREAS, the Members of the Authority are the appropriate legislative body under the statutory provision referenced herein;

NOW, THEREFORE, IT IS HEREBY RESOLVED:

1. To approve the Massachusetts Port Authority Employees' Retirement System's COLA base increase under M.G.L. c. 32 §103(j) by \$1,000 from \$14,000 to \$15,000; and
2. The increase provided herein shall be effective as of July 1, 2024.

FY24 Operating Budget Revision

1. That the Total Operating Expenses (including the In-Lieu-of-Tax Fund) in the FY2024 Operating Budget and Funds Flow vote previously approved on June 15, 2023 be increased from \$600 million to \$625 million, to cover unanticipated additional expenses resulting from increased business activity across all of the Authority's transportation assets.
- 2.. The Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity) and the Director of Administration & Finance and Secretary-Treasurer, each acting singly (each an "Authorized Officer"), are hereby authorized (i) to transfer monies from the Improvement and Extension Fund sufficient to cover such additional FY2024 expenses, and (ii) do all acts and things necessary or desirable to effectuate the actions contemplated by this Vote.
3. In the event that the FY2024 expenses exceed the amount authorized by this Vote, the Director of Administration & Finance and Secretary-Treasurer is hereby authorized to transfer monies from the Improvement and Extension Fund sufficient to close the financial records of the Authority for FY2024, with the total amount of such transfers to be reported to the Board at the July 2024 meeting.
4. This Vote shall take effect immediately.

Capital Budget Funding Transfer (FY24)

**RESOLUTION PROVIDING FOR A TRANSFER OF FUNDS FROM THE
IMPROVEMENT AND EXTENSION FUND TO THE CAPITAL BUDGET FUND**

The Members of the Massachusetts Port Authority (the “Authority”) hereby find and resolve as follows:

WHEREAS, the Authority will require a mix of funds to finance the FY24-FY28 Capital Investment Plan, including internally generated funds; and

WHEREAS, the Authority intends to transfer \$100 million to the Capital Budget Fund, consistent with the finance plan incorporated into the March 21, 2024 Board approved FY24-FY28 Capital Investment Plan.

NOW, THEREFORE, the Members of the Authority hereby resolve as follows:

1. Funds now on deposit in the Improvement and Extension Fund are hereby authorized to be transferred to the Capital Budget Fund pursuant to this Resolution, to fund the FY24-FY28 Capital Investment Plan in the amount of \$100,000.000.
2. This Resolution shall take effect immediately.

Logan Commercial Parking Online Discount Pricing Continuation

WHEREAS, in order to (i) incentivize a shift from vehicle pick-up and drop-off modes which generate up to four vehicle trips to and from Boston-Logan International Airport (the “Airport”) to parking, which generates only two vehicle trips; (ii) balance parking facility demand and utilization; and (iii) continue to provide an affordable parking alternative at the Economy Garage, at its June 24, 2021 meeting, the Board approved the following:

- A discounted parking rate of \$25.00 per day for the Economy Parking Garage at the Airport, available only through the online reservation system, subject to space availability; and
- A web-only duration-based discount for parking in the Airport Terminal Area Parking Garages, subject to space availability;

WHEREAS, the web-only discount programs achieved the desired effects; therefore, the Board reauthorized the discount programs at its meetings on November 18, 2021, June 16, 2022 and June 15, 2023; and

WHEREAS, staff requests authorization to extend the online-only discount programs at the Airport until June 30, 2025.

NOW, THEREFORE, BE IT RESOLVED AND VOTED THAT:

The Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), the Director of Administration & Finance and Secretary-Treasurer, or the Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”), are hereby authorized and directed to:

1. Continue the discounted parking rate of Twenty-five Dollars (\$25.00) per day for the Economy Parking Garage which will only be available through an online reservation system and subject to space availability, from July 1, 2024 until June 30, 2025; and
2. Continue the duration-based discount for parking in the Terminal Area Parking Garages which will only be available through an online reservation system and subject to space availability, from July 1, 2024 until June 30, 2025, as described below:

Day 1: \$41.00
Day 2: \$41.00
Day 3: \$38.00
Day 4: \$35.00
Day 5+: \$32.00

All other Logan Commercial Parking rates will remain unchanged.

Logan Express Bus Fare E-Ticket Discount Continuation

WHEREAS, at its meeting on June 24, 2021, the Members of the Authority (the “Board”) authorized the establishment of a Logan Express online-only promotional discount program effective July 1, 2021 through December 31, 2022, pursuant to which the \$12 one-way Adult ticket was discounted to \$9, the \$22 round-trip Adult ticket was discounted to \$18, the \$11 one-way Senior ticket was discounted to \$9 and the \$20 round-trip Senior ticket was discounted to \$18; and

WHEREAS, the online discount program was reauthorized by the Board at its meetings on November 18, 2021, June 16, 2022 and again on June 15, 2023, respectively, without changes; and

WHEREAS, staff requests authorization to extend the Logan Express online-only discount program until June 30, 2025.

NOW, THEREFORE, BE IT RESOLVED AND VOTED THAT:

The Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), the Director of Administration & Finance and Secretary-Treasurer or the Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”), are each hereby authorized to extend the Logan Express promotional price program effective July 1, 2024 until June 30, 2025. This program will be limited to Logan Express e-tickets purchased at loganexpress.com or on the FlyLogan App at the following prices:

- The \$12 one-way Adult ticket will be discounted to \$9 and the \$22 round-trip Adult ticket will be discounted to \$18.
- The \$11 one-way Senior ticket will be discounted to \$9 and the \$20 round-trip Senior ticket will be discounted to \$18.

All other Logan Express fares will remain unchanged.

Agreement with the City of Chelsea

To authorize the Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), Director of Administration & Finance and Secretary-Treasurer or Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”), to execute and deliver on behalf of the Authority an amendment to the agreement with the City of Chelsea to extend the term through June 30, 2024 and provide for a payment of \$600,000 to the City of Chelsea. The amendment shall contain such other terms and conditions, not inconsistent with this vote, as the Authorized Officer executing such amendment deems necessary or desirable.

Marine Terminals' Tariff Rates Increases and Container Incentive Programs Renewals

1. To increase and make other changes to the Marine Terminals' Tariff rates for services at:
 - (a) the Paul W. Conley Marine Terminal as more particularly set forth under Container Tariff No. 1 (a/k/a the “Conley Terminal Tariff”) attached hereto as Schedule A and incorporated herein by reference, to be effective as of October 1, 2024; and
 - (b) the Flynn Cruiseport Boston and all other marine terminal facilities of the Authority that are regulated by the Federal Maritime Commission as more particularly set forth under Terminal Tariff No. 2 (a/k/a the “Flynn Cruiseport Boston Tariff”) attached hereto as Schedule B and incorporated herein by reference, to be effective as of January 1, 2025 unless otherwise specifically set forth therein; and
2. To continue for another year from July 1, 2024 through June 30, 2025, the “Container Volume Incentives” programs set forth in R67 of the Conley Terminal Tariff attached hereto as Schedule A; and to authorize the Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), the Director of Administration & Finance and Secretary-Treasurer, or the Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”), or their respective designees, to take such steps as may be necessary and appropriate to implement the Incremental Container Volume Incentive programs, which shall be consistent with and contain substantially similar terms and conditions as those described in said R67, and such other terms and conditions as are not inconsistent with this Vote, but are deemed necessary or desirable by the aforesaid parties.

SCHEDULE A

CONLEY TERMINAL TARIFF

A copy of the Conley Terminal Tariff Schedule is on file with the Assistant Secretary-Treasurer's Office.

SCHEDULE B

FLYNN CRUISEPORT BOSTON TARIFF

A copy of the Flynn Cruiseport Boston Tariff Schedule is on file with the Assistant Secretary-Treasurer's Office.

South Boston Parking Rates

WHEREAS, the Authority owns and operates the 2,500 parking spaces in the South Boston Waterfront, including the South Boston Waterfront Transportation Center (“SBWTC”) and surface parking lots at the Boston Fish Pier, Parcel H, Parcel D-3, Fargo Street and on-street metered parking spaces (collectively with the SBWTC, the “South Boston Parking Facilities”); and

WHEREAS, the South Boston Parking Facilities provide monthly contract and daily transient parking for workers, residents, and visitors under several different parking rate categories; and

WHEREAS, the Authority desires to adjust certain of the Authority’s parking rate categories applicable to the South Boston Parking Facilities to reflect current market conditions in the area.

NOW, THEREFORE, BE IT RESOLVED AND VOTED THAT:

1. Effective as of July 1, 2024, the adjustments in certain categories of parking rates and ranges for the South Boston Parking Facilities as more particularly set forth in Exhibit A attached hereto and incorporated herein by reference, are hereby approved.

All other categories of parking rates and charges for the South Boston Parking Facilities shall remain unchanged.

2. To authorize the Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), the Director of Administration & Finance and Secretary-Treasurer, the Assistant Secretary-Treasurer, the Chief Development Officer, the Port Director, and the Chief Legal Counsel, or their respective designees, each acting jointly or singly (each, an “Authorized Officer”), to take such actions, not inconsistent with this Vote, as may be necessary or desirable to effectuate this Vote.

EXHIBIT A

**SOUTH BOSTON PARKING FACILITIES
2024 PARKING RATES ADJUSTMENTS**

EFFECTIVE AS OF JULY 1, 2024

A copy of the South Boston Parking Facilities 2024 Parking Rates Adjustments is on file with the Assistant Secretary-Treasurer's Office.

Debt Defeasance Resolution

DEFEASANCE RESOLUTION

MASSACHUSETTS PORT AUTHORITY

RESOLUTION AUTHORIZING THE DEFEASANCE OF UP TO \$110,400,000 AGGREGATE PRINCIPAL AMOUNT OF THE AUTHORITY'S REVENUE BONDS, SERIES 2014-A, 2014-B, 2014-C, 2015-A, 2015-B AND 2020-A

WHEREAS, in accordance with Chapter 465 of the Acts of 1956 of the Commonwealth (said Chapter 465, as heretofore amended, the "*Enabling Act*"), the Authority was duly created and exists as a body politic and corporate and public instrumentality of The Commonwealth of Massachusetts (the "*Commonwealth*"); and

WHEREAS, pursuant to the Enabling Act and the Trust Agreement dated as of August 1, 1978 (as supplemented and amended, the "*Trust Agreement*") between the Authority and U.S. Bank Trust Company, National Association (successor-in-interest to State Street Bank and Trust Company), as trustee (the "Trustee"), the Authority has issued various series of revenue bonds for the purpose of financing improvements to the Airport Properties and Port Properties; and

WHEREAS, the Authority has determined that it should reduce its revenue bond debt using available cash on deposit in the Improvement and Extension Fund (the "*I&E Fund*") to free up capacity for future borrowings in connection with the Authority's capital programs, and has identified for prepayment revenue bonds consisting of the following (collectively, the "*Defeased Bonds*"):

- (i) the Revenue Bonds, Series 2014-A, maturing July 1, 2025, currently outstanding in the aggregate principal amount of \$1,145,000 (the "*Defeased Series 2014-A Bonds*");
- (ii) the Revenue Bonds, Series 2014-B, maturing July 1, 2025 through July 1, 2044, inclusive, currently outstanding in the aggregate principal amount of \$40,280,000 (the "*Defeased Series 2014-B Bonds*");
- (iii) the Revenue Bonds, Series 2014-C, maturing July 1, 2025, currently outstanding in the aggregate principal amount of \$6,650,000 (the "*Defeased Series 2014-C Bonds*");
- (iv) the Revenue Bonds, Series 2015-A, maturing July 1, 2025, currently outstanding in the aggregate principal amount of \$2,560,000 (the "*Defeased Series 2015-A Bonds*");
- (v) the Revenue Bonds, Series 2015-B, maturing July 1, 2025 through July 1, 2045, inclusive, currently outstanding in the aggregate principal amount of \$58,665,000 (the "*Defeased Series 2015-B Bonds*"); and
- (vi) the Revenue Bonds, Series 2020-A, maturing July 1, 2025 and July 1, 2031, currently outstanding in the aggregate principal amount of \$1,100,000 (the "*Defeased Series 2020-A Bonds*");

in each case as reflected in the Schedule attached hereto as Exhibit A; and

WHEREAS, the Authority has the legal right, pursuant to the Enabling Act, the Trust Agreement and the terms of the Defeased Bonds listed above to pay at maturity or optionally redeem, as applicable,

(i) the Defeased Series 2014-A Bonds, the Defeased Series 2014-B Bonds, and the Defeased Series 2014-C Bonds on or after July 1, 2024, (ii) the Defeased Series 2015-A Bonds and the Defeased Series 2015-B Bonds on or after July 1, 2025, and (iii) the Defeased Series 2020-A Bonds on their scheduled maturity dates, and to defease such bonds in advance of redemption or scheduled maturity with funds of the Authority;

NOW, THEREFORE, BE IT RESOLVED by the Members of the Massachusetts Port Authority, pursuant to the Enabling Act and the Trust Agreement, as follows:

Section 1. Authorization of Defeasance of Defeased Bonds. The Chair, the Vice Chair, the Chief Executive Officer and Executive Director, the Director of Administration and Finance/Secretary-Treasurer of the Authority, or any person serving in any of the foregoing positions in an “interim” or “acting” capacity at the direction of the Members of the Authority, each as in office from time to time (each, an “Authorized Officer”) are, and each of them acting individually is, hereby authorized, empowered and directed by and on behalf of the Authority to take such actions and give such notices as are necessary and appropriate to cause (i) up to \$48,075,000 aggregate principal amount of the Defeased Series 2014-A Bonds, Defeased Series 2014-B Bonds and Defeased Series 2014-C Bonds, (ii) up to \$61,225,000 aggregate principal amount of the Defeased Series 2015-A Bonds and Defeased Series 2015-B Bonds, and (iii) up to \$1,100,000 aggregate principal amount of the Defeased Series 2020-A Bonds, each as listed in Exhibit A hereto, to be defeased in accordance with Section 1201 of the Trust Agreement.

Section 2. Authorization of Defeasance Escrow Agreements. Each Authorized Officer, acting singly, is hereby authorized and directed to execute and deliver on behalf of the Authority one or more Defeasance Escrow Agreements with the Trustee pursuant to which the Authority shall transfer or cause to be transferred to the Trustee to be held in trust for and shall irrevocably commit to the payment of the applicable Defeased Bonds; provided that each such Defeasance Escrow Agreement shall conform to the requirements of Section 1201 of the Trust Agreement and shall be in form and substance satisfactory to the Chief Legal Counsel of the Authority, and the execution thereof by an Authorized Officer shall constitute conclusive evidence of such approval thereof. The Authorized Officers, or any one of them acting singly, are hereby further authorized to execute and deliver such agreements relating to the investment of funds deposited in such escrows in Government Obligations (as defined in the Trust Agreement) as such Authorized Officer or Officers shall consider advisable, each such agreement to be in form and substance satisfactory to the Chief Legal Counsel of the Authority, such execution to constitute conclusive evidence of such approval thereof. If deemed necessary or desirable by an Authorized Officer, each Authorized Officer is hereby authorized to obtain a verification report by an independent consultant to verify that the amount of funds deposited in such escrows, together with any investments held within such escrows, will be sufficient to pay, on the respective maturity or redemption dates, as applicable, the full principal amount, premium, if any, and interest on the Defeased Bonds.

Section 3. Deposit and Investment of Escrowed Funds. An Authorized Officer, acting singly, shall cause to be deposited to the appropriate accounts held pursuant to the Defeasance Escrow Agreements for the Defeased Bonds, respectively, such funds from the I&E Fund, plus amounts released from the Debt Service Reserve Fund allocable to the Defeased Bonds, if any, sufficient to pay (i) the principal amount of the Defeased Series 2014-A Bonds, the Defeased Series 2014-B Bonds and the Defeased Series 2014-C Bonds on July 1, 2024, plus all interest accrued thereon to such date; (ii) the principal amount of the Defeased Series 2015-A Bonds and the Defeased Series 2015-B Bonds on July 1, 2025, plus all interest accrued thereon to such date; and (iii) the principal amount of the Defeased

Series 2020-A Bonds on the respective maturity dates thereof, plus all interest accrued thereon to such dates.

Section 4. Financial Advisor Recommendation. At this meeting, the Authority reviewed, approved and adopted, the recommendation of PFM Financial Advisors, LLC, and the Authority's Financial Advisor regarding the defeasance of the Defeased Bonds.

Section 5. General Authority. The Authorized Officers are, and each of them acting individually is, hereby authorized, empowered and directed by and on behalf of the Authority to execute and deliver such other agreements, instruments, notices, certificates or other documents, and to take any further action as the Authorized Officers in their sole discretion deem necessary or appropriate to consummate fully the transactions contemplated by this Defeasance Resolution, the taking of each such action by the Authorized Officers or any one of them to be conclusive evidence that the same was authorized by the Authority.

Section 6. Resolution Effective Immediately. This Defeasance Resolution shall take effect immediately upon its adoption by the Members of the Authority.

Exhibit A

Schedule of Defeased Bonds

<u>Series</u>	<u>Maturity Date</u>	<u>Interest Rate</u>	<u>Amount to be Defeased</u>
Series 2014-A	07/01/2025	5.00%	\$1,145,000
Series 2014-B	07/01/2025	5.00%	\$1,220,000
	07/01/2026	5.00	1,280,000
	07/01/2027	5.00	1,345,000
	07/01/2028	5.00	1,410,000
	07/01/2029	5.00	1,480,000
	07/01/2030	5.00	1,555,000
	07/01/2031	5.00	1,630,000
	07/01/2032	5.00	1,715,000
	07/01/2033	5.00	1,800,000
	07/01/2034	5.00	1,890,000
	07/01/2035	5.00	1,985,000
	07/01/2036	5.00	2,085,000
	07/01/2037	5.00	2,190,000
	07/01/2038	5.00	2,295,000
	07/01/2039	5.00	2,410,000
	07/01/2040	5.00	2,530,000
	07/01/2041	5.00	2,660,000
07/01/2042	5.00	2,790,000	
07/01/2043	5.00	2,930,000	
07/01/2044	5.00	<u>3,080,000</u>	
			<u>\$40,280,000</u>
Series 2014-C	07/01/2025	5.00%	\$6,650,000
Series 2015-A	07/01/2025	5.00%	\$2,560,000
Series 2015-B	07/01/2025	5.00%	\$1,645,000
	07/01/2026	5.00	1,725,000
	07/01/2027	5.00	1,810,000
	07/01/2028	5.00	1,900,000
	07/01/2029	5.00	1,995,000
	07/01/2030	5.00	2,095,000
	07/01/2031	5.00	2,200,000
	07/01/2032	5.00	2,310,000
	07/01/2033	5.00	2,425,000
	07/01/2034	5.00	2,550,000
	07/01/2035	5.00	2,675,000
	07/01/2036	5.00	2,810,000
	07/01/2037	5.00	2,950,000
	07/01/2038	5.00	3,095,000
	07/01/2039	5.00	3,250,000
	07/01/2040	5.00	3,415,000
	07/01/2041	5.00	3,585,000
07/01/2042	5.00	3,765,000	
07/01/2043	5.00	3,955,000	
07/01/2044	5.00	4,150,000	
07/01/2045	5.00	<u>4,360,000</u>	

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<u>Series</u>	<u>Maturity Date</u>	<u>Interest Rate</u>	<u>Amount to be Defeased</u>
			<u>\$58,665,000</u>
Series 2020-A	07/01/2025	1.57%	\$190,000
	07/01/2026	1.57	190,000
	07/01/2027	1.57	195,000
	07/01/2028	1.57	195,000
	07/01/2029	1.57	135,000
	07/01/2030	1.57	135,000
	07/01/2031	1.57	<u>60,000</u>
			<u>\$1,100,000</u>

Potential Items for Reimbursement by Bond Funds

Declaration of Official Intent

June 27, 2024

That the Massachusetts Port Authority (the "Authority") intends to, and reasonably expects that it will, reimburse itself for capital expenditures for airport or port purposes, including but not limited to capital expenditures made in connection with the projects described in Schedule A hereto (the "Projects") from the proceeds of obligations issued by the Authority in a maximum principal amount of \$1,642,835,000 (which amount is in addition to the maximum principal amount of obligations for reimbursement of capital expenditures stated in prior declarations of official intent of the Authority). The amounts and descriptions identified for particular projects set forth in Schedule A are for informational purposes, and are not intended to limit the application of this declaration of official intent. The original expenditures will be made from the Authority's available funds and subsequently may be reimbursed with proceeds of the Authority's bonds or commercial paper. The Members of the Authority hereby acknowledge that the costs of the Projects include certain project costs that are eligible for funding with Passenger Facility Charges ("PFCs"), Customer Facility Charges ("CFCs"), Capital Budget Funds, Maintenance Reserve Funds and/or grants (together, "Other Funding Sources"), and the amount of such costs to be reimbursed with bond or commercial paper proceeds may be reduced, in the discretion of the Authority, by the amount of Other Funding Sources applied to such projects prior to the issuance of such bonds. This resolution is intended to be a "declaration of official intent" under Section 1.150-2(e) of the U.S. Treasury Regulations.

Schedule A
As of June 2024
Maximum
Principal
Amount (in
dollars, 000's
omitted)

Projects with increased budgets (Section 1)	Previous <u>Budget</u>	Revised <u>Budget</u>	<u>Increase</u>
<u>LOGAN</u>			
TW N BETWEEN I5R-33LAND 15L-33R	18,000	27,000	9,000
REHABILITATE RUNWAY I5R-33L FULL LENGTH INCLUDING ELECTRICAL	40,000	64,200	24,200
AIRFIELD UNDERGROUND COMMUNICATION PATH	3,539	7,500	3,961
REPLACE AIRFIELD EQUIPMENT	1,300	26,974	25,674
RECIRCUIT RUNWAY 4R LIGHT SYSTEMS AND REPLACE EDGE LIGHT INFRASTRUCTURE	7,000	10,000	3,000
NORTH CARGO RAMP REHABILITATION	8,000	25,750	17,750
ENERGY OPTIMIZATION - LOGAN AIRSIDE CHARGING STATIONS	5,000	24,000	19,000
TERMINAL B ROADWAY OPTIMIZATION / HOV IMPROVEMENTS	51,000	53,000	2,000
Total Projects with increased budgets (Section 1)	<u>\$133,839</u>	<u>\$238,424</u>	<u>\$104,585</u>

New Projects financed with Commercial Paper Program (Section 2)

ALLEYWAYS AT TERMINAL B/C, C AND C/E	4,300
AIRFIELD INFRASTRUCTURE STUDY, SECOND AIRFIELD LIGHTING VAULT ELECTRICAL BUILDOUT AND AIRFIELD RECIRCUIT	15,000
AIRSIDE ELECTRICAL INFRASTRUCTURE UPGRADES	25,000
UPGRADETAXIWAY A CENTERLINE LIGHTS	10,000
REHAB TAXIWAY A AND B NORTH	26,000
REHAB TAXIWAYS A AND B EAST AND SOUTH (FROM TAXIWAY N TO RUNWAY 4R)	31,000
REHAB OF TAXIWAYS E AND K UPTO INTERSECTION WITH TAXIWAY A	15,500
A TO B POST SECURITY CONNECTOR	125,000
RUNWAY4R-22LRSA STUDY	1,000
TAXIWAY C AND D SEPARATION ALTERNATIVE STUDY	1,000
REHABILITATE RUNWAY 4L-22R	18,000
REHABILITATE RUNWAY 4R-22L	20,000
FRAMINGHAM LOGAN EXPRESS GARAGE OPTIMIZATION	46,450
TERMINAL E ROADWAY AND CURB	215,000
BIL - TERMINAL E HVAC, TICKET COUNTERS, ETC.	150,000
TERMINAL E PARKING GARAGE	285,000
TERMINAL E OPERATIONAL IMPROVEMENTS	<u>550,000</u>
Total New Projects added (Section 2)	<u>\$1,538,250</u>

Note: Full project costs are listed; amounts bonded are reasonably expected to be net of Capital Budget, Maintenance Reserve Funds, PFCs, CFCs, and or grants.

On items 11 through 21 Members Jacobs, Sen, O'Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

FY25 RATES AND CHARGES

Logan Rates and Charges Presentation (Information)

Mr. Gallagher presented information on Logan FY25 Terminal E Activity Forecast, on FY25 Operating and Capital Budget Summary, on estimated FY Logan Airport Rates & Charges, on Logan Employee Parking Rates, and on estimated FY25 Hanscom Field and Worcester Regional Airport Rates & Charges.

Mr. Gallagher's presentation covered items 23 through 32. These items 23 through 32 were taken in one roll call vote.

Upon a motion duly made and seconded, it was

VOTED:

Logan Landing Fee

To establish on behalf of the Authority in accordance with 740 CMR 21.24 a landing fee rate at Boston-Logan International Airport of \$6.61 per thousand pounds of certificated landed weight of the aircraft conducting the particular landing operation with a minimum landing fee of \$30.00 for fixed wing aircraft and \$30.00 for rotary wing aircraft. This rate shall be effective from July 1, 2024, through June 30, 2025, or until a new rate is established.

Logan Terminal Building Rental Rates

To establish on behalf of the Authority the following terminal building rates, passenger fees, cargo building, land and other rates for Boston-Logan International Airport. The rates shall be effective from July 1, 2024, through June 30, 2025, or until new rates are established.

A. <u>Building Rates:</u>	<u>Rate</u>
Terminal A	\$202.66 per square foot per year
Terminal B	\$188.35 per square foot per year
Terminal B BHS Facility	\$ 12.43 per square foot per year
Terminal C - Main Terminal	\$292.25 per square foot per year
Terminal C - Upper Piers	\$169.98 per square foot per year
Terminal C - Lower Piers	\$100.59 per square foot per year
Terminal C – Pier A Upper Pier	\$153.37 per square foot per year
Terminal C – Pier A Lower Pier	\$148.58 per square foot per year
Terminal E - Type 1 Space	\$188.15 per square foot per year
Terminal E - Type 2 Space	\$191.15 per square foot per year

Terminal E - Type 3 Space	\$201.65 per square foot per year
Amelia Earhart (Regional Carrier Facility)	\$ 69.14 per square foot per year

B. Passenger Fees:

Terminal E Common Use Facilities

Inbound International	\$15.04 per passenger
Outbound	\$ 5.36 per passenger
Inbound Non-FIS/Domestic	\$15.04 per passenger
Check in Fee	\$ 9.02 per passenger

C. Terminals A, B & C Common Use Gates & Check In Counters and Terminal E Loading Bridge Charge

Exclusive & Preferential Bridge Charge (A, B &C)	\$4,308 per month
Exclusive & Preferential Bridge Charge (E)	\$10,168 per month
Common Use Bridge and Holdroom Charges	\$ 3.66 per inbound passenger
	\$ 9.25 per outbound passenger
Check in Fee	\$ 11.84 per passenger

D. Land Rates

Logan Baggage Screening Facility Fee

To establish on behalf of the Authority a Baggage Screening Facility Fee at Boston-Logan International Airport of \$2.02 per checked bag billable to each airline checking bags. This rate shall be effective from July 1, 2024, through June 30, 2025, or until a new rate is established.

Logan General Aviation User Fee

To establish on behalf of the Authority the following General Aviation User Fees at Boston-Logan International Airport:

<u>Types of Aircraft</u>	<u>Fee per Departure</u>
All Category A	\$200.00
All Category B	\$133.00
All Category C	\$98.00
All Category D	\$64.00

These rates shall be effective from July 1, 2024, through June 30, 2025, or until a new rate is established.

Logan Aircraft Parking Fee

To establish on behalf of the Authority the parking rates for all ramp areas for Boston-Logan International Airport. The rates shall be effective from July 1, 2024, through June 30, 2025, or until new rates are established.

Category	Aircraft Wingspan	0-4 Hours	Over 4 Hrs to 8 Hrs	Over 8 Hrs to 16 Hrs	Over 16 Hrs to 24 Hrs	Over 24 Hrs to 32 Hrs	Over 32 Hrs to 48 Hrs
Z	215 ft & over	\$384	\$509	\$893	\$1,027	\$1,529	\$2,051
A	166-214 ft	\$342	\$452	\$791	\$912	\$1,358	\$1,818
B	126-165 ft	\$227	\$306	\$536	\$607	\$917	\$1,227
C	96-125 ft	\$160	\$200	\$350	\$404	\$604	\$811
D	81-95 ft	\$88	\$115	\$199	\$225	\$345	\$460
E	66-80 ft	\$56	\$72	\$127	\$151	\$221	\$294
F	0-65 ft	\$48	\$48	\$72	\$88	\$130	\$170

For each subsequent day or any part thereof add the 24 hour rate

Carriers may reserve one or more spaces for the month, and shall pay the 24 hour rate multiplied by the number of days in the month per space.

Logan Rental Car Center Rental Rates

To establish on behalf of the Authority the following facility rates and fees for the Rental Car Center at Boston Logan International Airport. The rates and fees shall be effective from July 1, 2024, through June 30, 2025, or until new rates are established.

A. <u>Facility Rates</u>	<u>Rate</u>
Customer Service Center Facility Rent	\$322.87 per square foot per year
Garage Facility Rent (Levels 1-3)	\$2.82 per square foot per year
Garage Facility Rent (Roof Level)	\$1.37 per square foot per year
Quick Turn Around Facility Rent	\$6.02 per square foot per year

B. <u>Fees</u>	<u>Rate</u>
Common Airport Transit System Fee (“CATS”)	\$11.02 per rental car transaction
Rental Car Center Facility Access Fee (“FAC”)	\$2.50 per rental car transaction

Logan Employee Parking Rates

WHEREAS, the Authority provides Boston-Logan International Airport (“Airport”) employee parking on-Airport and off-Airport at the Chelsea Garage, a private lot in Chelsea (“PreFlight”) and since 2023, the MBTA Wonderland Garage; and

WHEREAS, the employee parking rates have been unchanged since 2016; and

WHEREAS, in order to reduce demand for employee parking spaces at the on-airport facilities and at the three (3) off-airport facilities and encourage HOV access to the Airport, staff requests that the Board approve an increase in the employee parking rates applicable to on-airport and off-airport permits for non-dedicated parking spaces, as set forth below, effective July 1, 2024.

NOW THEREFORE, BE IT RESOLVED AND VOTED THAT:

The Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), the Director of Administration & Finance and Secretary-Treasurer, or the Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”), are hereby authorized and directed to:

1. Effective July 1, 2024, increase the price of on-Airport employee parking permits from \$175 to \$225 per permit per month.

2. Effective July 1, 2024, increase the price of off-Airport employee parking permits from \$125 to \$175 per permit per month.

The above rates shall apply to Logan employee parking permits for on-Airport and off-Airport facilities, as these locations are modified, relocated or secured.

The rate for dedicated on-Airport tenant parking spaces shall remain unchanged at \$295 per month.

This vote supersedes all previous votes regarding employee parking rates, including previous Chelsea Garage Parking Rate votes, to the extent inconsistent with the provisions of this vote.

Chelsea Surface Lot - Additional Parking Permits

WHEREAS, on January 16, 2020, the Board authorized staff to enter into a Parking Access Agreement (“Agreement”) with Urban Growth Property Limited Partnership (“UGPLP”) for off-airport parking at a lot located at 111 Eastern Avenue in Chelsea (the “Parking Facility”); and

WHEREAS, the Authority and UGPLP subsequently entered into the Agreement with a term commencement date of February 1, 2020 and expiration date of July 31, 2029; and

WHEREAS, pursuant to the Agreement, the Authority agreed to purchase from UGPLP no less than three hundred (300) and no more than fifteen hundred (1,500) monthly Parking Facility permits to be used by flight crews and non-flight crew employees operating at Boston Logan International Airport (“Airport”); and

WHEREAS, the demand for Airport employee parking at the Parking Facility continues to increase; and

WHEREAS, staff requests authorization to increase the monthly Parking Facility permits from fifteen hundred (1,500) to two thousand (2,000) upon the terms and conditions set forth in this vote.

NOW, THEREFORE, BE IT RESOLVED AND VOTED THAT:

1. The Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), the Director of Administration & Finance and Secretary-Treasurer or the Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”), is hereby authorized to execute and deliver, on behalf of the Authority, an amendment to the Agreement with UGPLP, or its nominee, on the

following terms and such other terms and conditions not inconsistent with this vote as the Authorized Officer may determine are necessary or desirable:

- a. The Authority shall have the right to purchase up to two thousand (2,000) Parking Facility permits per month with a minimum purchase of three (300) Parking Facility permits per month.
- b. Parking Facility permit rates (“Permit Rates”) shall be tiered based on the number of permits purchased at the below current Permit Rates:

1-500 permits	\$138.04 per permit per month
501-1000 permits	\$150.03 per permit per month
1001-1500 permits	\$162.04 per permit per month
1501-2000 permits	\$180.00 per permit per month

2. Each Authorized Officer is further authorized to execute on behalf of the Authority any and all other related documents, certificates or instruments, and to take any other actions deemed necessary or desirable to effectuate the execution and delivery of the agreement, provided all such documents, certificates, instruments or actions are not inconsistent with this vote. Such documents, certificates or instruments shall contain such other terms and conditions not inconsistent with this vote as the Authorized Officer executing such documents, certificates or instruments may determine are necessary or desirable.

Hanscom Rates and Charges

To establish the following Rates and Charges at L.G. Hanscom Field, effective July 1, 2024, through June 30, 2025, or until new rates are established:

Civil Air Terminal Rental Rates

Common Use Area (Includes Utility Surcharge)	\$44.00 PSFPY
Concession Area	\$36.00 PSFPY
Office Area	\$27.00 PSFPY

Landing Fees – Commercial and Transient Aircraft

0 – 3,000 lbs.	\$11.82 Flat fee
3,001 – 10,000 lbs.	\$17.73 Flat fee
Over 10,000 lbs.	\$3.37 per 1,000 lbs.

Transient Aircraft Parking Fees - Each 24 Hour Period or portion thereof

0 – 40 Feet Wing Span	\$27.58
41 – 55 Feet Wing Span	\$46.77
56 – 70 Feet Wing Span	\$129.51
71 – 100 Feet Wing Span	\$218.25
101 - 121 Feet Wing Span	\$293.00
Over 121 Feet Wing Span	\$376.54

Commuter Gate Fee

	0 – 4 Hours	4 – 24 Hours
0 – 40 Feet Wing Span	\$20.04	\$30.06
41 – 55 Feet Wing Span	\$37.73	\$56.59
56 – 70 Feet Wing Span	\$51.87	\$103.75
Over 70 Feet Wing Span	\$77.81	\$155.62

T-Hangar Rates

A, B & C Row	\$941.00 per month
D, E, F Row	\$933.00 per month
G Row	\$2,039.00 per month
Storage Units	\$173.00 per month

Tie-Down Rates

Single Engine	
1 – 10 Tie-Downs	\$173.00 per month
11 – 20 Tie-Downs	\$140.00 per month
21 or more Tie-Downs	\$115.00 per month
 Twin Engine	 \$205.00 per month

Reserved Automobile Parking Fee \$80.00 per Space /Month

Fuel Flowage Fee \$0.20 per gallon for Jet A Fuel
 \$0.11 per gallon for Avgas 100LL Fuel
 \$0.14 per gallon for Automotive Fuel

T-Hangar Wait List Fee \$100.00 every 24 months

Customs Cost Recovery Program	Base Fee	After- Hours Fee
Over 75,000 lbs.	\$817.00	\$465.00
30,001 – 75,000 lbs.	\$571.00	\$465.00
15,001 – 30,000 lbs.	\$506.00	\$465.00
8,001 – 15,000 lbs.	\$415.00	\$382.00
0 – 8,000 lbs.	\$102.00	\$293.00

Land Rates

General Land Rate	\$1.71 per square foot per year
East Ramp Land Rate	\$3.40 per square foot per year
West Ramp Land Rate	\$3.60 per square foot per year

Worcester Rates and Charges

To establish the following Rates and Charges at Worcester Regional Airport, effective July 1, 2024, through June 30, 2025, or until new rates are established:

Terminal Rental/Use Rates:

General Terminal Area	\$15.44 PSFPY
Counter Area	\$20.13 PSFPY
Avio Bridge Use	\$20.13 per outbound use

Landing Fees – Commercial and Transient Aircraft

0 – 5,000 lbs.	\$0.00
5,001 – 10,000 lbs.	\$12.53 flat fee
Over 10,000 lbs.	\$1.38 per 1,000 lbs.

Aircraft Parking Fees - Commercial/Transient Aircraft*

0-40 Feet Wing Span	\$13.79	5-24 hrs.
41-55 Feet Wing Span	\$33.84	0-24 hrs.
56-70 Feet Wing Span	\$51.38	0-24 hrs.
71-100 Feet Wing Span	\$81.46	0-24 hrs.
Over 100 Feet Wing Span	\$122.82	0-24 hrs.

***Scheduled Commercial Aircraft are exempt for scheduled same day turns**

T-Hangar Rates \$378.00 per month

Tie-Down Rates

Single Engine	\$79.00 per month
Twin Engine	\$106.00 per month

Fuel Flowage Fee \$0.11 per gallon Jet A Fuel
\$0.05 per gallon AvGas

Aerodrome Permits \$30.00 per sticker per year

Rental Car Charges

Terminal Counter	\$20.93 per square foot
Wash Bay	\$383.06 per month
Ready Car Parking	\$17.02 per space per month

On items 23 through 32 Members Jacobs, Sen, O'Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

OTHER

Electricity Rates (Information)

Ms. Tenaglia presented information on background for new electricity rate setting methodology established in FY24, on for FY25, Massport's average electricity rate is \$0.1915 per kWh, a 13% decline from FY24, and on next steps.

Annual Insurance Program (Information)

Mr. Prankevicius presented information on FY25 Annual Insurance Program, on Massport's FY25 insurance policies increasing a modest 3%.

A copy of the Assessment - Massport Risk Financing and Insurance Program is on file with the Assistant Secretary-Treasurer's Office.

Annual Independent Audit Plan for FY24 (Information)

Mr. Prankevicius presented information on Ernst & Young (EY) presenting their FY24 audit plan to the Audit & Finance Committee on June 17, 2024.

A copy of the Annual Independent Audit Plan for FY24 is on file with the Assistant Secretary-Treasurer's Office.

ASSENT AGENDA

Logan Airport Austrian Airlines Air Carrier Operating Agreement

Upon a motion duly made and seconded, it was

VOTED:

To authorize the Chief Executive Officer and Executive Director (or any officer authorized to serve in an interim capacity), Director of Administration & Finance and Secretary-Treasurer, or Assistant Secretary-Treasurer, each acting singly (each, an "Authorized Officer"), to execute on behalf of the Authority, conditional upon receipt of all required documentation, an Air Carrier Operating Agreement with Austrian Airlines AG d/b/a Austrian Airlines, Inc. ("Austrian Airlines") to allow Austrian Airlines to conduct operations at Boston Logan International Airport. Austrian Airlines will pay all applicable fees established by the Authority for use of airport premises, including, but not limited to, landing fees, parking fees, rental charges for terminal or other space at Boston Logan International Airport, and such other charges and fees as the Authority has established or may establish from time to time. Before the agreement is executed, Austrian Airlines shall have valid and current certifications and authorizations from all state, federal and other governmental regulatory bodies for the aircraft used and the

aircraft operation conducted, and the Air Carrier Operating Agreement shall be subject to cancellation or termination by the Authority. This agreement shall contain such other terms and conditions, not inconsistent with this vote, as the Authorized Officer executing said agreement deems necessary or desirable.

Members Jacobs, Sen, O'Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

Motion to Enter Executive Session

Upon a motion duly made and seconded, it was

VOTED:

That the Authority enter executive session to discuss strategy related to the deployment of security personnel or devices and litigation.

Members Jacobs, Sen, O'Brien, Nucci, Fields, and Tibbits-Nutt voted Yes.

The public session adjourned at 11:18 A.M.

Ann Buckley
Assistant Secretary-Treasurer

List of Documents and Other Exhibits Used in Public Session

1. Board Book
2. PowerPoint Presentation Slides