

MASSACHUSETTS PORT AUTHORITY  
MINUTES FOR THE MEETING  
HELD ON OCTOBER 16, 2025 AT 9:00 A.M.  
ONE HARBORSIDE DRIVE, EAST BOSTON, MA

The meeting of the Members of the Massachusetts Port Authority was held on October 16, 2025. The following Members participated in person: Chair Patricia Jacobs presided, John Nucci, Sean O'Brien, Lewis Evangelidis, Warren Fields and Pamela Everhart. Richard Davey, Chief Executive Officer and Executive Director, Faye Boardman, Chief of Staff, Edward Freni, Executive Director of Aviation, Dan Gallagher, Director of Aviation Business and Finance, Hank Shaw, Chief Security Officer, Catherine McDonald, Chief Legal Counsel, John Pranckevicius, Director of Administration & Finance and Secretary-Treasurer, Lauren Gleason, Port Director, Luciana Burdi, Chief Infrastructure Officer, Andrew Hargens, Chief Development Officer, Brian Day, Director of Labor Relations, Jennifer Mehigan, Director - Media Relations, Alaina Coppola, Director – Community Relations & Government Affairs, Emir Skokic, Chief Strategy Officer, Tiffany Brown-Grier, Director of Diversity, Equity and Inclusion/Compliance, John Raftery, Chief Marketing Officer, Christine Reardon, Director – Internal Audit, Jill Valdes Horwood, Chief Climate and Resilience Officer, Jarret Wright, Chief Information Officer, and Ann Buckley, Assistant Secretary-Treasurer, were in attendance.

The meeting commenced at 9:00 A.M.

Public Comment

Rabbi David Lerner, Richard Colbath-Hess, Megan Chapman, Deborah Good, Marianne Cooper and Marsha Turin stated their strong opposition and concerns regarding U.S. Immigration and Customs Enforcement (ICE) utilizing Hanscom Field for federal law enforcement activities.

Abderrahim Zaatri, Alfredo Cuevas and Jerry Price, aviation service company employees and members of Local 32BJ SEIU, spoke about the importance of their work for safety, security and efficiency at Logan Airport and some of the working conditions they faced carrying out their work including not having consistent job training and not being able to take time off from work. They also spoke about the high cost of rent and other living expenses and the lack of adequate hourly pay and earned time off for vacation and personal reasons.

Ratification and Approval of the Minutes of the September 18, 2025 Board Meeting

Upon a motion duly made and seconded, it was

VOTED:

To ratify and approve the minutes of the September 18, 2025 Board Meeting.

Members Jacobs, O'Brien, Evangelidis, Everhart, Nucci and Fields voted Yes.

### Chair's Comments

### Report of the CEO

Mr. Davey presented information on the Delta Supplier Summit 2025, on Massport welcoming Chick-fil-A to Logan Airport, Terminal A, on launching a new customer experience initiative at Logan Airport: BOS Paws, on Massport celebrating Customer Service Week (Oct. 6-10) with passengers at Logan Airport, on renovating and enhancing Logan's Kidport play areas to better serve families traveling with children, on Logan serving 12M passengers in Q1 FY26, slightly below forecast, on FYTD August 2026 Financial Results, on Massport rebranding the Human Resources department as People & Culture to reflect evolving priorities, on Massport implementing a zero emissions Ground Support Equipment (GSE) policy for airside operators at Logan Airport, on Massport joining the City of Boston's annual Deployables Day, on Massport celebrating Hispanic Heritage Month with special guest, Alberto Vasallo III, President & CEO of El Mundo Boston, on Massport supporting local communities through Q1 charitable giving, on Massport police officers being recognized for heroic response, on Massport leading national efforts on lithium-ion battery safety, on strengthening public safety through strategic partnerships, on new badging system strengthening airport safety and service and on Board member John Nucci recently retiring from Suffolk University.

### Director of Aviation Presentation

Mr. Freni presented information on federal government shutdown: air travel impacts as of October 15, 2025, on a status update of the Logan Airport Runway 27 EMAS Project, on Logan seeing softer September performance, on Logan activity being strong over the Indigenous Peoples' Day holiday weekend, on Southwest Airlines adding new destinations at Logan Airport, on Play, a budget Icelandic airline ceasing all operations on September 29, on Worcester Regional Airport passengers for FYTD September being down 13% year over year, on promoting Worcester Regional Airport and strengthening community ties with the Worcester Railers, on Hanscom Field having a third consecutive month of increased aircraft activity and on Todd Smith, Deputy Executive Director of Aviation Operations, retiring in November.

### Director of Maritime Presentation

Ms. Gleason presented information on Conley Terminal handling 14 vessels and processing over 10,000 containers in September, reflecting steady throughput amid ongoing discussions around potential new fees and tariffs, on industry monitoring China's USTR port fees response, with no disruption expected at Conley Terminal, on The Port of Boston welcoming the launch of MSC's Dragon Service with the arrival of *MSC Sofia*, expanding global routes and introducing larger vessels to Conley Terminal, on Flynn Cruiseport Boston welcoming 46 vessels and over 121,000 passengers in September, marking the busiest month of the year, driven by the fall peak cruise season, on Flynn Cruiseport Boston welcoming two new additions to its 2025 cruise season – the *Norwegian Aqua* and the *Norwegian Escape* and on Flynn Cruiseport Boston preparing for the final 3-ship day of the season this weekend.

## STRATEGIC PLAN

### Strategic Plan Update

Mr. Skokic presented information on the agenda for the Strategic Plan, on the context on Massport strategic planning work, on guiding principles for this effort balancing immediate needs and long-term success, on hearing topics from stakeholders to address in the strategic planning process, on mission, vision and strategic objectives being the guiding elements outlining the structure of the Strategic Plan and informing the strategic initiatives within it, on discussing proposed Massport-wide mission, vision and strategic objectives, on discussing proposed Massport-wide strategic objectives to guide the Plan, on Massport existing 2025 priorities being the starting point to inform the strategic objectives, and on proposed vision statements across lines of business and asset-specific roles, aligning to Massport-wide mission and vision statements.

Ms. Julia Jacobson, Project Leader with Boston Consulting Group (BCG), presented information on observations of Logan Airport, on growing towards 53.5 million annual passengers could strain Logan's airside while exacerbating groundside congestion, on Logan's passengers originating from points across greater Boston, MA, and New England, highlighting need for range of HOV options to meet passenger preferences, on a case study in Philadelphia and now Chicago, American Airlines connecting regional airports to hubs with premium motorcoach "land flights", on managing taxiway congestion being critical to maintaining operational excellence, safety, and passenger experiences on Logan's constrained footprint, on though Logan Airport rising in recent rankings, greatest relative weaknesses occur in recent JD Power surveys concentrating on food & beverage and traffic, on observations of Worcester Regional Airport, on Massport investing over \$120M in major infrastructure improvements at Worcester Regional Airport, prioritizing safety, security and long-term growth, on Worcester Regional Airport being geographically encircled by region's other airports, meaning proximate population has many competing choices for travel, on observations of Hanscom Field, on over time, annual absolute operations dropping at Hanscom Field, due to broader general aviation (GA) trends and shift in aircraft mix away from small aircraft towards jet operations and on the strategic plan considering and planning for the impacts that several key technological trends may have on airport operations and passenger experiences.

Mr. Anthony Villamagna, Project Leader with BCG, presented information on observations of Conley Terminal, on Conley's volumes peaking at ~175k containers in 2019 and expecting to remain at 130-150k in the near-term despite COVID disruptions, on while Conley Terminal can service ~80% of TEU capacity of the liner fleet calling on Conley today, larger vessels being built will decrease that number to ~65%, on observations on Flynn Cruiseport Boston, on Flynn Cruiseport Boston expecting to maintain historic growth rates of 2-3%, on seasonality imposing peak volume constraints at Flynn Cruiseport Boston, on Flynn Cruiseport Boston capturing sizeable share of the total market to their two key destinations, limiting upside potential, on observations on Real Estate and Asset Management (REAM), on residential being the most viable asset class in Boston today for Massport development—provided it can align with Massport's mission and strategy, on the "New" Blue Economy representing a \$12-14B market in

the US, with market growth accelerating to 8-10% per annum. as new segments develop, and on placemaking being used to strengthen asset performance, increase economic impact and support surrounding communities.

Mr. Parth Doshi, Managing Director with BCG, presented information on observations on digital/AI, workforce, sustainability and resilience, on key trends in AI and on next steps for areas of continued analysis.

Mr. Skokic presented information on topics to be addressed in future sessions.

HUMAN RESOURCES, DIVERSITY, AND COMPENSATION/COMMITTEE CHAIR  
EVERHART

SAFETY AND SECURITY/COMMITTEE CHAIR O'BRIEN

COMMUNITY OUTREACH/COMMITTEE CHAIR NUCCI

REAL ESTATE AND STRATEGIC INITIATIVES/COMMITTEE CHAIR FIELDS

FACILITIES AND CONSTRUCTION/COMMITTEE CHAIR EVANGELIDIS

AUDIT AND FINANCE/COMMITTEE CHAIR JACOBS

Quincy Parking License Amendment (Braintree Logan Express Employee Parking)

Mr. Gallagher presented information on background on the Quincy Parking License Amendment.

Upon a motion duly made and seconded, it was

VOTED:

WHEREAS, to support Braintree Logan Express, at its September 22, 2022 meeting, the Board authorized staff to enter into a license agreement to use a portion of the parking lot located at 2000 Crown Colony Drive in Quincy (the "Site"), owned by Crown Colony Office Park LLC, a Flatley company ("Flatley") for Airport employee customers, which license agreement had a termination date of September 30, 2024; and

WHEREAS, on April 11, 2024, the Board authorized staff to negotiate and enter into a new license agreement (the "Agreement") with Flatley to use six hundred (600) parking spaces which Agreement commenced on October 1, 2024; and

WHEREAS, on November 21, 2024, the Board authorized staff to execute an amendment to the Agreement adding an additional one hundred (100) parking spaces; and

WHEREAS, given continuing demand at Braintree Logan Express, staff has secured an additional one hundred (100) parking spaces at the Site; and

WHEREAS, staff seeks authorization to negotiate, execute and deliver an amendment to the Agreement with Flatley on terms that are consistent with the terms contained in this Vote for such additional parking spaces.

NOW, THEREFORE, BE IT RESOLVED AND VOTED THAT:

The Executive Director of Aviation and the Chief Legal Counsel, or their designees, are authorized to negotiate and the Chief Executive Officer and Executive Director, Director of Administration & Finance and Secretary-Treasurer, or the Assistant Secretary-Treasurer, each acting singly (each, an “Authorized Officer”), are each hereby authorized to execute and deliver, on behalf of the Authority, an amendment to the Agreement with Flatley to add an additional one hundred (100) parking spaces, at an additional cost of \$10,965.21 per month, and such other terms and conditions not inconsistent with this vote as the Authorized Officer may determine are necessary or desirable.

Members Jacobs, O’Brien, Evangelidis, Everhart, Nucci and Fields voted Yes.

#### Navy Hangar Project Section 61 Findings

Mr. Gallagher presented information on Runway Realty Ventures (RRV) receiving approval on Notice of Project Change for research and development (R&D) use of the Navy Hangar, on background of Section 61 Findings and on Board recommendation.

Upon a motion duly made and seconded, it was

VOTED:

WHEREAS, Runway Realty Ventures LLC (“RRV”) is the owner of 154 Hartwell Road, located in the Town of Bedford, Massachusetts (the “Premises”), adjacent to L.G. Hanscom Field (“Hanscom Field”), purchasing the Premises in 2019 from the United States of America acting by and through the Administrator of the General Services Administration; and

WHEREAS, RRV desires to develop its Premises, repurpose the existing hangar (the “Navy Hangar”), and lease the Navy Hangar and appurtenant areas of the Premises for research and development, consistent with the Navy Hangar’s historic use, and medical missions (the “Navy Hangar Project”); and

WHEREAS, as part of the Navy Hangar Project, RRV desires to access Hanscom Field and enter into a through-the-fence agreement with the Authority in consideration for which RRV will convey to the Authority a parcel of land directly adjacent to Taxiway Romeo (the “Land Swap”) and such other parcels, per the terms and conditions set forth

in the Land Swap and Through-the-Fence Term Sheet previously voted by the Board on October 20, 2022; and

WHEREAS, in order to effectuate the Navy Hangar Project, RRV will need to comply with the National Environmental Policy Act (“NEPA”) and receive approval of its submitted Notice of Proposed Construction or Alteration from the Federal Aviation Administration; and

WHEREAS, because the Authority will be undertaking and executing two (2) “Agency Actions” with respect to the Navy Hangar Project: (i) execution of a through-the-fence agreement with RRV; and (ii) execution of an agreement and documentation effectuating the Land Swap, the Authority is required to adopt Section 61 Finding(s) per the regulations of the Massachusetts Environmental Policy Act (“MEPA”); and

WHEREAS, “Agency Actions” include those actions taken with respect to a project that requires a permit, financial assistance or a land transfer from state agencies and “Section 61 Finding(s)” describe the environmental impact, if any, of a project involving a state agency action and includes a determination that all feasible measures have been taken to avoid or minimize environmental impact; and

WHEREAS, in issuing its Section 61 Finding(s), the Authority finds that the Agency Actions with respect to the Navy Hangar Project contain all practicable means and measures to minimize damage to the environment, conditions to ensure compliance with MEPA, and are consistent with MEPA’s Final Record of Decision dated August 29, 2025.

NOW, THEREFORE, BE IT RESOLVED AND VOTED THAT:

1. The Authority hereby finds that: (a) the Secretary of Energy and Environmental Affairs and the MEPA Office assessed the environmental impacts associated with the Navy Hangar Project and properly and adequately described and evaluated such impacts in its reports; (b) the description of such environmental impacts set forth in said documents is adopted as a specific finding herein; and (c) pursuant to M.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.
2. The Chief Executive Officer and Executive Director, 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.

Members Jacobs, O’Brien, Evangelidis, Everhart, Nucci and Fields voted Yes.

**Exhibit A**  
**L.G. Hanscom Field North Airfield Development**  
**Section 61 Findings**  
**Expanded Notice of Project Change and Phase 1 Waiver**

**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 the attached Table A includes beneficial and mitigation measures as part of the proposed Section 61 Findings.

**II. Proposed Section 61 Findings**

Project Name: L.G. Hanscom Field North Airfield Development

Project Location: Bedford, MA

Project Proponents: Runway Realty Ventures LLC and North Airfield Ventures, LLC

EEA Number: 16654

Date Noticed in Monitor: June 11, 2025, Expanded Notice of Project Change (“ExNPC”)

Date Noticed in Monitor: August 8, 2025, Phase 1 Waiver

The Environmental Notification Form (“ENF”) for this project was originally filed in January 2023, and the MEPA Office issued a Certificate on the ENF on February 24, 2023, which required the filing of a Draft Environmental Impact Report (“DEIR”). The MEPA Office issued a Certificate on the DEIR on June 21, 2024, which found that the filing did not adequately and properly comply with the Massachusetts Environmental Policy Act (“MEPA”), M.G.L. c.30, §§ 61 – 62L, and that it required the filing of a Supplemental DEIR.

As previously described in the DEIR Certificate, the project site abuts the north side of Hanscom Field and was proposed to consist of the development of 522,380 square feet (sf) of aircraft hangar and aviation support space, including construction of 17 aircraft hangars with a combined area of 435,700 sf and renovation of the existing approximately 87,000-sf Navy Hangar, which was also to have provided hangar space (for a total of 18 hangars). A total of 395,700 sf of new or renovated hangar space was proposed to be provided, including 356,130 sf of hangar space in the 17 proposed new hangars and 39,570 sf in the existing Navy Hangar proposed to be renovated. As previously stated in the DEIR, the project would provide space to store 40 to 50 aircraft. In addition to the hangar space, a total of 126,680 sf of aviation support space, such as office space, passenger amenities and aircraft maintenance and repair, was proposed in the DEIR, including 39,570 sf of aviation support space in the 17 new proposed hangars, 40,000 sf in a new aviation support building, and 47,110 sf in the Navy Hangar. Additional project components identified in the DEIR included removal of an existing fuel storage tank and construction of a new fuel storage facility with four new 20,000-gallon Jet A Fuel/Sustainable Aviation Fuel (SAF) and one 5,000-gallon Aviation Gas (AVGas) underground storage tanks to be constructed in the northeast corner of the site on the Navy Hangar parcel; a perimeter

vehicular roadway to be constructed around the east, north, west and southwest portions of the site; a total of 240 parking spaces in several lots across the site; and two new connections (taxilanes) between the site and Hanscom's Taxiway Romeo to provide access for aircraft between the site and the airfield. The Proponent owns most of the eastern part of the site (including the Navy Hangar building and surrounding areas); to assemble a contiguous project site, the Proponent will also acquire two parcels from Massport which are partly within the Phase 1 boundary, and will lease the western portion of the site from Massport. In the DEIR, the project was contemplated to be constructed in five overlapping phases starting in 2025 with the Navy Hangar parcel on the eastern portion of the site; construction of the full project was expected to be completed in 2027.

Proponents subsequently filed the ExNPC with the MEPA Office on June 2, 2025 and requested a Phase 1 Waiver that is proposed to be completed prior to and independently of the rest of the North Airfield Development and to allow a portion of the project to proceed with work for Phase 1, including: (i) a conveyance in fee by Massport to the Proponent of an approximately 1.4 acre parcel at the western end of Proponent's Navy Hangar parcel and an approximately 3.8-acre parcel adjacent to the eastern end of Proponent's property and adjacent to the Navy Hangar parcel and the conveyance by the Proponent of an approximately 2.6 acre area adjacent to Taxiway Romeo to Massport; (ii) the renovation of the Navy Hangar for uses other than those proposed in the DEIR, the primary use being for aviation-related Research & Development (R&D), including flight testing, and for testing, and for specialty medical and pharmaceutical uses, including time-sensitive delivery of supplies and service by air; (iii) construction of two (2) parking lots with a total of 140 spaces; (iv) a driveway to Hartwell Road; (v) paved ramps; (vi) a connection to Massport's Taxiway Romeo under a "through-the-fence" agreement; and (vii) a stormwater management system (collectively the "Phase 1 Project"). The Phase 1 Project includes two (2) Agency Actions including the conveyance in fee and the "through-the-fence" agreement.

The beneficial measures and potential environmental impacts of the Phase 1 Project have been characterized and quantified in the Certificate of the Secretary of Energy and Environmental Affairs on the Expanded Notice of Project Change dated August 1, 2025, and the Final Record of Decision on the Phase 1 Waiver dated August 29, 2025, noting strict compliance would not serve to avoid or minimize Damage to the Environment (301 CMR 11.11(1)(b)) and the potential environmental impacts of the Phase 1 Project, taken alone, are insignificant (301 CMR 11.11(4)(a)). These beneficial measures and potential environmental impacts are incorporated by reference into these Section 61 Findings. Throughout the planning and environmental phase review process, the Massachusetts Port Authority has been working with the Proponent to develop measures to avoid and mitigate any significant impacts of the Phase 1 Project. With the mitigation proposed and carried out by the Proponent 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 by Proponent throughout the life of the Phase 1 Project, is central to its responsibilities under MEPA. The Massachusetts Port Authority has accordingly



prepared the attached Table of Beneficial and Mitigation Measures that specifies the mitigation that Proponent will provide.

Now, therefore, the Massachusetts Port Authority having reviewed the MEPA filings for the Phase 1 Project, including the mitigation measures itemized on the attached Table of Mitigation Measures relative to the Phase 1 Project, finds pursuant to M.G.L. c.30, §61 that, with the Proponent'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 Phase 1 Project to the environment.

The Massachusetts Port Authority

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Ann Buckley  
Assistant Secretary-Treasurer

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[Date]

**Table A**  
**Summary of L.G. Hanscom Field North Airfield Development**

**Beneficial and Mitigation Measures**

<b>Environmental Impacts Mitigation</b>	<b>Schedule</b>	<b>Estimated Cost</b>	<b>Responsible Party</b>
Replacement of 1.35 acres of pavement with six (6) inches of seeded soil	During Project Development	Part of Proponent's Development Costs	RRV
Installation of 35 electric vehicle (EV) charging stations, including two (2) EV charging stations for public use	During Project Development	Part of Proponent's Development Costs	RRV
Construction of a new stormwater management system that meets the Massachusetts Stormwater Management Standards and is sized with capacity for future storm event	During Project Development	Part of Proponent's Development Costs	RRV
Implementation of a Transportation Demand Management program to minimize single-occupancy auto trips	During Project Development	Part of Proponent's Development Costs	RRV
Water -conserving plumbing fixture and reduced use of water for landscaping	During Project Development	Part of Proponent's Development Costs	RRV
A high-efficiency building envelope and heating, cooling, and ventilation systems in the Navy Hangar which exceed 2023 Stretch Code Baseline requirements	During Project Development	Part of Proponent's Development Costs	RRV
Installation of a 294.4-kilWatt(kW) rooftop solar photovoltaic (PV) generating system on the Navy Hangar building subject to historical considerations	During Project Development	Part of Proponent's Development Costs	RRV
Implementation of construction-period measures to minimize noise, air quality, transportation, and water quality impacts	During Project Development	Part of Proponent's Development Costs	RRV
Relocation of Through-the-Fence license area as required by Natural Heritage to avoid a "Take" of Midland Sedge	During Project Development	Part of Proponent's Development Costs	RRV

FY25 Authority-wide Audited Financial Statements

Mr. Prankevicius presented information on FY25 Financial Statement highlights, on FY25 operating revenues being \$1.23 billion, the highest revenue performance of record, on FY25 expenses totaling \$1.045 billion, a 10% increase driven by higher business demand, higher depreciation and GAAP expenses related to pensions & OPEB, on operating income being \$189 million, or 15% of revenue; earnings being transferred to capital budget to fund \$3.8B FY25-FY29 CIP, on the Authority's balance sheet improving 14%, as net position increased by \$513 million and on the Authority's cash liquidity position improving 15% from higher business activity, increased collections, cost controls, and matured investments.

ASSENT AGENDA

Logan Airport Landscape Services Contract

Upon a motion duly made and seconded, it was

VOTED:

To authorize the Chief Executive Officer and Executive Director, the Director Administration & Finance and Secretary-Treasurer, or Assistant Secretary-Treasurer, each acting singly (each, an "Authorized Officer"), to negotiate, execute, and deliver, on behalf of the Authority, an agreement with Cambridge Landscape Co. Inc. for a three-year term, with two one-year options, in a not-to-exceed amount \$6,164,786 for landscaping services at Boston Logan International Airport. The agreement 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, O'Brien, Evangelidis, Everhart, Nucci and Fields voted Yes.

MPA W269 – Runway 11-29 Engineered Materials Arresting System (EMAS) Replacement, Worcester Regional Airport, Worcester, MA, Full Project Budget

Upon a motion duly made and seconded, it was

VOTED:

To authorize the Chief Executive Officer and Executive Director, 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 the Runway 11-29 Engineered Materials Arresting System (EMAS) Replacement (MPA W269) subject to the following conditions: funds expended for the MPA W269 Runway 11-29 EMAS Replacement Capital Project shall not exceed \$14,600,000 (the "Full Project Budget"); the Chief Infrastructure Officer 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 Full Project Budget; and the Chief Infrastructure Officer 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 October 16, 2025. The Chief Executive Officer and Executive Director 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, O'Brien, Evangelidis, Everhart, Nucci and Fields voted Yes.

### EXECUTIVE SESSION

#### Motion to Enter Executive Session

Upon a motion duly made and seconded, it was

#### VOTED:

That the Authority enter Executive Session to discuss the deployment of security personnel or devices, or strategies with respect thereto, specifically regarding a security update and MPA H319 – Civil Air Terminal Security Modifications and Upgrades, Hanscom Field, Bedford, MA, Partial Project Budget.

Members Jacobs, O'Brien, Evangelidis, Everhart, Nucci and Fields voted Yes.

Chair Jacobs stated that the Authority will not reconvene after Executive Session.

The public session adjourned at 11:30 A.M.

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Ann Buckley  
Assistant Secretary-Treasurer

List of Documents and Other Exhibits Used in Public Session

1. Board Book
2. PowerPoint Presentation Slides