ENVIRONMENTAL NOTIFICATION FORM

Terminal E Modernization Project

Boston-Logan International Airport

EAST BOSTON, MASSACHUSETTS

PREPARED FOR

Massachusetts Port Authority

PREPARED BY

IN ASSOCIATION WITH

AECOM
HMMH, Inc.
KBE, Inc.
LeighFisher, Inc.

October 2015

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Massachusetts Port Authority
One Harborside Drive
East Boston, MA 02128-2909
Telephone (617) 568-5000
www.massport.com

October 30, 2015

The Honorable Matthew Beaton, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900,
Boston, Massachusetts 02114

Re: Boston-Logan International Airport Terminal E Modernization Project

Dear Secretary Beaton;

On behalf of the Massachusetts Port Authority (Massport), I am pleased to submit for your review the **Environmental Notification Form (ENF) for the Boston-Logan International Airport Terminal E Modernization Project**. Massport is proposing to modernize the existing international terminal (Terminal E) and improve supporting services, to accommodate current and forecasted international passenger demand. When the Terminal first opened in 1974, the airport served 1.4 million international passengers. In 2014, the terminal served 4.9 million international passengers, and is projected to reach almost 6 million passengers per year by the year 2022. Additional gates are now needed to efficiently and safely serve the passengers arriving and departing from this terminal.

The Modernization Project would begin by constructing three gates, previously permitted as part of the International Gateway/West Concourse Project, but never built, and add an additional two to four new gates to meet the projected demand through the year 2022 and beyond. New passenger and baggage handling areas are being considered, as well as additional Federal Inspection Services (FIS) and customs and border patrol (CBP) facilities to supplement the existing service areas in Terminal E. A prominent transportation feature of this project is Massport's construction of the first direct passenger connection from the MBTA Blue Line Airport Station to Terminal E; other roadway improvements would be also be constructed. The project is in the conceptual design phase and several alternatives are under consideration.

The ENF describes the purpose of, and need for, the proposed modernization, the alternatives considered, and the reasonably expected environmental impacts and benefits. Massport requests that you consent to an extended 30-day public comment period for the ENF to begin on November 9, 2015, the publication date of the next Environmental Monitor, and to end on December 9, 2015, with the Certificate to be issued on December 16, 2015. All parties on the distribution list will be sent a copy of the ENF. The ENF will be available for inspection at a number of public libraries (as shown on the ENF distribution list) and on Massport's website (www.massport.com). An ENF public consultation meeting will be held at 6:00 PM on Thursday, November 19th, at the Noddle Room in the Logan Airport Rental Car Center.

Although the Terminal E Modernization Project does not automatically require a mandatory MEPA Environmental Impact Report, the proposed improvements are subject to review under the National Environmental Policy Act (NEPA) and the Federal Aviation Administration (FAA) has determined that an Environmental Assessment (EA) will be required for the project. Massport will prepare an Environmental Assessment in accordance with the newly released FAA Order 1050.1F and FAA Order 5050.4B. As part of the FAA's scoping process for the EA, we expect attendance by FAA representatives at the ENF

consultation meeting. A copy of Massport's proposed scope for the EA is attached for the reviewer's convenience.

We look forward to your review of this document and to close consultation with you and other reviewers in the coming weeks. Please feel free to contact me at (617) 568-3524, if you have any questions.

Sincerely,

Massachusetts Port Authority

Stewart Dalzell, Deputy Director,
Environmental Planning and Permitting
Strategic & Business Planning Department

cc: Distribution List (ENF Attachment 4)
Betty Desrosiers, Flavio Leo, Rohn MacNulty - Massport
Richard Doucette - FAA
Ross Edwards - AECOM
Meredith Avery - VHB

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Boston-Logan International Airport

Terminal E Modernization

Environmental Notification Form

Submitted to:

Executive Office of Energy and Environmental Affairs
Massachusetts Environmental Policy Act Unit

Proponent:

Massachusetts Port Authority (Massport)

Logan Office Center, Suite 200S East Boston, MA 02128

Commonwealth of Massachusetts

Executive Office of Energy and Environmental Affairs
Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: _____

MEPA Analyst: _____

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: **Terminal E Modernization**		
Street Address: **Service Road, Boston Logan International Airport**		
Municipality: **Boston**	Watershed: **Boston Harbor**	
Universal Transverse Mercator Coordinates: **UTM 19, 46 93 783N, 3 34 992E**	Latitude: **42° 22' 44" N** Longitude: **71° 00' 16" W**	
Estimated commencement date: **2017**	Estimated completion date: **2021**	
Project Type: **Modernization/New Construction**	Status of project design: **<10% complete**	
Proponent: **Massachusetts Port Authority (Massport)**		
Street Address: **One Harborside Drive**		
Municipality: **East Boston**	State: **MA**	Zip Code: **02128**
Name of Contact Person: **Stewart Dalzell**		
Firm/Agency: **Massport**	Street Address: **One Harborside Drive**	
Municipality: **East Boston**	State: **MA**	Zip Code: **02128**
Phone: **617-568-3524**	Fax: **617-568-3518**	E-mail: **sdalzell@massport.com**

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
☐Yes ☒No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:

- a Single EIR? (see 301 CMR 11.06(8)) ☐Yes ☒No
- a Special Review Procedure? (see 301CMR 11.09) ☐Yes ☒No
- a Waiver of mandatory EIR? (see 301 CMR 11.11) ☐Yes ☒No
- a Phase I Waiver? (see 301 CMR 11.11) ☐Yes ☒No

(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?
310 CMR 11.03(6)(b)(6)
100,000 sf addition to an existing terminal at Boston-Logan International Airport

Which State Agency Permits will the project require?
None

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres**:**
This is a project funded by, and on land owned by, an agency of the Commonwealth. Additional funding may be sought from the FAA.

Summary of Project Size & Environmental Impacts	Existing[1]	Change	Total
LAND			
Total site acreage	**37-41 acres**		
New acres of land altered		**0**	
Acres of impervious area	**37-41 acres**	**0**	**37-41 acres**
Square feet of new bordering vegetated wetlands alteration		**0**	
Square feet of new other wetland alteration		**0**	
Acres of new non-water dependent use of tidelands or waterways		**0**	
STRUCTURES			
Gross square footage	**800,000 s.f.**	**500,000-700,000 s.f.**	**1,500,000 s.f.**
Number of housing units	**N/A**	**0**	**0**
Maximum height (feet)	**69**	**0**	**85 – 100 ft**
TRANSPORTATION			
Vehicle trips per day (Departures)	**3,800**	**0**	**3,800**
Vehicle trips per day (Arrivals)	**6,300**	**0**	**6,300**
Parking spaces	**527**	**-60**	**467**
WASTEWATER			
Water Use (Gallons per day)	**51,239 gal / day**	**25,600 gal / day**	**76,800 gal / day**
Water withdrawal (GPD)	**0**	**0**	**0**
Wastewater generation/treatment (GPD)	**51,239 gal / day**	**25,600 gal / day**	**76,800 gal / day**
Length of water mains (miles)	**N/A**	**0**	
Length of sewer mains (miles)	**N/A**	**0**	

Has this project been filed with MEPA before?
☐ Yes (EEA #_____) ☒No

Has any project on this site been filed with MEPA before?
☒ Yes (***EEA # 9323, 9324, 9791, 12235***) ☐No

1 Includes Terminal E Renovation and Enhancements Project which is planned to be completed prior to construction commencing on the Proposed Project.

GENERAL PROJECT INFORMATION

PROJECT DESCRIPTION:

Massport proposes to modernize Boston-Logan International Airport's John A. Volpe International Terminal (Terminal E). This Terminal E Modernization Project (the Project) consists of the addition of between five and seven aircraft gates, passenger holdrooms, concourse, concessions, and passenger processing (including Customs and Border Patrol [CBP] and Federal Inspection Services [FIS] facilities. The Proposed Project is expected to produce environmental improvements in several areas, compared with the No Action Alternative. A new direct pedestrian connection between Terminal E and the MBTA Blue Line Airport Station will improve HOV access to the entire airport. Aircraft at the Terminal will have better access to gate plug-ins and preconditioned air, reducing air emissions and energy consumption. When completed, like the new Rental Car Center, Terminal A, and other buildings at Logan Airport (Airport), Terminal E will act as a noise barrier to the adjacent neighborhood and Memorial Stadium Park. Existing Terminal E access roadways and curbs would also be reconfigured and enhanced.

The Project was developed with consideration of projects previously proposed by Massport and approved by Massachusetts Executive Office of Energy and Environmental Affairs (EEA) and the Federal Aviation Administration (FAA), including three new gates proposed in 1996 under the International Gateway/West Concourse Project[1] (EEA # 9791), but never constructed, and additional Federal Inspectional Services (FIS) facilities approved for Terminal B (EEA # 12235) in 2000, but also never constructed due to industry changes after September 11, 2001. Effectively, this project will construct the international passenger facilities approved in the mid-to-late 1990s and early 2000s, as well as building for current and projected international passenger demand. This proposed modernization will construct the three previously-approved International Gateway/West Concourse Project gates[2], as well as two to four additional gates and new passenger processing facilities needed to accommodate the forecasted increase in international travel.

PURPOSE AND NEED:

Terminal E consistently serves higher passenger volumes than the facility was designed to serve. When the terminal first opened in 1974, Logan Airport served 1.4 million international passengers a year. In 2014, the terminal served 4.9 million international passengers. The current level of activity routinely causes severe congestion in the terminal, leading to greatly reduced customer service, and inefficient operations both in the terminal and at the gates and associated ramp areas. Within Terminal E, particularly during peak late afternoon and early evening periods, passengers experience severely congested conditions and delays at the ticket counters, and security screening areas, and there is insufficient space post-security for passenger seating, concessions, and other support services. Delays of two hours or more are common in the August peak travel period.

In the last five years, international traffic at Logan Airport grew at unprecedented rates and this trend is projected to continue. By 2022, international passenger levels are projected to reach 6 million per year and continue to grow beyond 2022. International traffic accounted for 15.8 percent of total Logan Airport passengers in 2014; and through August 2015 international passengers are up 5 percent compared to 2014. This share is projected to steadily increase through 2030. International passenger levels continue to grow at a faster rate than domestic, with international passengers forecast to grow at 3 percent per year compared to domestic passengers forecast to grow at 1.5 percent per year. International passengers contribute a substantially higher share to the local and regional economy than domestic passengers. New international service in the last three years alone has contributed $1 billion a year to the economy

The purpose of the Project is to modernize Terminal E, within the airport footprint, to accommodate current and anticipated international passenger volumes, and to meet regional economic goals while minimizing community and environmental impacts. The Project is needed to enhance passenger service and efficiency at Logan Airport. Terminal E Modernization would enable the Airport to more efficiently accommodate existing and future passenger volumes, and benefit the traveling public in the greater Boston region and internationally.

1 Federal Aviation Administration. International Gateway/*West Concourse, Environmental Assessment.* Massport, 1996.
2 Three new gates were previously approved at this location, but never constructed, due to the decline in air travel after September 11, 2001. These gates were evaluated in a combined EA/DEIR (EOEA file number 9791), with the Secretary's Certificate and an FAA Finding of No Significant Impact.

MEPA JURISDICTION:
The Modernization Project is subject to MEPA review under 301 CMR 11.03 (6)(b)6, for "expansion of an existing terminal at Logan Airport by 100,000 or more sf".

This ENF describes the Proposed Project, the concepts developed to date, potential impacts and anticipated permit requirements. The proposed modernization would require approval by the Federal Aviation Administration (FAA) for any resulting changes to the Airport Layout Plan, and is therefore subject to review under National Environmental Policy Act (NEPA).

Although the Terminal E Modernization Project does not automatically require a mandatory MEPA Environmental Impact Report, the proposed improvements are subject to review under NEPA and the FAA has determined that an Environmental Assessment (EA) will be required for the project. Massport will prepare an Environmental Assessment (EA) in accordance with the newly released FAA Order 1050.1F and FAA Order 5050.4B. As part of the FAA's scoping process for the EA we anticipate attendance by FAA representatives at the ENF consultation meeting. A copy of Massport's proposed draft scope for the EA is included as Attachment 3.

EXISTING CONDITIONS:
Modernization of Terminal E would be constructed entirely within the existing Airport footprint on currently fully-developed land in Logan's North Cargo area. Facilities in the vicinity of the Project include the Delta Air Lines, American Airlines, and jetBlue Airways aircraft hangars, remain overnight aircraft parking spaces, apron areas and a building serving UPS, several aircraft maintenance support buildings leased to ground handling companies, and equipment and ground service equipment storage areas. The Airport is accessible by public transit and a well-connected roadway system; Terminal E is located closest to the MBTA Blue Line's Airport Station.

ALTERNATIVES:
Massport is in the process of identifying conceptual Build Alternatives for the Project that will be compared with the No-Action Alternative. Build Alternatives would include three new gates that were previously approved (EEA 9791), and between two and four additional gates, additional concourse with supporting facilities, a new direct pedestrian connection to the MBTA Blue Line's Airport Station, reconfiguration of adjacent roadways and short term parking areas, and reconfiguration of some airside operations. The Build Alternatives will look at various ways to improve internal passenger processing, passenger circulation, and internal and external terminal layout. All Build Alternatives would be located within existing paved and developed areas of the airport currently in use for aviation or aviation-related activity. As noted previously, the Project will include the three "West Concourse" gates previously approved in 1996 but not constructed, as well as new FIS space to replace and expand FIS facilities approved in 2000 at Terminal B but also not constructed.

ENVIRONMENTAL CONSEQUENCES:
Massport anticipates further analysis of potential environmental consequences of the Proposed Project in an EA. A proposed scope for the EA (Attachment 3), includes review of potential environmental consequences, including Land, Water, Wastewater, Transportation, Energy, Air Quality, Solid and Hazardous Waste, Historic/Archaeological Resources, Environmental Justice, Noise, Socioeconomic Impacts, Visual Resources, and Construction Impacts.

International passenger activity is forecast to increase independent of any additional facilities, and is based on rising overall demand and Boston's position in the region as a destination airport. All Build Alternatives would be designed to accommodate the forecasted international passenger volume and aircraft operations at the airport. The Project Narrative (Attachment 2) includes a detailed description of the project purpose and need, the alternatives under consideration and anticipated environmental consequences.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

☐ Yes (Specify_____)

☒ No

if yes, does the ACEC have an approved Resource Management Plan? ___Yes ___ No;
if yes, describe how the project complies with this plan:

_____

Will there be stormwater runoff or discharge to the designated ACEC? ___Yes ___ No;
if yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC:

_____

RARE SPECIES:

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see http://www.mass.gov/dfwele/dfw/nhesp/regulatory_review/priority_habitat/priority_habitat_home.htm)

☐ Yes (Specify_____)

☒ No

HISTORICAL /ARCHAEOLOGICAL RESOURCES:

Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

☐ Yes (Specify_____)

☒ No;

if yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

☐ Yes (Specify_____)

☐ No

WATER RESOURCES:

Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site?
Yes ___ No _**X**_; if yes, identify the ORW and its location:

_____

(NOTE: Outstanding Resource Waters include Class A public water supplies, their tributaries, and bordering wetlands; active and inactive reservoirs approved by MassDEP; certain waters within Areas of Critical Environmental Concern, and certified vernal pools. Outstanding resource waters are listed in the Surface Water Quality Standards, 314 CMR 4.00.)

Are there any impaired water bodies on or within a half-mile radius of the project site?
Yes ___ No _**X**_; if yes, identify the water body and pollutant(s) causing the impairment:

_____

Is the project within a medium or high stress basin, as established by the Massachusetts Water Resources Commission?
Yes ___ No _**X**_

STORMWATER MANAGEMENT:

Generally describe the project's stormwater impacts and measures that the project will take to comply with the standards found in MassDEP's Stormwater Management Regulations:

The project area is currently fully developed and the project would not add any new impervious area. The Proposed Project would result in a shift in distribution of runoff to more roof collection rather than pavement runoff due to construction in areas that are currently paved. While the aggregate amount of stormwater and overall water quality would remain unchanged, the collection system would be modified to accommodate the new roof area drainage. The Terminal E complex would continue to drain to the North Outfall, which is equipped with end-of-pipe treatment to remove debris and floating oils and

grease from stormwater prior to discharge.

Since the project involves construction disturbance of greater than one acre of land, a Stormwater Pollution and Prevention Plan will be prepared in accordance with the U.S. Environmental Protection Agency National Pollutant Discharge and Elimination System (NPDES) General Permit for Construction Activities.

The project will meet Massport stormwater management guidelines and will meet LEED/ LEED Plus sustainable design standards in the development, construction, and operation of the facility, including in relation to stormwater.

Massport has developed a dewatering and discharge plan for all construction projects at Logan Airport. If required, groundwater treatment and discharge construction practices will be defined and submitted to MassDEP for approval, and implemented during construction.

MASSACHUSETTS CONTINGENCY PLAN:

Has the project site been, or is it currently being, regulated under M.G.L.c.21E or the Massachusetts Contingency Plan?
Yes ___ No _**X**_; if yes, please describe the current status of the site (including Release Tracking Number (RTN), cleanup phase, and Response Action Outcome classification):

No MCP sites are located within the North Cargo Area project site. Adjacent to the site is the former Robie Parcel (RTN 3-10027) for which a Phase V Status report was recently submitted and RTN 3-234 for which a regulatory closure has been achieved. Additional details are provided in the *Logan Airport 2014 Environmental Data Report (EDR) (*EEA #3247).

Is there an Activity and Use Limitation (AUL) on any portion of the project site? Yes ___ No _**X**_; if yes, describe which portion of the site and how the project will be consistent with the AUL:

_____

Are you aware of any Reportable Conditions at the property that have not yet been assigned an RTN?
Yes ___ No _**X**_; if yes, please describe:

_____

SOLID AND HAZARDOUS WASTE:

If the project will generate solid waste during demolition or construction, describe alternatives considered for re-use, recycling, and disposal of, (e.g., asphalt, brick, concrete, gypsum, metal, wood):

The project will convert existing paved airfield apron areas and a portion of the exterior of Terminal E to accommodate the new concourse areas. Massport will follow all state recycling guidelines to effectively and sustainably manage construction debris. Contaminated material encountered during construction would be managed in compliance with the Massachusetts Contingency Plan and Massachusetts General Law 21E. During construction, the soil and groundwater contamination at the existing terminal would be addressed, as needed, in compliance with the Massachusetts Contingency Plan. A Soil Management Plan may be required to determine whether any excavated soils generated through foundation construction could be reused on site and/or determine requirements for off-site reuse, recycling, or disposal.

(NOTE: Asphalt pavement, brick, concrete and metal are banned from disposal at Massachusetts landfills and waste combustion facilities and wood is banned from disposal at Massachusetts landfills. See 310 CMR 19.017 for the complete list of banned materials.)

Will your project disturb asbestos containing materials? Yes ___ No _**X**_; if yes, please consult state asbestos requirements at http://mass.gov/MassDEP/air/asbhom01.htm

Describe anti-idling and other measures to limit emissions from construction equipment:

To minimize air emissions, Massport requires that all contractors comply with construction guidelines that relate to minimizing idling, retrofit of diesel equipment with a diesel oxidation catalyst and/or particulate filters, and vehicle trip management for construction workers.

DESIGNATED WILD AND SCENIC RIVER:

Is this project site located wholly or partially within a defined river corridor of a federally designated Wild and Scenic River or a state designated Scenic River? Yes ___ No _**X**_ ; if yes, specify name of river and designation:

_____

ATTACHMENTS:

1. List of all attachments to this document:
   Attachment 1 – Figures;
   Attachment 2 – Project Narrative;
   Attachment 3 – Proposed EA Scope; and
   Attachment 4 – Distribution List.

2. U.S.G.S. map (good quality color copy, 8-½ x 11 inches or larger, at a scale of 1:24,000) indicating the project location and boundaries:
   Attachment 1, Figure 1

3. Plan, at an appropriate scale, of existing conditions on the project site and its immediate environs, showing all known structures, roadways and parking lots, railroad rights-of-way, wetlands and water bodies, wooded areas, farmland, steep slopes, public open spaces, and major utilities:
   Attachment 1, Figure 2

4 Plan, at an appropriate scale, depicting environmental constraints on or adjacent to the project site such as Priority and/or Estimated Habitat of state-listed rare species, Areas of Critical Environmental Concern, Chapter 91 jurisdictional areas, Article 97 lands, wetland resource area delineations, water supply protection areas, and historic resources and/or districts:
   Attachment 1, Figure 3, Figure 4, Figure 6

5. Plan, at an appropriate scale, of proposed conditions upon completion of project (if construction of the project is proposed to be phased, there should be a site plan showing conditions upon the completion of each phase):
   Attachment 1, Figure 5

6. List of all agencies and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2):
   Attachment 4

7. List of municipal and federal permits and reviews required by the project, as applicable.
   List of Permits Included in Attachment 2

LAND SECTION

I. Thresholds / Permits

A. Does the project meet or exceed any review thresholds related to land (see 301 CMR 11.03(1)
___ Yes _**X**_ No; if yes, specify each threshold:

_____

II. Impacts and Permits

A. Describe, in acres, the current and proposed character of the project site, as follows:

	Existing	Change	Total[3]
Footprint of buildings	1-2 acres	8 acres	9-10 acres
Internal roadways	10-12 acres	0 acres	10-12 acres
Parking and other paved areas	26-27 acres	(8) acres	18-19 acres
Other altered areas	0 acres	0 acres	0 acres
Undeveloped areas	0 acres	0 acres	0 acres
Total: Project Site Acreage	37-41 acres	0 acres	37-41 acres

B. Has any part of the project site been in active agricultural use in the last five years?
___ Yes _**X**_ No; if yes, how many acres of land in agricultural use (with prime state or locally important agricultural soils) will be converted to nonagricultural use?

C. Is any part of the project site currently or proposed to be in active forestry use?
___ Yes _**X**_ No; if yes, please describe current and proposed forestry activities and indicate whether any part of the site is the subject of a forest management plan approved by the Department of Conservation and Recreation:

_____

D. Does any part of the project involve conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97?
___ Yes _**X**_ No; if yes, describe:

_____

E. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction?
___ Yes _**X**_ No; if yes, does the project involve the release or modification of such restriction?
___ Yes _ _ No; if yes, describe:

_____

F. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A?
___ Yes _**X**_ No; if yes, describe:

_____

G. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B?
___ Yes _**X**_ No; if yes, describe:

_____

3 Includes Terminal E Renovation and Enhancements Project which will be complete prior to construction commencing on the Proposed Project.

III. Consistency

A. Identify the current municipal comprehensive land use plan:
Title: _____ Date: _____

Boston-Logan International Airport is not subject to local zoning, but considers the East Boston Neighborhood District Zoning Article (Article 53).

B. Describe the project's consistency with that plan with regard to:
1) economic development;
2) adequacy of infrastructure;
3) open space impacts; and
4) compatibility with adjacent land uses.

The Terminal E Modernization Project is consistent with Federal, state, and local plans and policies regarding land use, transportation, open space, and recreation. The Project will not result in a change in land use. The FAA will review the Airport Layout Plan (ALP) as modified by this project and will also review this ENF. The FAA will also review the Proposed Project for compliance with NEPA through an EA. This ENF and associated public and agency comments will provide input to FAA's NEPA scoping.

The *Logan Airport 2014 Environmental Data Report (EDR) (*EEA #3247) was filed with the EEA on September 30, 2015, and provides a detailed discussion of 2014 conditions at Logan Airport. The *2011 Environmental Status and Planning Report* (ESPR) was filed on April 12, 2013, and considered airport activities and cumulative impacts out to 2030. The purpose of the EDR and companion ESPRs is to evaluate the cumulative effects of growth and change at the airport and to provide a long-term planning and environmental impacts context within which specific assessments can be reviewed. The *2011 ESPR* describes the overall planning strategy for Logan Airport and provides a projection of environmental impacts associated with project growth in passengers, aircraft operation and ground access activity out to 2030. Impact analyses of ground transportation, noise, air quality and greenhouse gases were completed that considered the cumulative impact of aircraft operations and passenger activities levels in 2030. The Proposed Project is consistent with the analyses of future operational conditions contained in the *2011 ESPR*.

The Proposed Project will be located within the Boston Zoning Commission's Logan International Airport (LIA) Sub district. Although Massport is not subject to local zoning, the project is consistent with the East Boston Neighborhood District Zoning Article (Article 53) which includes establishment of the LIA Subdistrict. The LIA has as a stated purpose "to accommodate those uses necessary to the operation of an international airport while ensuring that land uses and development associated with operations of the airport are confined to the airport boundary and that such uses do not impose adverse impacts on other areas of the East Boston Neighborhood District." The LIA Subdistrict Zoning regulations support the East Boston Neighborhood Plan, developed with the extensive participation of the East Boston Planning and Zoning Advisory committee, civic associations, business groups and residents.

The project area and proposed improvements are limited to the terminal area and airside of Logan Airport. There will be no effect on the condition, use, or access to any open space or recreation area.

C. Identify the current Regional Policy Plan of the applicable Regional Planning Agency (RPA)
RPA: **Boston Region Metropolitan Planning Organization, *Charting Progress to 2040***

Describe the project's consistency with that plan with regard to:
1) economic development;
2) adequacy of infrastructure; and
3) open space impacts.

The Terminal E Modernization Project is not a transportation project and, thus, is not included in the Boston Region Metropolitan Planning Organization's *Charting Progress to 2040*. It will benefit the residents of the greater Boston area and Boston-Logan International Airport passengers.

RARE SPECIES SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **rare species or habitat** (see 301 CMR 11.03(2))?
___ Yes _**X**_ No; if yes, specify, in quantitative terms:
_____
(NOTE: If you are uncertain, it is recommended that you consult with the Natural Heritage and Endangered Species Program (NHESP) prior to submitting the ENF.)

B. Does the project require any state permits related to **rare species or habitat**?
___ Yes _**X**_ No

C. Does the project site fall within mapped rare species habitat (Priority or Estimated Habitat?) in the current Massachusetts Natural Heritage Atlas (attach relevant page)?
___ Yes _**X**_ No

D. If you answered "No" to all questions A, B and C, proceed to the **Wetlands, Waterways, and Tidelands Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Rare Species section below.

II. Impacts and Permits

A. Does the project site fall within Priority or Estimated Habitat in the current Massachusetts Natural Heritage Atlas (attach relevant page)?
___ Yes __ No; if yes;

1. Have you consulted with the Division of Fisheries and Wildlife Natural Heritage and Endangered Species Program (NHESP)?
___Yes ___No; if yes, have you received a determination as to whether the project will result in the "take" of a rare species?
___ Yes ___ No; if yes, attach the letter of determination to this submission.

2. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)?
___ Yes __ No; if yes, provide a summary of proposed measures to minimize and mitigate rare species impacts.

3. Which rare species are known to occur within the Priority or Estimated Habitat?
_____

4. Has the site been surveyed for rare species in accordance with the Massachusetts Endangered Species Act?
___ Yes ___ No

5. If your project is within Estimated Habitat, have you filed a Notice of Intent or received an Order of Conditions for this project?
___ Yes ___ No; if yes, did you send a copy of the Notice of Intent to the Natural Heritage and Endangered Species Program, in accordance with the Wetlands Protection Act regulations?
___ Yes ___ No

B. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)?
___ Yes ___ No; if yes, provide a summary of proposed measures to minimize and mitigate impacts to significant habitat:
_____

WETLANDS, WATERWAYS, AND TIDELANDS SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wetlands, waterways, and tidelands** (see 301 CMR 11.03(3))?
___ Yes _**X**_ No; if yes, specify, in quantitative terms:
_____

B. Does the project require any state permits (or a local Order of Conditions) related to **wetlands, waterways, or tidelands**?
___ Yes _**X**_ No; if yes, specify which permit:
_____

C. If you answered "No" to both questions A and B, proceed to the **Water Supply Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wetlands, Waterways, and Tidelands Section below.

II. Wetlands Impacts and Permits

A. Does the project require a new or amended Order of Conditions under the Wetlands Protection Act (M.G.L. c.131A)?
___ Yes ___ No; if yes, has a Notice of Intent been filed?
___ Yes ___ No; if yes, list the date and MassDEP file number:
_____; and has a local Order of Conditions been issued?
___ Yes ___ No; was the Order of Conditions appealed?
___ Yes ___ No; will the project require a Variance from the Wetlands regulations?
___ Yes ___ No.

B. Describe any proposed permanent or temporary impacts to wetland resource areas located on the project site:
_____

C. Estimate the extent and type of impact that the project will have on wetland resources, and indicate whether the impacts are temporary or permanent:

Coastal Wetlands	Area (square feet) or Length (linear feet)	Temporary or Permanent Impact?
Land Under the Ocean	_____	_____
Designated Port Areas	_____	_____
Coastal Beaches	_____	_____
Coastal Dunes	_____	_____
Barrier Beaches	_____	_____
Coastal Banks	_____	_____
Rocky Intertidal Shores	_____	_____
Salt Marshes	_____	_____
Land Under Salt Ponds	_____	_____
Land Containing Shellfish	_____	_____
Fish Runs	_____	_____

Land Subject to Coastal Storm Flowage	_____	_____
Inland Wetlands		
Bank (lf)	_____	_____
Bordering Vegetated Wetlands	_____	_____
Isolated Vegetated Wetlands	_____	_____
Land under Water	_____	_____
Isolated Land Subject to Flooding	_____	_____
Bordering Land Subject to Flooding	_____	_____
Riverfront Area	_____	_____

D. Is any part of the project:
   1. proposed as a **limited project**?
      ___ Yes ___ No; if yes, what is the area (in sf)? ___;

   2. the construction or alteration of a **dam**?
      ___ Yes ___ No; if yes, describe:
      _____

   3. fill or structure in a **velocity zone** or **regulatory floodway**?
      ___ Yes ___ No

   4. dredging or disposal of dredged material?
      ___ Yes ___ No; if yes, describe the volume of dredged material and the proposed disposal site:
      _____

   5. a discharge to an **Outstanding Resource Water (ORW)** or an **Area of Critical Environmental Concern (ACEC)**?
      ___ Yes ___ No

   6. subject to a wetlands restriction order?
      ___ Yes ___ No; if yes, identify the area (in sf):
      _____

   7. located in buffer zones?
      ___ Yes ___No; if yes, how much (in sf)? ___

E. Will the project:
   1. be subject to a local wetlands ordinance or bylaw?
      ___ Yes ___ No

   2. alter any federally-protected wetlands not regulated under state law?
      ___ Yes ___ No; if yes, what is the area (sf)? ___

III. Waterways and Tidelands Impacts and Permits

A. Does the project site contain waterways or tidelands (including filled former tidelands) that are subject to the Waterways Act, M.G.L.c.91?
   ___ Yes _ No; if yes, is there a current Chapter 91 License or Permit affecting the project site?
   ___ Yes __ No; if yes, list the date and license or permit number and provide a copy of the historic map used to determine extent of filled tidelands:

This parcel is within the Airport Boundary and is subject to exemption at 310 CMR 9.03(3)b.

B. Does the project require a new or modified license or permit under M.G.L.c.91?
___ Yes __ No

D. Is the project located on landlocked tidelands?
___ Yes __ No

E. Is the project located in an area where low groundwater levels have been identified by a municipality or by a state or federal agency as a threat to building foundations?
___Yes __ No

F. Is the project non-water-dependent **and** located on landlocked tidelands **or** waterways or tidelands subject to the Waterways Act **and** subject to a mandatory EIR?
___ Yes __ No

G. Does the project include dredging?
___ Yes __ No; if yes, answer the following questions:

IV. Consistency:

A. Does the project have effects on the coastal resources or uses, and/or is the project located within the Coastal Zone?
__ Yes __ No; if yes, describe these effects and the projects consistency with the policies of the Office of Coastal Zone Management:

The project site is located within the defined coastal zone for Massachusetts. Proposed improvements are limited to those areas of the airfield and terminal that are fully developed and in use for aviation activities, and would not change the manner of use, quality of land, or limit the range of use or access to the coastal zone.

B. Is the project located within an area subject to a Municipal Harbor Plan?
___ Yes __ No

WATER SUPPLY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **water supply** (see 301 CMR 11.03(4))?
___ Yes _**X**_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **water supply**?
___ Yes _**X**_ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Wastewater Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Water Supply Section below.

II. Impacts and Permits

A. Describe, in gallons per day (gpd), the volume and source of water use for existing and proposed activities at the project site:

	Existing	Change	Total
Municipal or regional water supply	_____	_____	_____
Withdrawal from groundwater	_____	_____	_____
Withdrawal from surface water	_____	_____	_____
Interbasin transfer	_____	_____	_____

(NOTE: Interbasin Transfer approval will be required if the basin and community where the proposed water supply source is located is different from the basin and community where the

wastewater from the source will be discharged.)

B. If the source is a municipal or regional supply, has the municipality or region indicated that there is adequate capacity in the system to accommodate the project?
___ Yes ___ No

C. If the project involves a new or expanded withdrawal from a groundwater or surface water source, has a pumping test been conducted?
___ Yes ___ No; if yes, attach a map of the drilling sites and a summary of the alternatives considered and the results:
_____

D. What is the currently permitted withdrawal at the proposed water supply source (in gallons per day)?
_____

Will the project require an increase in that withdrawal?
___ Yes ___ No; if yes, then how much of an increase (gpd)?
_____

E. Does the project site currently contain a water supply well, a drinking water treatment facility, water main, or other water supply facility, or will the project involve construction of a new facility?
___ Yes ___No. If yes, describe existing and proposed water supply facilities at the project site:

	Permitted Flow	Existing Avg Daily Flow	Project Flow	Total
Capacity of water supply well(s) (gpd)	_____	_____	_____	_____
Capacity of water treatment plant (gpd)	_____	_____	_____	_____

F. If the project involves a new interbasin transfer of water, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or proposed?

G. Does the project involve:
1. new water service by the Massachusetts Water Resources Authority or other agency of the Commonwealth to a municipality or water district?
___ Yes ___ No

2. a Watershed Protection Act variance?
___ Yes ___ No; if yes, how many acres of alteration?
_____

3. a non-bridged stream crossing 1,000 or less feet upstream of a public surface drinking water supply for purpose of forest harvesting activities?
___ Yes ___ No

III. Consistency

Describe the project's consistency with water conservation plans or other plans to enhance water resources, quality, facilities and services:

WASTEWATER SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wastewater** (see 301 CMR 11.03(5))?
___ Yes _**X**_ No; if yes, specify, in quantitative terms:
_____

B. Does the project require any state permits related to **wastewater**?
___ Yes __**X**_ No; if yes, specify which permit:

No new permits are needed; Massport will seek a modification to existing MWRA Sewer Use Discharge Permit to handle additional wastewater flows.

C. If you answered "No" to both questions A and B, proceed to the **Transportation -- Traffic Generation Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wastewater Section below.

II. Impacts and Permits

A. Describe the volume (in gallons per day) and type of disposal of wastewater generation for existing and proposed activities at the project site (calculate according to 310 CMR 15.00 for septic systems or 314 CMR 7.00 for sewer systems):

	Existing	Change	Total
Discharge of sanitary wastewater	_____	_____	_____
Discharge of industrial wastewater	_____	_____	_____
TOTAL	_____	_____	_____

	Existing	Change	Total
Discharge to groundwater	_____	_____	_____
Discharge to outstanding resource water	_____	_____	_____
Discharge to surface water	_____	_____	_____
Discharge to municipal or regional wastewater Facility	_____	_____	_____
TOTAL	_____	_____	_____

B. Is the existing collection system at or near its capacity?
___ Yes ___ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:
_____

C. Is the existing wastewater disposal facility at or near its permitted capacity?
___ Yes ___ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:
_____

D. Does the project site currently contain a wastewater treatment facility, sewer main, or other wastewater disposal facility, or will the project involve construction of a new facility?
___ Yes ___ No; if yes, describe as follows:

	Permitted	Existing Avg Daily Flow	Project Flow	Total
Wastewater treatment plant capacity (in gallons per day)	_____	_____	_____	_____

E. If the project requires an interbasin transfer of wastewater, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or new?

F. Does the project involve new sewer service by the Massachusetts Water Resources Authority (MWRA) or other Agency of the Commonwealth to a municipality or sewer district?
___ Yes ___ No

G. Is there an existing facility, or is a new facility proposed at the project site for the storage, treatment, processing, combustion or disposal of sewage sludge, sludge ash, grit, screenings, wastewater reuse (gray water) or other sewage residual materials?
___ Yes ___ No; if yes, what is the capacity (tons per day):

	Existing	Change	Total
Storage	_____	_____	_____
Treatment	_____	_____	_____
Processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

H. Describe the water conservation measures to be undertaken by the project, and other wastewater mitigation, such as infiltration and inflow removal.

III. Consistency

A. Describe measures that the proponent will take to comply with applicable state, regional, and local plans and policies related to wastewater management:

B. If the project requires a sewer extension permit, is that extension included in a comprehensive wastewater management plan?
___ Yes ___ No; if yes, indicate the EEA number for the plan and whether the project site is within a sewer service area recommended or approved in that plan:
_____

TRANSPORTATION SECTION (TRAFFIC GENERATION)

I. Thresholds / Permit

A. Will the project meet or exceed any review thresholds related to **traffic generation** (see 301 CMR 11.03(6))?
___ Yes **_X_** No; if yes, specify, in quantitative terms:
_____

B. Does the project require any state permits related to **state-controlled roadways**?
___ Yes **_X_** No; if yes, specify which permit:
_____

C. If you answered "No" to both questions A and B, proceed to the **Roadways and Other Transportation Facilities Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Traffic Generation Section below.

II. Traffic Impacts and Permits

A. Describe existing and proposed vehicular traffic generated by activities at the project site:

	Existing	Change	Total
Number of parking spaces	_____	_____	_____

Number of vehicle trips per day	_____	_____	_____
ITE Land Use Code(s):	_____	_____	_____

B. What is the estimated average daily traffic on roadways serving the site?

Roadway	Existing	Change	Total
1. _____	_____	_____	_____
2. _____	_____	_____	_____
3. _____	_____	_____	_____

C. If applicable, describe proposed mitigation measures on state-controlled roadways that the project proponent will implement:

_____

D. How will the project implement and/or promote the use of transit, pedestrian and bicycle facilities and services to provide access to and from the project site?

_____

E. Is there a Transportation Management Association (TMA) that provides transportation demand management (TDM) services in the area of the project site?
____ Yes ____ No; if yes, describe if and how will the project will participate in the TMA:

_____

F. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation facilities?
____ Yes ____ No; if yes, generally describe:

_____

G. If the project will penetrate approach airspace of a nearby airport, has the proponent filed a Massachusetts Aeronautics Commission Airspace Review Form (780 CMR 111.7) and a Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) (CFR Title 14 Part 77.13, forms 7460-1 and 7460-2)?

Massport will file a 7460 with FAA and copy MassDOT Aeronautics.

III. Consistency

Describe measures that the proponent will take to comply with municipal, regional, state, and federal plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services:

TRANSPORTATION SECTION (ROADWAYS AND OTHER TRANSPORTATION FACILITIES)

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **roadways or other transportation facilities** (see 301 CMR 11.03(6))?
_**X**_ Yes ___ No; if yes, specify, in quantitative terms:

The project would exceed the threshold under (b) 6. "Expansion of an existing terminal at Logan Airport by 100,000 or more sf". The proposed Terminal E Modernization project would increase the existing Terminal E by up to 700,000 sf.

B. Does the project require any state permits related to **roadways or other transportation facilities**?

___ Yes _**X**_ No; if yes, specify which permit:

_____

C. If you answered "No" to both questions A and B, proceed to the **Energy Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Roadways Section below.

II. Transportation Facility Impacts

A. Describe existing and proposed transportation facilities in the immediate vicinity of the project site:

Boston-Logan International Airport is a major regional and international transportation facility. The Airport is well-served by access to public transportation, and a major regional roadway network on the airport. High Occupancy Vehicle (HOV) service to the airport includes MBTA Blue Line rail rapid transit and Massport subsidized Silver Line bus rapid transit, MBTA commuter ferry service and MBTA local and express bus service. Massport also operates an extensive Logan Express Bus service serving 5 locations. Other express bus service and intercity bus service also serve Logan Airport. Massport provides free shuttle bus service between MBTA Airport Station and all terminals.

To expand HOV access to Logan Airport, the project proposes to construct a new pedestrian connection from the MBTA Blue Line Airport Station to Terminal E, the first direct MBTA-Terminal pedestrian connection on the airport.

Short term parking lots and a cell phone waiting lot are located within the project area and will likely be displaced by the construction of the terminal extension.

B. Will the project involve any:

1. Alteration of bank or terrain (in linear feet)?
   ___ Yes _**X**_ No

2. Cutting of living public shade trees (number)?
   ___ Yes _**X**_ No

3. Elimination of stone wall (in linear feet)?
   ___ Yes _**X**_ No

III. Consistency -- Describe the project's consistency with other federal, state, regional, and local plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services, including consistency with the applicable regional transportation plan and the Transportation Improvements Plan (TIP), the State Bicycle Plan, and the State Pedestrian Plan:

The project is not specifically included in the MassDOT weMove Massachusetts 2040 Long-Range Transportation Plan (LRTP), but is aligned with overall goals to preserve the current transportation infrastructure in a state of good repair and improve mobility throughout the region. The project is included in Massport's Capital Plan FY15-19, and is described in the *Logan Airport 2014 Environmental Data Report (EDR)* (EEA #3247).

ENERGY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **energy** (see 301 CMR 11.03(7))?
   ___ Yes _**X**_ No; if yes, specify, in quantitative terms:

_____

B. Does the project require any state permits related to **energy**?
___ Yes __**X**_ No; if yes, specify which permit:
_____

C. If you answered "No" to both questions A and B, proceed to the **Air Quality Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Energy Section below.

II. Impacts and Permits

A. Describe existing and proposed energy generation and transmission facilities at the project site:

	Existing	Change	Total
Capacity of electric generating facility (megawatts)	_____	_____	_____
Length of fuel line (in miles)	_____	_____	_____
Length of transmission lines (in miles)	_____	_____	_____
Capacity of transmission lines (in kilovolts)	_____	_____	_____

B. If the project involves construction or expansion of an electric generating facility, what are:
1. the facility's current and proposed fuel source(s)?
_____

2. the facility's current and proposed cooling source(s)?
_____

C. If the project involves construction of an electrical transmission line, will it be located on a new, unused, or abandoned right of way?
___Yes ___No; if yes, please describe:
_____

D. Describe the project's other impacts on energy facilities and services:
_____

III. Consistency

Describe the project's consistency with state, municipal, regional, and federal plans and policies for enhancing energy facilities and services:

AIR QUALITY SECTION

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **air quality** (see 301 CMR 11.03(8))?
___ Yes _**X**_ No; if yes, specify, in quantitative terms:
_____

B. Does the project require any state permits related to **air quality**?
___ Yes _**X**_ No; if yes, specify which permit:
_____

C. If you answered "No" to both questions A and B, proceed to the **Solid and Hazardous Waste Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Air Quality Section below.

II. Impacts and Permits

A. Does the project involve construction or modification of a major stationary source (see 310

CMR 7.00, Appendix A)?
___ Yes ___ No; if yes, describe existing and proposed emissions (in tons per day) of:

	Existing	Change	Total
Particulate matter	_____	_____	_____
Carbon monoxide	_____	_____	_____
Sulfur dioxide	_____	_____	_____
Volatile organic compounds	_____	_____	_____
Oxides of nitrogen	_____	_____	_____
Lead	_____	_____	_____
Any hazardous air pollutant	_____	_____	_____
Carbon dioxide	_____	_____	_____

B. Describe the project's other impacts on air resources and air quality, including noise impacts:
_____

III. Consistency

A. Describe the project's consistency with the State Implementation Plan:
_____

B. Describe measures that the proponent will take to comply with other federal, state, regional, and local plans and policies related to air resources and air quality:
_____

SOLID AND HAZARDOUS WASTE SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **solid or hazardous waste** (see 301 CMR 11.03(9))?
___ Yes **_X**__ No; if yes, specify, in quantitative terms:
_____

B. Does the project require any state permits related to **solid and hazardous waste**?
___ Yes **_X**_ No; if yes, specify which permit:
_____

C. If you answered "No" to both questions A and B, proceed to the **Historical and Archaeological Resources Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Solid and Hazardous Waste Section below.

II. Impacts and Permits

A. Is there any current or proposed facility at the project site for the storage, treatment, processing, combustion or disposal of solid waste?
___ Yes ___ No; if yes, what is the volume (in tons per day) of the capacity:

	Existing	Change	Total
Storage	_____	_____	_____
Treatment, processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

B. Is there any current or proposed facility at the project site for the storage, recycling, treatment or disposal of hazardous waste?
___ Yes ___ No; if yes, what is the volume (in tons or gallons per day) of the capacity:

	Existing	Change	Total
Storage	_____	_____	_____
Recycling	_____	_____	_____
Treatment	_____	_____	_____
Disposal	_____	_____	_____

C. If the project will generate solid waste (for example, during demolition or construction), describe alternatives considered for re-use, recycling, and disposal:

_____

D. If the project involves demolition, do any buildings to be demolished contain asbestos?
___ Yes ___ No

E. Describe the projects other solid and hazardous waste impacts (including indirect impacts):

_____

III. Consistency

Describe measures that the proponent will take to comply with the State Solid Waste Master Plan:

HISTORICAL AND ARCHAEOLOGICAL RESOURCES SECTION

I. Thresholds / Impacts

A. Have you consulted with the Massachusetts Historical Commission?
___ Yes **_X_** No; if yes, attach correspondence.

For project sites involving lands under water, have you consulted with the Massachusetts Board of Underwater Archaeological Resources?
____Yes ____ No; if yes, attach correspondence.

B. Is any part of the project site a historic structure, or a structure within a historic district, in either case listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth?
___ Yes **_X_** No; if yes, does the project involve the demolition of all or any exterior part of such historic structure?
___ Yes **_X__** No; if yes, please describe:

_____

C. Is any part of the project site an archaeological site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth?
___ Yes **__X_** No; if yes, does the project involve the destruction of all or any part of such archaeological site?
___ Yes ___ No; if yes, please describe:

_____

D. If you answered "No" to <u>all parts of both</u> questions A, B and C, proceed to the **Attachments and Certifications** Sections. If you answered "Yes" to <u>any part of either</u> question A or question B, fill out the remainder of the Historical and Archaeological Resources Section below.

II. Impacts

Describe and assess the project's impacts, direct and indirect, on listed or inventoried historical and archaeological resources:

III. Consistency

Describe measures that the proponent will take to comply with federal, state, regional, and local plans and policies related to preserving historical and archaeological resources:

CERTIFICATIONS:

1. The Public Notice of Environmental Review has been/will be published in the following newspapers in accordance with 301 CMR 11.15(1):

   (Name) Boston Herald, Date) November 6, 2015

2. This form has been circulated to Agencies and Persons in accordance with 301 CMR 11.16(2).

Signatures:

10/30/15

Date	Signature of Responsible Officer or Proponent	Date	Signature of person preparing NPC (if different from above)
	Stewart Dalzell Name (print or type)		Name (print or type)
	Massport Firm/Agency		Firm/Agency
	Harborside Drive Street		Street
	Boston Municipality/State/Zip		Municipality/State/Zip
	617-568-3542 Phone		Phone

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Attachment 1

FIGURES

- **Figure 1 – Site Map**
- **Figure 2 – Terminal E Modernization Project Site**
- **Figure 3 – Project Area Existing Conditions**
- **Figure 4 – Terminal E Current Conditions**
- **Figure 5 – Proposed Project Concept**
- **Figure 6 – Environmental Resources**

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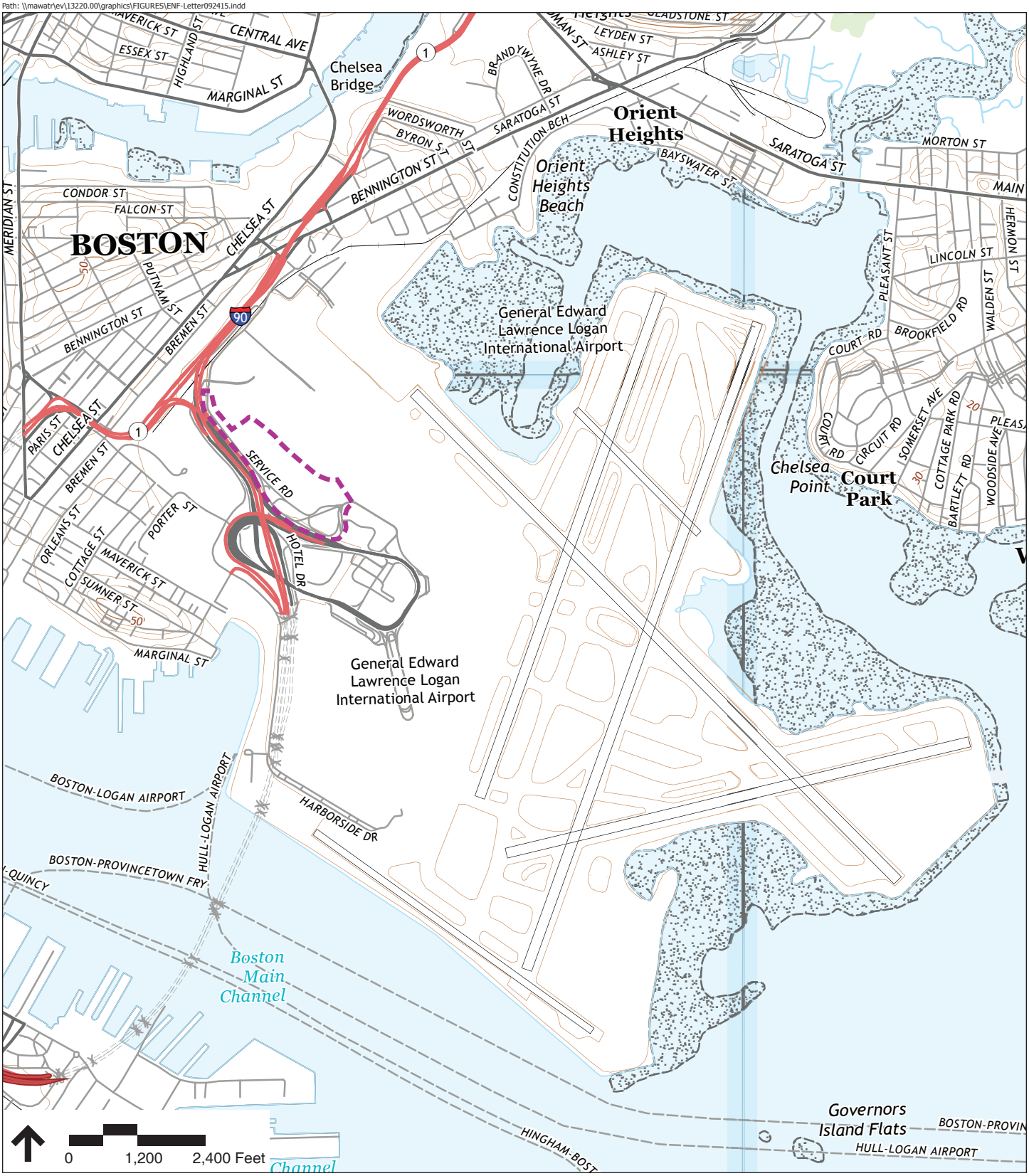

Source(s):USGS 2015

Terminal E Modernization Project Site

Figure 1

Site Map

massport

LOGAN AIRPORT
Terminal E Modernization Project

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Source(s):Massport, 2014

A Terminals

Terminal E Modernization Project Site

Figure 2

Terminal E Modernization Project Site

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LOGAN AIRPORT
Terminal E Modernization Project

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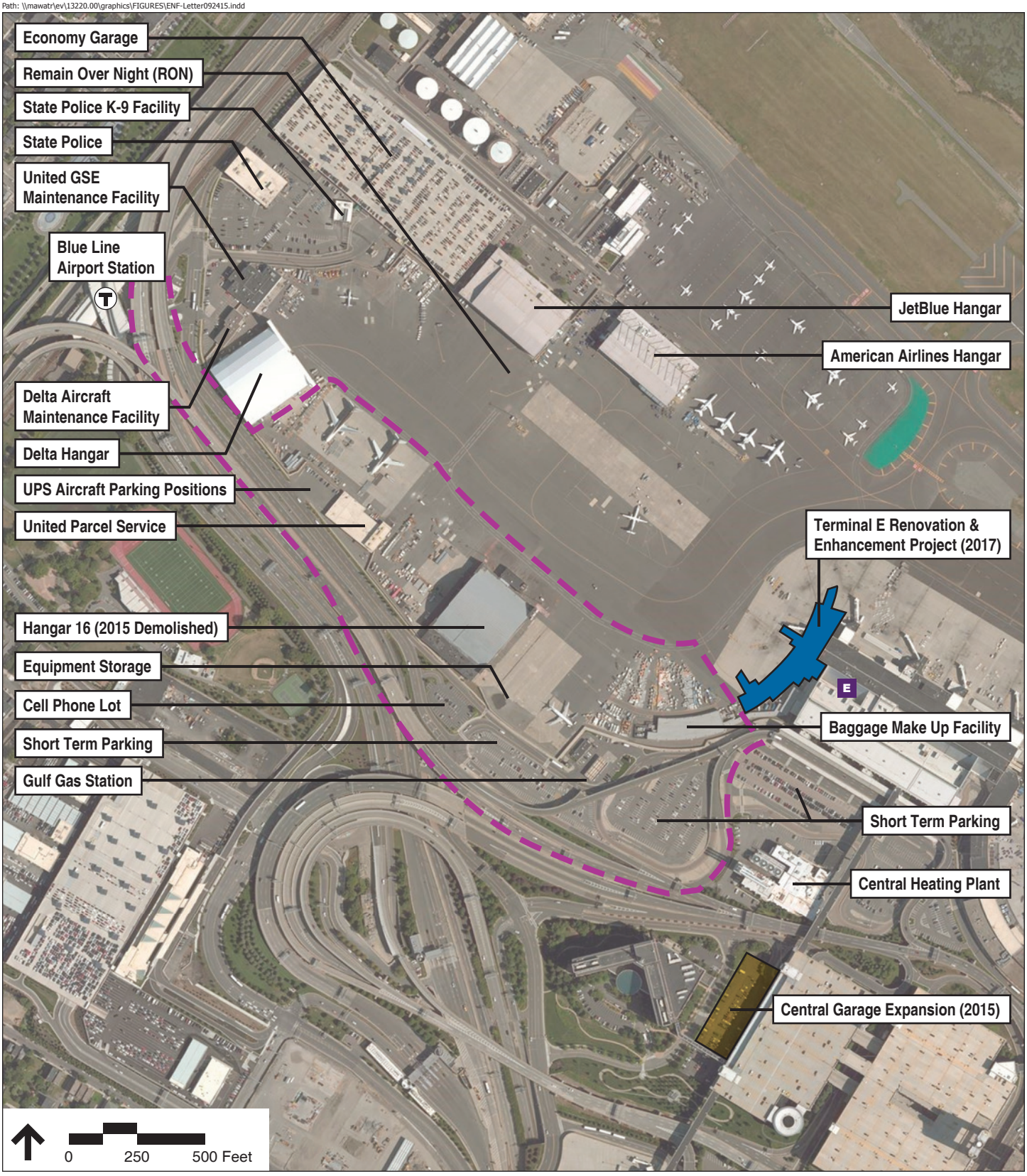

Source(s):Massport, 2014

Terminal E Modernization Project Site

Figure 3

Project Area Existing Conditions

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LOGAN AIRPORT
Terminal E Modernization Project

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Passengers waiting for Customs and Border Patrol process

Passengers waiting to board

Passengers waiting to board in holdrooms

Busing operations on North Cargo Ramp

Hardstand operations on North Cargo Ramp

Aircraft parked at Terminal E gates

Figure 4

Terminal E Current Conditions

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LOGAN AIRPORT
Terminal E Modernization Project

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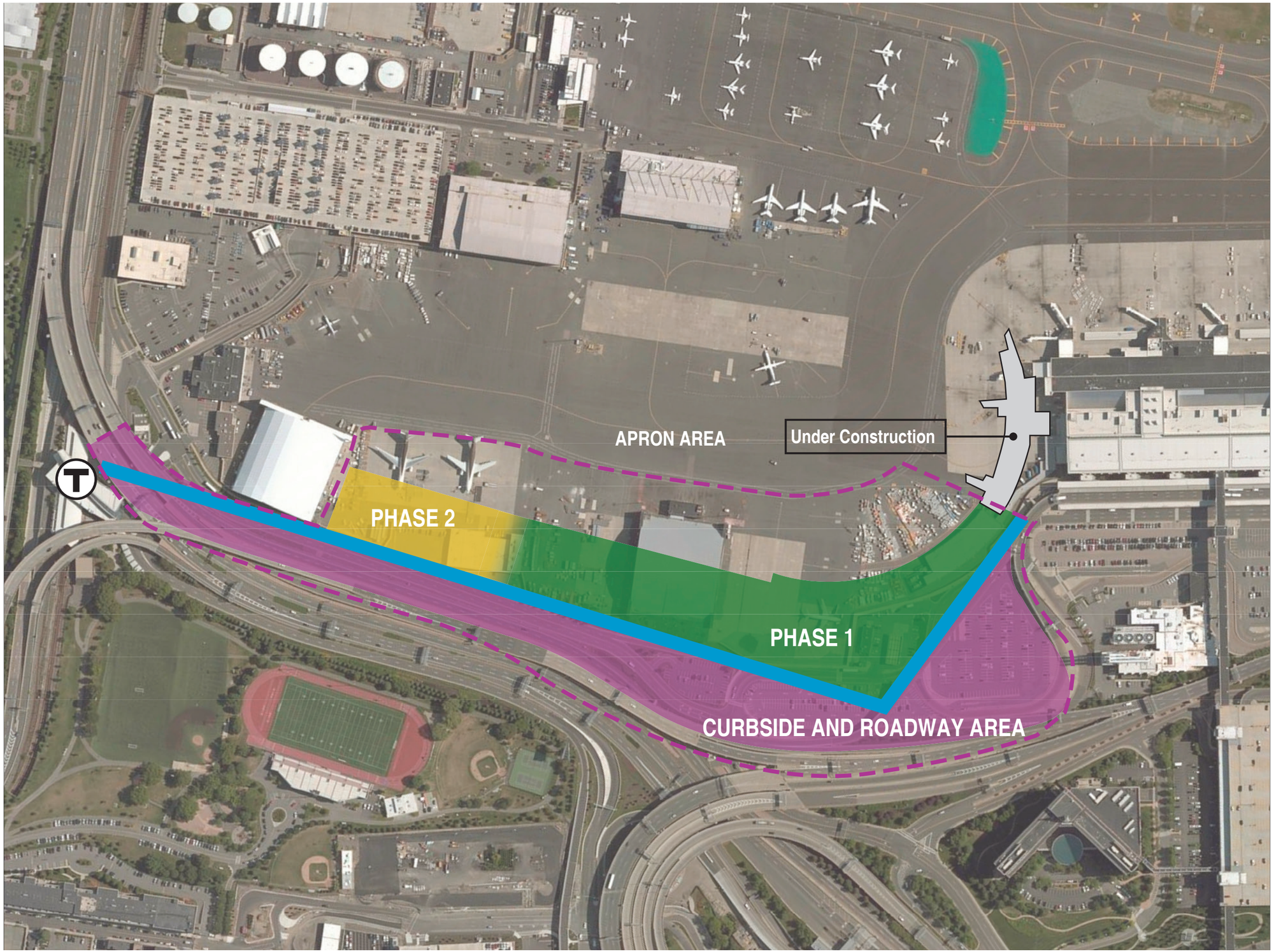

Figure 5

Proposed Project Concept

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LOGAN AIRPORT
Terminal E Modernization Project

Source(s): Leigh Fisher, VHB, Bing

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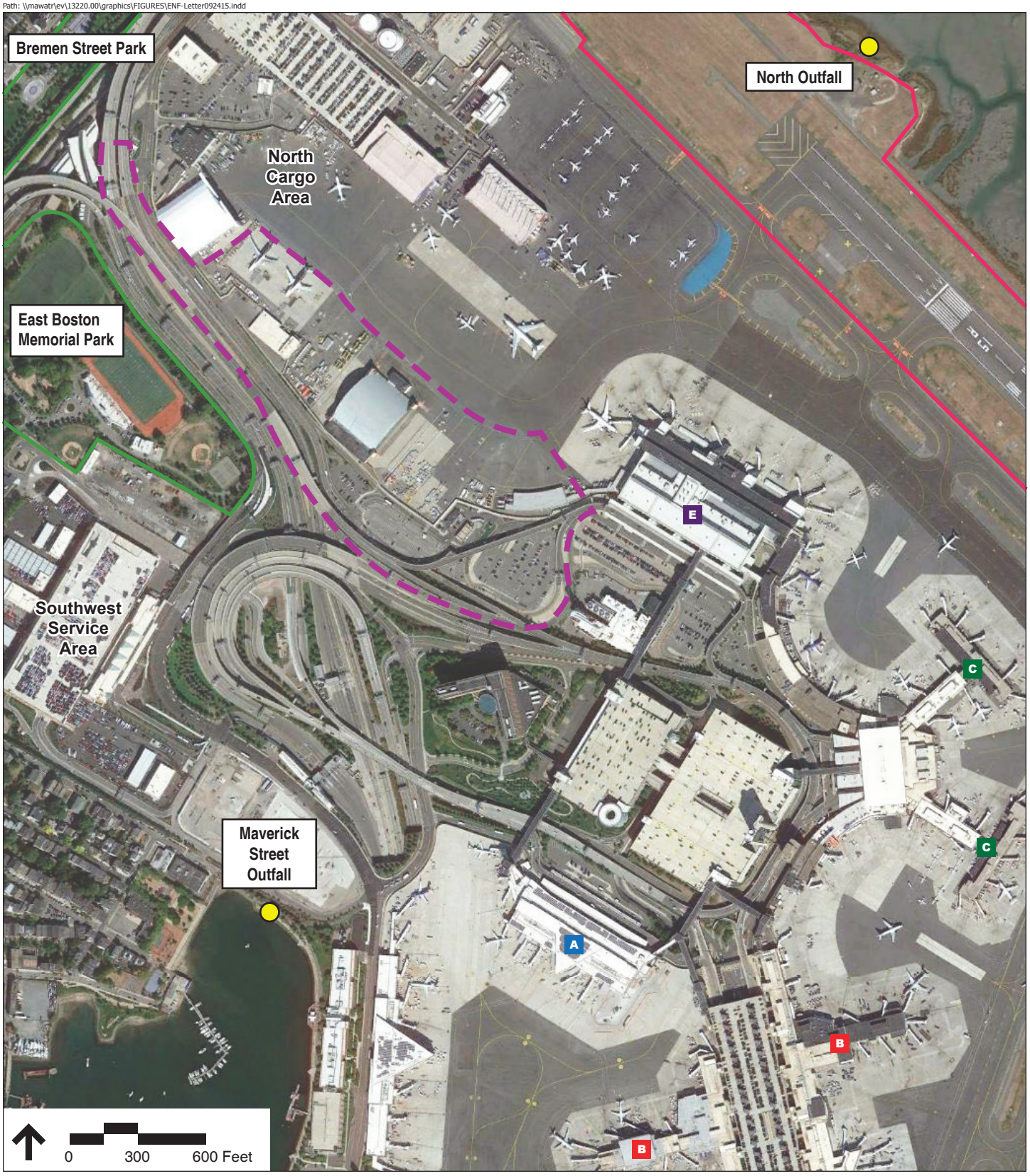

Source(s):Massport, 2014

Project Area
NHESP Mapped Priority Habitats of Rare Species
Outfall
Park Boundary

Figure 6

Environmental Resources

massport

LOGAN AIRPORT
Terminal E Modernization Project

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Attachment 2

TERMINAL E MODERNIZATION PROJECT NARRATIVE

- **Introduction**
- **Project Description**
- **Purpose and Need**
- **Alternatives**
- **Project Phasing**
- **Impacted Facilities**
- **Environmental Considerations**
- **Mitigation**
- **List of Permits**

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TERMINAL E MODERNIZATION PROJECT NARRATIVE

2.1 Introduction

Boston-Logan International Airport's John A. Volpe International Terminal (Terminal E) was originally constructed in 1974. Despite periodic improvements, it consistently serves higher passenger volumes than the facility was designed to accommodate. The current level of passenger activity routinely causes severe congestion in the terminal, negatively impacting customer service and operations in the terminal, at the gates, and associated airside ramp areas. Within Terminal E, particularly during peak late afternoon and early evening periods, passengers experience severe congestion and delays at the ticket counters, security screening areas, and there is insufficient space post-security for passenger seating, concessions and other support services. Passenger delays of two hours or more are common in the August peak travel period.

In the last five years, international traffic at Logan Airport has grown at unprecedented rates, and this trend is projected to continue. International service at Logan Airport has grown from 21 nonstop international destinations in 2006 to 51 in 2015. In 2013, total international passenger numbers increased by 3.7 percent over 2012 to 4.5 million, slightly exceeding the previous high level achieved in 2000. The number of international air passengers accelerated in 2014, growing by 9.8 percent to 4.9 million. By 2022, international passenger levels are projected to reach 6 million. International traffic accounted for 15.8 percent of total Logan Airport passengers in 2014. This share is projected to steadily increase through 2022 and beyond. International passenger levels continue to grow at a faster rate than domestic, with international passengers forecast to grow at 3 percent per year compared to domestic passengers forecast to grow at 1.5 percent per year. International passengers contribute a substantially higher share to the local and regional economy than domestic passengers. New international service in the last three years alone has contributed $1 billion a year to the economy

When Terminal E first opened in 1974, the airport served 1.4 million international passengers a year. When the most recent improvements to Terminal E (International Gateway Project, EEA #9791[1]), underwent MEPA environmental review and approval in 1996, the expanded terminal was planned to accommodate 3.6 million passengers. The International Gateway project included a West Concourse that was to add three gates. Although significant improvements and additions were made to the terminal at that time, following September 11, 2001, the three new international gates that were approved were never built. In 2014, Terminal E served 4.9 million international passengers.

To accommodate the current demand and forecasted growth in international air travel, Massport proposes to modernize Terminal E. The Terminal E Modernization Project (the Project) would build the three gates originally approved in 1996, plus two to four additional aircraft gates. Terminal improvements would include additional passenger holdrooms, concourse areas, concessions, and passenger processing (including Customs and Border Patrol and Federal Inspection Services facilities). Like the West Concourse gates that were approved, prior to September 11, 2001, but never constructed, Massport also received approvals for additional Federal Inspection Services facilities as part of the joint

1 As part of the 1996 project, the International Gateway Project construction of three new aircraft contact gates in the "West Concourse" to serve projected international growth was approved. These gates were evaluated in a combined EA/DEIR (EOEA file number 9791), with the Secretary's Certificate and a Finding of No Significant Impact issued by the FAA.

Massport/American Airlines Terminal B (EEA # 12235) in 2000, but did not construct the additional international passenger process areas. In essence, this project will construct the international passenger facilities envisioned in the mid-to-late 1990s and early 2000s, as well as build for current and projected international passenger growth.

Massport also proposes to modify the terminal access roadways and curbs. As part of the ongoing Terminal E Renovation and Enhancements project[2] and in response to several international carriers adding large aircraft such as the Boeing 787-8 and other Group VI aircraft to their fleets, including the Airbus A-380, Massport is currently constructing series of terminal and airfield renovations to accommodate these aircraft. The modified gates will include bi-level passenger boarding bridges to accommodate the A-380 configuration. That project does not include any new gates but rather reconfigures three existing gates to make them Group VI-capable. The accommodation of A-380-sized aircraft is needed at Logan Airport independent of the Terminal E Modernization Project. These larger aircraft have the widest wingspan of any commercial airliner and, therefore, would not be able to safely maneuver at Logan without the proposed improvements.

The Terminal E Modernization Project (Project) is planned to provide gates that are primarily capable of accommodating Group IV and V aircraft. The Proposed Project is expected to produce environmental improvements in several areas, compared with the No Build/No Action Alternative. A new direct pedestrian connection between Terminal E and the MBTA Blue Line Airport Station will improve HOV access to the entire airport. Aircraft at the Terminal will have better access to gate plug-ins and preconditioned air, reducing air emissions and energy consumption. When completed, Terminal E will act as a noise barrier to the adjacent neighborhood and Memorial Stadium Park.

2.2 Project Description

The Terminal E Modernization Project consists of three project elements:

- Terminal E modernization to provide a concourse with additional gates and support functions such as passenger holdrooms, concessions, and passenger processing;
- Airside ramp and apron modifications in the North Cargo Area to accommodate new gates and supporting facilities (which may require relocation of existing facilities and uses to other on-airport locations); and
- Landside reconfiguration of roadways and curbs to accommodate new terminal configuration and provide a direct weather-protected pedestrian connection from the MBTA Blue Line Airport Station to Terminal E.

The Project is in the conceptual design phase, and Massport is developing alternative concepts for each project element. It is currently envisioned that terminal modernization would occur in two phases. This ENF covers both phases of proposed construction.

2 This project was not subject to MEPA. An Environmental Assessment was submitted to the FAA and a Finding of No Significant Impact was issued on July 29, 2015.

This ENF describes the Proposed Project, the concepts developed to date, potential impacts and anticipated permit requirements. Although the Terminal E Modernization Project does not automatically require a mandatory MEPA Environmental Impact Report, the proposed modernization would require approval by the Federal Aviation Administration (FAA) for any resulting changes to the Airport Layout Plan, and is therefore subject to review under National Environmental Policy Act (NEPA).

The FAA has determined that an Environmental Assessment (EA) will be required for the project. Massport will prepare an Environmental Assessment (EA) in accordance with the newly released FAA Order 1050.1F and FAA Order 5050.4B. As part of the FAA's scoping process for the EA, Massport expects attendance by FAA representatives at the ENF consultation meeting. A copy of Massport's proposed draft scope for the EA is included as Attachment 3.

Because the proposed improvements will take place within areas of the airport that are currently fully developed, the project is not anticipated to have any significant impacts on physical natural resources. Accordingly, it is expected that the environmental analysis of the alternatives will focus on potential impacts with regards to Noise, Air Quality, Ground Transportation, Energy, and Sustainability/Resiliency.

2.2.1 Terminal E Modernization

When the Terminal E Renovation and Enhancements project is completed in 2017, Terminal E will have a total area of 799,000 square feet and the existing 12 aircraft boarding gates. The terminal is served by the bi-level roadway system connecting all four Logan Airport passenger terminals. Passenger ticketing, security screening and aircraft boarding occurs primarily on the upper departures level of the terminal. The lower arrivals level includes baggage handling areas, Customs and Border Patrol facilities, a passenger meeter/greeter area, and key ground transportation connections. The domestic terminals use the upper level for departures and the lower level for arrivals; at Terminal E, the third level is used for departures while the ground level is used for arrivals and U.S. Customs and Border Patrol. The second level is used for passport control. Parking for Terminal E is provided in the central parking complex, connected to the terminals by passenger bridges, and in two surface parking lots near the Terminal E entrance. (**Figure 3** in Attachment 1 shows existing conditions at Terminal E).

While the Terminal E Renovation and Enhancements project will upgrade existing Terminal E gates to accommodate the larger Group VI aircraft such as the A380 and 747-8, that project will not correct other facility deficiencies or meet anticipated future demand that Terminal E modernization will address. As currently conceived, the Terminal E Modernization Project will include new concourse space between the west end of existing Terminal E and the Delta Hangar in the North Cargo Area. The concourse would run parallel to the existing Airport roadway and is anticipated to be built in phases. The proposed concourse would accommodate five to seven new contact gates designed to be capable of handling Group IV and V aircraft. The new concourse areas would include passenger holdrooms, concessions, airline clubs, passenger check-in hall, a passenger arrivals hall with a meeter/greeter area, and baggage handling and claim facilities. Additional Federal Inspection Services facility and Customs and Border Patrol capacities will be accommodated either through enhancing and expanding the existing Terminal E facilities or

through additional facilities in the new concourse area. New airline support areas, mechanical and electrical[3] and other building systems would also be constructed.

2.2.2 Airside Modifications

Modifications to the taxilanes and layout of the aircraft apron in the immediate vicinity of Terminal E would be needed. As design advances, Massport will evaluate taxilane configurations, gate positions and remote aircraft parking locations. The existing jet fuel hydrant system will be extended to serve the new gates. Currently the North Cargo Area is used for cargo operations, remote aircraft parking with busing operations, remain overnight aircraft parking, and equipment storage for ground service equipment and other apparatus. As planning for Terminal E Modernization proceeds, details of the need to relocate ground service equipment and other apron activities will unfold in consultation with existing tenants.

Currently there are insufficient gates at Terminal E and during peak periods aircraft use remote parking facilities at hardstands in the North Cargo Area ramp, with passengers bused to the terminal. With the additional gates, those aircraft currently using the hardstand/busing access will be able to better serve passengers through direct enplaning and deplaning at passenger contact gates. In addition, aircraft will no longer have to run on their own diesel auxiliary power on the ramp, but will be able to plug into the gates with 400Hz power connections and use preconditioned air during aircraft servicing and enplaning/deplaning operations. It is anticipated that these improvements will reduce air emissions and energy consumption, compared with the No Build/No Action Alternative.

2.2.3 Landside Modifications

Terminal E Modernization will require reconfiguring the Airport Roadway from Terminal E to the turnaround west of the terminal. As currently conceived, the curb lane will operate independently from the existing Terminal E curb and will accommodate high occupancy vehicles (HOV), shared, and private vehicles, taxi / limousines, shared vans, airport shuttles, Silver Line, Logan Express, and courtesy vans/vehicles. Massport is also evaluating alternatives that include a new curb front at the extended concourse to allow direct vehicular access to and from the terminal concourse. The project would likely displace existing surface parking, the cell phone lot, and the gas station; all of which will be replaced on-Airport.

A key feature of the Project is a direct pedestrian connection between Terminal E and the MBTA Blue Line Airport Station. The connection will be enclosed and weather-protected and may include moving sidewalks. Concepts include underground and above-ground connections which will be evaluated for constructability and costs. This convenient, direct connection to the MBTA Airport Station will enhance passenger connectivity and facilitate the use of rapid transit high occupancy vehicle (HOV) modes for access to Terminal E and the entire Airport, thereby reducing vehicle miles traveled (VMT) and air emissions compared with the No Build/No Action Alternative. Providing a direct pedestrian transit connection from the terminal will enhance the passenger experience and meet international visitors' expectations.

3 Additional substation(s) may be required to support the new facility. Studies are currently underway to determine all mechanical and electrical requirements.

2.3 Purpose and Need

This section describes the purpose and need for the Terminal E Modernization Project (the Project) at Boston Logan International Airport (Logan Airport). The Project is proposed to accommodate existing and forecasted demand for international air service at Logan Airport.

2.3.1 Purpose

The purpose of the Project is to modernize Terminal E, within the airport footprint, to accommodate current and anticipated international passenger volumes, and to meet regional economic goals, while minimizing community and environmental impacts.

The Proposed Project will allow Terminal E to accommodate current and projected international operations and passengers, and improve airside and landside facilities to enhance overall operation of the Terminal E complex. The modernization of Terminal E will allow Logan Airport to safely and efficiently meet the demand for international travel through 2022 and beyond.

2.3.1.1 Planning Context

Logan Airport, New England's primary domestic and international airport, plays a key role in the metropolitan Boston and New England passenger and freight transportation network and is a significant contributor to the regional economy. Logan Airport fulfills a number of roles in the local, New England and national air transportation networks. It serves as the primary airport serving the Boston metropolitan area, is the principal New England airport for long-haul services, and is a major U.S. international gateway airport for transatlantic services. Logan Airport serves as a regional connecting hub for small northern New England markets and the Massachusetts maritime counties of Barnstable, Dukes and Nantucket; and is also the busiest air cargo center in New England.

Boston is an important national and international destination, and air carriers are expanding international service at Logan Airport. In 2014, Logan Airport was the 18th busiest commercial airport in North America as ranked by aircraft operations, and the 19th busiest in North America ranked by number of passengers.[4] In the international sector, in 2014 Logan Airport ranked as the 12th largest international gateway.

After a period of relatively steady volumes of international operations and passengers, Logan Airport has seen a substantial increase in the number of international carriers serving Boston and an unprecedented growth in the number of international passengers, though overall aircraft operations remain well below historic peaks. Significant expansion of international service is fueled by new foreign-based carriers using the latest generation of long range, fuel-efficient, cleaner and quieter widebody aircraft. The rise in international travel among Boston's business and leisure passengers has helped fuel overall passenger growth at Logan Airport. This is consistent with Logan Airport's role of accommodating international and long-haul passenger service demand for the New England region and domestic passenger demand for greater Boston and Massachusetts. International service is growing at a faster rate than domestic service at Logan Airport with new non-stop service. New destinations underscore Logan Airport's role as an economic engine connecting New England to the world economy. Recently-launched international

4 ACI-NA Airport Traffic Reports 2014 at www.aci-na.org, accessed September 2015.

destinations include Mexico City, Tokyo, Beijing, Dubai, Istanbul, Shanghai, Hong Kong and Tel Aviv. As of March 2015, Logan Airport provides nonstop service to 51 international destinations. Over 12,000 people are employed at Logan Airport and, including airport-related activities, contributes an estimated $13.4 billion annually into the local economy.[5] International passengers contribute a substantially higher share to the local and regional economy than domestic passengers. New international service in the last three years alone has contributed $1 billion a year to the economy.

The 2014 rate of growth is consistent with recent international demand forecasts. **Table 2.1** illustrates these trends.

Table 2.1 Air Passengers by Market Segment, 2000, & 2009-2014

	2000	2009	2010	2011	2012	2013	2014	Percent Change (2013-2014)
Domestic	23,100,645	21,767,086	23,688,471	24,579,780	24,743,008	25,977,960	26,545,978	3.8%
International	4,513,192	3,696,336	3,681,739	4,215,071	4,383,501	4,545,799	4,992,225	9.8%
Europe/ Middle East	2,948,452	2,605,825	2,672,635	2,939,226	2,896,002	2,901,529	3,194,109	10.1%
Bermuda/ Caribbean	693,620	636,719	486,911	700,267	793,953	863,842	887,301	2.7%
Canada	833,669	453,430	518,088	573,660	614,879	643,987	669,546	3.9%
Asia/Pacific	37,451	0	0	0	78,484	104,235	170,867	63.9%
Central/South America	0	362	4,105	1,918	627	32,425	70,402	117.1%
General Aviation	112,996	48,664	58,752	114,416	109,134	94,872	96,242	1.4%
Total Passengers	27,726,833	25,512,086	27,428,962	28,909,267	29,235,643	30,218,631	31,634,445	4.7%

Sources: Massport 2012/2013 Environmental Data Report (EDR) Boston-Logan International Airport (EEA # 3247), December 2014.
Massport Logan Statistics For 2014, https://www.massport.com/logan-airport/about-logan/airport-statistics/, 2015. Accessed March 24, 2015.

Total scheduled international passenger operations at Logan Airport increased by 6.0 percent in 2014, compared to 2013. There were approximately 40,000 annual international passenger aircraft operations at Logan Airport in 2014, as summarized in **Table 2.2**. A number of newly initiated foreign carrier international nonstop services, as well as the continued growth of JetBlue Airways, has contributed the largest share of passenger traffic growth at the Airport, offsetting service reductions by recently merged carriers.

5 *Massachusetts Statewide Airport Economic Impact Study Update,* MassDOT Aeronautics Division, 2014.

Table 2.2 International Passenger Aircraft Operations by Market Segment, 2000, & 2009-2014

Category	2000	2009	2010	2011	2012	2013	2014	Percent Change 2013-2014
Canada	26,067	14,815	16,399	16,290	16,787	16,125	15,920	(1.2%)
Europe/Middle East	13,435	12,960	12,750	14,782	13,890	13,530	13,843	2.3%
Bermuda/Caribbean[1]	3,205	6,103	4,116	6,054	6,752	7,031	7,450	5.9%
Asia	0	0	0	0	474	646	1,002	55.1%
Central/South America	314	0	0	0	0	347	688	98.2%
Total Scheduled International	43,021	33,878	33,265	37,126	37,903	37,679	39,966	6.0%

Sources: Massport 2014 Environmental Data Report (EDR) Boston-Logan International Airport (EEA # 3247), September 2014.
Massport Logan Statistics For 2014, https://www.massport.com/logan-airport/about-logan/airport-statistics/, 2015. Accessed March 24, 2015.
Notes: Numbers in parenthesis ( ) indicate negative number.
1 Includes Puerto Rico and U.S. Virgin Islands.

International passengers all arrive at Terminal E and clear customs and immigration through the Federal Inspections Services facility.[6] Most international passengers depart from Terminal E, although some international passengers using air carriers such as Air Canada may depart from other terminals.

2.3.1.2 Airport-wide Forecast Passenger and Operations Activity Levels

Logan Airport is experiencing a recent sharp growth in traffic and service. Demand for passenger service is determined by many external factors including economic growth, cost of travel, and demographic shifts.

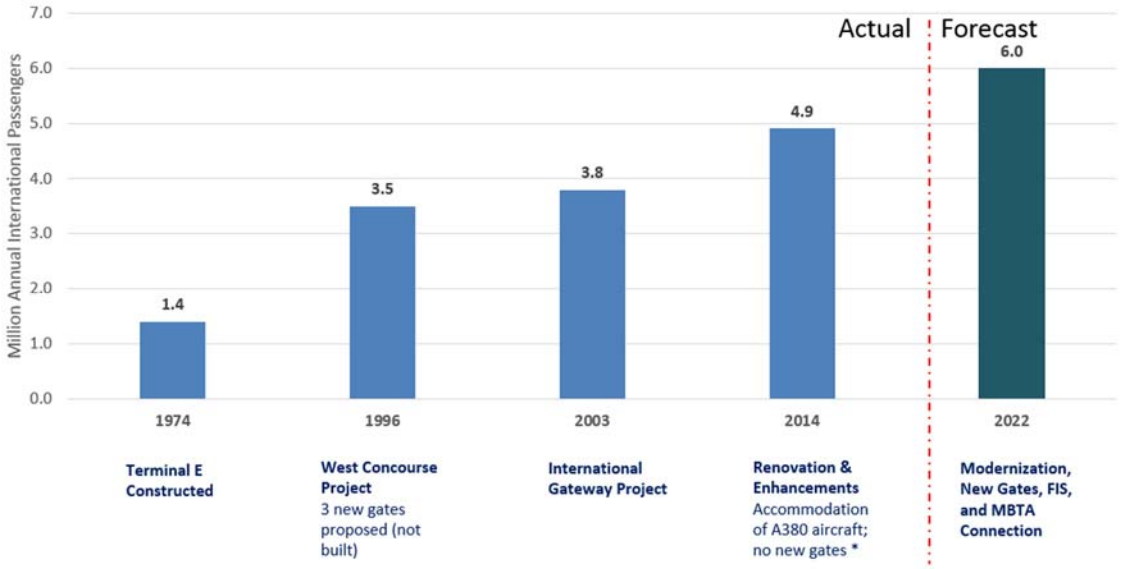
2.3.1.3 International Forecast Demand

International traffic accounted for 15.8 percent of total Logan Airport passengers in 2014. This share is projected to steadily increase. International passengers continues to grow at a faster rate than domestic, with international passengers forecast to grow at 3 percent per year compared to domestic passengers forecast to grow at 1.5 percent per year. Updated recent forecasts suggest that annual international passenger volumes are projected to grow from 4.9 million today to reach 6 million annual international passengers by the year 2022.

Based on the passenger forecast, Massport is undertaking terminal space programming for modernizing and expanding Terminal E to establish gross size requirements for various functional components of the terminal facilities necessary for efficient future airport operations. Consideration is being given to all program elements and sizing is based on industry standards, guidelines, and professional best practices.

6 International passengers originating in Canada and Ireland may pre-clear immigration prior to departing Canada or Ireland.

Figure 2.1 Terminal E Historical Passenger Levels and Terminal Improvements Timeline



Notes: Terminal B Federal Inspection Services (2000) was not built due to the impacts of September 11, 2001, on passenger levels
* Estimated construction completion July 2021.

Table 2.3 Planning Standards: Terminal E Existing Space and Future Requirements

Element	Existing[1] (sf)	Needed Additional[2] (sf)
Check in	27,500	14,250
Outbound Baggage	97,450	47,920
Airline Cargo Handling	0	15,000
Passenger Screening	7,241	20,059
Concessions	31,488	23,746
Restrooms	21,640	12,500
Holdrooms and Corridor	89,024	70,300
Airline Clubs	44,785	28,000
Customs and Border Patrol	147,295	105,180
Meeter/Greeter	9,900	5,000
MBTA Connector	0	52,313
Other (MEP, circulation, Airline support)	322,623	153,880
TOTAL	800,000	620,000

Source: Leigh Fisher
1 Includes enhancements associated with the Terminal E Renovation and Enhancements Project which is anticipated to be completed in 2021, prior to construction commencing on the Terminal E Modernization Project.
2 Represents the total projected future space requirements for Terminal E.

The projected need for additional gates is based upon the passenger activity level forecasts as well as addressing current operational deficiencies at Terminal E (**Table 2.3**). If operations match the currently projected summer peak schedule for 2016, Terminal E would need four more gates to accommodate the demand. Looking ahead beyond 2022, five to seven new gates are needed to accommodate the aircraft that will be using Terminal E for international operations. In the determination of the future gate demand for Terminal E, the current (2014) demand was evaluated to determine the constraints under which the airport is currently operating, and what the gate demand would be using standard planning assumptions.

2.3.2 Need

Massport must continue to provide safe, efficient, flexible, and convenient facilities for its passengers, tenants, and other Airport users. In the last five years, international traffic at Logan Airport grew at unprecedented rates and this trend is projected to continue. By 2022, international passenger levels are projected to reach 6 million. To accommodate existing and future demand for international flights, additional aircraft contact gates and associated support processing facilities are needed. The increase in international operations will occur with or without facility improvements. The current facilities at Terminal E are not adequately sized to handle the increase in passengers, causing environmental impacts that will continue to worsen under the No Build/No Action Alternative.

Modernization of Terminal E to build the three previously permitted gates and an additional two to four gates is needed to accommodate existing and future international passenger demand, and provide safe and efficient service to meet evolving passenger needs and airline schedule requirements. **Figure 4** in Attachment 1 shows photographs of crowded conditions that currently challenge passengers using the terminal today.

2.4 Alternatives

Massport is in the preliminary concept planning phase of Proposed Project. All proposed Alternatives would modernize the existing Terminal E building with a concourse to the west, to provide adequate facilities to alleviate current terminal deficiencies and accommodate forecasted growth in international passenger demand. The range of project alternatives developed by Massport is summarized below.

The key differences among the Terminal E alternatives relate to the internal and external layout of the building, the ability to efficiently accommodate passengers, and constructability. The Project alternatives are being developed using airport industry planning standards, as well as Federal Aviation Administration (FAA), Customs and Border Patrol, and Transportation Security Administration requirements that define various terminal, airside, and landside functions.

All alternatives are located on the same previously developed land within the Airport boundary and are expected to have very similar minimal or beneficial environmental impacts. All terminal build alternatives would be configured to provide a new direct pedestrian connection to the MBTA Blue Line Airport Station. The configuration and constructability of the terminal modernization are primary drivers for alternative selection. Once a preferred configuration of the terminal extension is selected, refined roadway and Airport Station pedestrian connection alignments would be developed. All terminal

alternatives would require some reconfiguration of adjacent roadways, parking areas, and airside operations.

2.4.1 Build Alternative Concepts

All terminal modernization alternatives to be carried through the environmental analysis include phased construction of three previously approved gates and between two and four additional new gates, for a total of five to seven new gates, extending approximately 2,250 feet from Terminal E to the existing Delta Hangar to the west. The new concourse areas would be multilevel and would allow for baggage handling activities on the lower level and holdrooms, concessions, and club space on the upper level.

Passenger processing, including baggage handling, ticketing, meeter/greeter areas, and Customs and Border Patrol screening, could be achieved through various internal options within the existing Terminal E space and in the new concourse area. Build Alternatives could accommodate additional curbside for Terminal E through reconfiguration of the Terminal E roadway system.

The modernization would provide a new direct pedestrian connection from the Terminal area to the Blue Line Airport Station. The connector would cross the Airport roadway either underground or via an overpass to connect to existing Terminal E.

Some existing facilities and activities would have to be relocated to other on-Airport locations or reconfigured to accommodate the new concourse area and airside operations. These uses include: existing cargo operations; ground service equipment facilities and operations on the North Ramp; the gas station; some terminal short term parking; and the cell phone parking lot. Additional uses may be identified as the planning process evolves. UPS facilities and aircraft positions would likely be accommodated in existing facilities and locations in the South Cargo area. All relocated facilities would move from one previously developed area of the Airport to another and would not involve any new paved surfaces, or result in off-Airport impacts.

Build alternatives will be compared to the No-Build/No-Action Alternative. The alternatives will be evaluated based on the ability to meet the Project Purpose and Need, constructability, cost and efficiency, and minimizing or in some cases reducing environmental impacts. **Figure 5** in Attachment 1 shows the footprint of the proposed new concourse areas, the proposed direct pedestrian connector to the Blue Line Station, and areas for reconfigured roadway facilities.

2.4.2 No Build/No-Action Alternative

Under the No Build/No-Action Alternative, passenger and aircraft operations would increase as projected in the forecast, but there would be no significant changes to Terminal E interior or exterior facilities. Gate service facilities would be inadequate to efficiently handle the increase in scheduled operations and passenger volumes. When an aircraft arrives and no gate is available, the arriving aircraft will wait on the apron with engines idling until an aircraft clears a gate. If no gate is available, the aircraft is directed to a "hardstand" away from the Terminal at a North Cargo Area aircraft parking area, passengers deplane using mobile stairs and a mobile lift for handicapped passengers with Massport busing passengers to the terminal, as occurs under existing conditions. The North Cargo Area can accommodate aircraft of varying sizes in approximately 30 parking spots.

Hardstand operations, aircraft idling and the use of on-board diesel auxiliary power units (APU) require additional use of energy including busing for passengers to and from the terminal, and use of the aircraft engines to provide electricity to the cabin during these ground operations. North Cargo Area hardstands are closer to the East Boston neighborhood than the terminal. Shuttling people to and from the Terminal creates conflicts with baggage and ground service equipment movements around the aircraft and on the ramp, and increases time for boarding and arriving passengers. Existing passenger processing facilities and staffing are not adequate to accommodate an increase in service as projected to occur in the next 25 years; this would result in increasingly long wait times at ticketing and security, and additional congestion at the curb and roadway. The No Build/No-Action Alternative would include gate and terminal enhancements that are scheduled to take place as part of the Terminal E Renovation and Enhancements Project. The analysis in the EA will address the resultant air emissions, energy consumption, and noise affects, and how those are projected to change under the No Build/No-Action Alternative.

2.5 Project Phasing

It is anticipated that Terminal E Modernization would be built in two phases. The first phase of the project could include up to five new gates, including the three gates previously permitted but never constructed and part of the concourse extension. The majority of the additional terminal processing area is likely to be constructed in Phase 1 to minimize repeated disruption and overall cost. The first phase would also include roadway and curb improvements and the direct pedestrian connection to the MBTA Blue Line Airport Station.

Existing airside elements will be modified to accommodate the required aircraft maneuvering, taxiing, parking, and docking. Relocation of existing ground service equipment storage currently in the location of the proposed Terminal Extension would be required, as well as some services that occur within the North Cargo Area. Areas not occupied by the terminal modifications would continue to be used for short-term and overnight aircraft parking.

Phase 2 would primarily be the addition of the remainder of the concourse, additional gates, holdrooms, boarding bridges and required support spaces. This will include additional concessions, mechanical spaces, support spaces, airline and airport operations spaces, and potentially additional passenger processing areas. Airside elements will be further modified to accommodate the operational requirements of the additional gates.

2.6 Impacted Facilities

Terminal E Modernization will require consideration and planning for facilities both on the airside and landside. All impacted facilities will either be replaced or relocated to other on-airport locations. No off--Airport impacts or relocations are anticipated.

On the airside, several buildings and facilities will have to be relocated or reconfigured including cargo operations and aircraft parking locations for UPS.

On the landside, the airport roadway changes and new curb access are expected to impact:

- Cell phone lot;
- Possibly some short term surface parking at Terminal E; and
- Gas station.

2.7 Environmental Considerations

Terminal E Modernization will take place entirely within the airport footprint. All improvements will be constructed on previously developed land that is currently in use for airport operations. Environmental consequences of the build alternatives are anticipated to be minimal and have the potential to reduce overall airport impacts on the community. The No Build/No Action Alternative would likely have higher noise impacts due to increased ground operations at the North Cargo area without the benefit of a noise barrier that will be provided by the additional gate and concourse areas.

The No Build/No Action Alternative would require an increased number of hardstands, increased passenger busing, and additional ground movements, such as tugs, to get aircraft into remote locations and shuttle passengers to and from the terminal facilities. Aircraft would need to operate their diesel APUs while on the ground in order to provide power to the aircraft while boarding and deplaning, with associated noise and air emissions. The No Build/No Action Alternative is expected to result in higher noise and air quality impacts associated with aircraft operating on the apron in the North Cargo area compared to the proposed modernization.

The Build Alternatives would provide a noise buffer between the airside operations, Memorial Stadium Park, and the Jeffries Point residential neighborhood. Under the Build Alternatives, the aircraft would utilize electric plug-ins at the contact gates to reduce emissions and energy consumption from APU operations. Under the Build Alternatives, a direct pedestrian connection between Terminal E and the MBTA Blue Line Station will enhance passenger connectivity and promote the use of HOV access modes, reducing VMT and air emissions.

Massport will analyze the potential for construction related impacts including construction noise, and dust from heavy equipment, disposal of construction debris, and air and water pollution. Massport has identified best practices that would minimize the likelihood of negative impacts to the natural and built environments during construction. These measures have been effectively implemented for the Rental Car Center and Green Bus Depot construction.

2.8 Mitigation

In addition to the benefits of direct pedestrian connection to the MBTA Blue Line and constructing the new gate and concourse areas to serve as a noise barrier, between airport and the neighborhoods and Memorial Stadium Park, throughout the MEPA/NEPA process, Massport will evaluate design and construction refinements to further avoid and minimize any adverse environmental effects and to minimize construction-period impacts. Mitigation measures will also be implemented to offset any

impacts to existing facilities through relocation to other on airport locations. It is anticipated that the Modernization Project will not result in any long term adverse environmental impacts that would require mitigation beyond that already provided by the Project. Construction period effects and mitigation measures will be also studied and disclosed in as the environmental review process advances.

2.9 List of Permits

Massport anticipates the following permits will be required for the Project.

2.9.1 Local Permits

Boston Water and Sewer Commission Sewer Permit Modification.

2.9.2 State Permits

None.

2.9.3 Federal Permits and Reviews

National Environmental Policy Act (NEPA): NEPA review is only required when a federal action is involved in the project. In this case, the federal action is FAA's approval of the airport layout (ALP). Any FAA project funding would also trigger review under NEPA.

Federal Aviation Administration (FAA) Notice of Construction: prior to construction, an FAA Notice of Construction Form 7460 will be submitted to the regional FAA Office. FAA will determine whether the project may cause temporary or permanent impacts to airspace, and will provide recommendation for any markings and beacons.

USEPA National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Related Stormwater Discharge: Required for construction disturbing one or more acres of lands.

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Attachment 3
TERMINAL E MODERNIZATION PROJECT
PROPOSED DRAFT ENVIRONMENTAL ASSESSMENT SCOPE

- **Introduction**
- **Purpose and Need**
- **Project Description**
- **Project Alternatives**
- **List of Permits**
- **Affected Environment and Environmental Impacts**
- **Mitigation**
- **Distribution and Public Outreach**

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TERMINAL E MODERNIZATION PROJECT
PROPOSED EA SCOPE

The Terminal E Modernization Project does not meet review thresholds for a mandatory MEPA Environmental Impact Report. The Federal Aviation Administration (FAA) has, however, determined that an Environmental Assessment (EA) will be required for the project to meet requirements under the National Environmental Policy Act (NEPA). Massport will prepare an Environmental Assessment (EA) in accordance with the newly released FAA Order 1050.1F and FAA Order 5050.4B. This attachment provides a proposed scope for the federal Environmental Assessment.

3.1 Introduction

A summary will be included in the EA that adequately and accurately summarizes the document as follows:

- The name and location of the project;
- A brief description of the project, including the purpose of and need for the project, and the alternatives considered;
- A summary of the potential environmental consequences of the project;
- A list of any land transfer, permit, license, certificate, variance, approval, or financial assistance required for the project; and
- A list of project mitigation measures.

3.2 Purpose and Need

The EA will specify the underlying purpose and need to which Massport and FAA are responding.

> **The purpose of the Project is to modernize Terminal E, within the airport footprint, to accommodate current and anticipated international passenger volumes, and to meet regional economic goals, while minimizing community and environmental impacts.**

The Project is needed to address the current and anticipated future need for enhanced service efficiency at Boston-Logan International Airport. The Project would enable the airport to safely and efficiently accommodate existing and future passenger volumes, and will benefit the traveling public in the greater Boston region and internationally.

The EA will contain supporting information that validates the purpose and need of the Proposed Project, including analysis of existing and projected aircraft operations, existing and projected passenger levels, existing and projected terminal functionality, airside operations aircraft fleet mix, and terminal service levels. Ground access and relocation requirements also will be addressed.

3.3 Project Description

The NEPA regulations require a proponent to evaluate feasible and reasonable alternatives to a Proposed Project to ensure that all feasible means to avoid, minimize, or mitigate environmental damage have been considered. The EA will present a detailed description of the Proposed Project elements, will evaluate various project alternatives (including a future No-Action Alternative), and advance those that are feasible and least environmentally damaging for further consideration.

3.4 Project Alternatives

In the EA, Massport will fully document the alternatives evaluation and will evaluate further design and construction refinements to avoid and minimize adverse effects.

The EA will include:

- The location and extent of the proposed action/alternative, including overall dimensions, elevations, and sustainable features, illustrated with a location map and site plan at an appropriate scale and level of detail.
- A description of the prior alternatives analysis, and document why alternatives were dismissed from further review;
- A description of the alternatives evaluated in detail in the EA, including design, construction methods, constructability, duration of construction, volume of material required, and cost; and
- Measures incorporated into the design to avoid and minimize environmental impacts.

3.5 List of Permits

The Proposed Project will likely require the following permit:

- NPDES General Permit for Construction Activities

3.6 Affected Environment and Environmental Impacts

The EA will describe the existing environment and the environmental impacts of the proposed Terminal E Modernization in accordance with applicable environmental categories identified in the FAA's NEPA Orders (Order 1050.1F, 5050.4B). The EA will address resources that are present or affected; resources that are not present or affected will not be addressed. Each category will be evaluated under NEPA significance thresholds.

The EA will refer to the 2011 Logan Airport Environmental Status and Planning Report (ESPR) and the 2014 Environmental Data Report (EDR) for the assessment of current conditions at the Airport and for future forecasted conditions for the airport as a whole.

Resources that are not present or affected:

- Farmlands
- Biological Resources including fish, wildlife and plants
- Department of Transportation Act, Section 4(f)

Resources that may be present or affected:

- Air Quality
- Climate
- Coastal Resources
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archeological, and cultural resources
- Land use
- Natural resources and energy supply
- Noise and compatible land use
- Socioeconomics, environmental justice, and children's environmental health and safety risks
    - Including Transportation
- Visual effects (including light emissions)
- Water Resources (including wetlands, floodplains, surface waters, groundwater, wastewater, and wild and scenic rivers)

For clarity, construction period impacts will be evaluated as follows:

- Construction Impacts
    - Traffic
    - Air Quality
    - Noise
    - Solid and Hazardous Waste
    - Water Quality and Pollution Prevention

3.6.1 Air Quality

The EA will analyze anticipated air quality impacts from the Proposed Project. Terminal E Modernization would not affect the number of anticipated aircraft operations or generate any new vehicle trips. The Proposed Project would not affect runway use, but could alter airside ground operations in the North Cargo Area including aircraft taxiing and parking, use of hardstands and busing, and supporting ground service equipment (GSE).

The emissions inventory for the EPA criteria pollutants (and their precursors) assessing changes to the airside ground operations will be conducted for existing conditions and future-year conditions using the recently released FAA Aviation Environmental Design Tool (AEDT). The AEDT will evaluate changes in aircraft ground operations and associated GSE. Airside motor vehicle emissions will be assessed using the EPA MOVES model.

Total air quality emissions from all sources associated with Logan Airport in recent years are significantly less than they were a decade ago. This continuous downward trend is consistent with Massport's longstanding objective to accommodate the demands of increasing passenger and cargo activity levels with fewer aircraft operations generating less emissions. Massport will assess the applicability of emission reduction measures to the extent practicable.

3.6.2 Climate

Massport will quantify stationary and mobile GHG emissions generated by the Proposed Project (using the accepted Airport Cooperative Research Program guidance) and identify measures to avoid, minimize, or mitigate GHG emissions. The emissions analysis will determine the applicability of state and federal requirements.

The EA will include GHG emissions analysis for the terminal building. The energy modeling will be conducted for 1.) The required base case which includes typical construction materials and building equipment/systems that meet the minimum requirements of the Massachusetts Building Code (8th Edition), or the base code. This baseline is established by the energy code as being defined by ASHRAE 90.1 – 2010 and 2.) Massport will use energy modeling software to quantify projected energy usage from stationary sources and energy consumption.

3.6.3 Coastal Resources

Although the entire Airport is located within the defined coastal zone for Massachusetts, the project will only affect currently fully developed areas. FAA Order 1050 1F identifies several factors to consider for a proposed action: the potential to be inconsistent with the state coastal zone management plan, the potential impact on a coastal barrier resource system unit, the potential impact to coral reef ecosystems, the level of risk to human safety or property, or the potential for adverse impacts to the coastal environment that cannot be mitigated.

The Project is limited to those paved areas of the airfield and terminal that are already in use for aviation purposes and would not change the manner of use or quality of land in the coastal zone. The Proposed Project is consistent with the Massachusetts Coastal Zone Management

Plan. Massport will coordinate with the Massachusetts Office of Coastal Zone Management (CZM) to consult on the Proposed Project. The EA will document CZM coordination[1].

3.6.4 Hazardous Materials, Solid Waste, Pollution Prevention

The EA will characterize the existing and anticipated solid and hazardous waste generation at Terminal E. Solid waste generation sources would primarily consist of terminal users, concessionaires, and airlines. Waste collection design and practices would be developed and implemented in alignment with the Logan Airport Sustainability Management Plan (2015) to reduce overall waste generation from the terminal. The project includes demolition and reconstruction, which will generate construction and demolition (C&D) waste. Massport will incorporate C&D recycling activities as a sustainable measure for the Proposed Project.

FAA Order 1050.1F identifies several factors to consider for a proposed action: potential to violate Federal, state, tribal, or local laws regarding hazardous materials and/or solid waste, involvement of a contaminated site, potential to produce hazardous waste, potential to generate a quantity of solid waste or exceed local capacity, or potential to adversely affect human health and the environment. Massport does not anticipate the Proposed Project to have a significant adverse impact related to solid or hazardous waste. Excavation for the hydrant fuel system will be conducted in accordance with Massachusetts Contingency Plan requirements.

3.6.5 Historical, Architectural, Archeological, and Cultural Resources

There are no historic properties within one-half-mile area of the project that are currently listed in the National Register of Historic Places or the State Register. The entirety of Logan Airport is within an inventoried area, (labeled BOS.K), which places it in the Inventory of Historic and Archaeological Assets of the Commonwealth. Terminal E, originally constructed in 1973, was assigned an individual MHC inventory number (BOS.63), but is not individually documented. There are no recorded archaeological sites on the Airport.

Massport does not anticipate any impacts to historic properties as a result of the Proposed Project, but will coordinate with MHC to determine any potential impacts to historic properties. The EA will document any coordination with the MHC.

3.6.6 Land Use

The EA will describe the existing and projected land uses in the vicinity of the Proposed Project. All proposed work would be conducted within the existing airport footprint on land that is currently paved and impervious. Current land uses that would be affected by the project are all on-airport, and include the UPS aircraft parking and loading area, the airport's Remain Over Night aircraft parking area, the North Cargo Area equipment storage area, the area formerly occupied by the recently-demolished American Airlines Hangar (Hangar 16), a building occupied by United Parcel Service, the MBTA Blue Line Airport Station, airport roadways,

1 Coastal Zone Management Act, 16 U.S.C. § § 1415-1464, October 1972.

various short-term and cell phone parking lots, and an on-airport Gas Station. The EA will catalogue these uses, and identify relocation alternatives on the airport.

3.6.7 Natural Resources and Energy Supply

The EA will analyze the existing and anticipated energy consumption demand associated with the extension of Terminal E. Massport anticipates that the project may require a new substation(s) to provide energy for the new gates and facilities associated with the project. The EA energy analysis will be supported by a calibrated energy model based on monthly metered electricity consumption for Terminal E. The calibrated model will be based on existing floor plans of the current building, operational schedules, internal loads (occupants, lights, and equipment), external loads (lights, radiant heat), HVAC equipment, process loads, and historical weather data from 2014.

Massport anticipates the highest energy demand would be from facility fans, equipment, and interior lighting; baggage handling and retail/restaurant uses would make up over half of the equipment energy usage or approximately 20 percent of the total anticipated energy use. The EA will identify opportunities to reduce anticipated energy demand and for energy conservation. The Proposed Project includes an extension of the hydrant fueling system. There is expected to be sufficient capacity in the system to accommodate the project.

The Proposed Project presents opportunities for incorporating sustainable design elements and sustainable construction into project design. Sustainable design elements, over the course of the project design life, can both prevent environmental impacts and reduce operating costs to the proponent. Massport plans to incorporate sustainable design elements into the project design. The Proposed Project will be designed to meet LEED/LEED Plus guidelines.

3.6.8 Noise and Compatible Land Use

The Proposed Project would not increase the number of aircraft operations or passenger traffic when compared to the future no-build alternative. Because it is positioned between the airfield and roadway, the proposed extension would dampen or deflect noise from aircraft, GSE, or other vehicles on the airside. Massport does not anticipate the Proposed Project to adversely impact future noise conditions. The Proposed Project would not affect the number of anticipated aircraft operations or generate any new vehicle trips, thus it will not be necessary to prepare project-related noise contours. (The 2014 noise contour is provided in the 2014 EDR and the projected 2030 noise contour is provided in the 2011 ESPR). However, the EA will assess the potential for ground noise impacts as a result of the Proposed Project associated with changes to the functioning of the North Cargo Area. The assessment will use an FAA-approved ground noise model to analyze any ground noise impacts that may result from changes to apron operations. The assessment will consider existing aircraft taxi and gate operations noise sources, document existing noise levels in noise-sensitive areas surrounding the study area, and document additional noise sources in the study area. The EA will provide a comparative analysis of existing noise conditions and future noise conditions to determine the significance of each contributing noise source, such as local automotive traffic or aircraft ground operations.

The proposed extension to Terminal E will be three to four stories high and will serve as a sound barrier. The benefits of the sound barrier will be documented in the analysis.

The EA will report the methodology employed in the analysis, review the thresholds of significance identified in FAA Order 1050.1F and 5050.4B, and evaluate existing and future (2022 and 2030) noise conditions for each alternative, including the No-Action alternative. FAA Order 1050.1F and 5050.4B determine a significant noise impact to be a DNL increase of 1.5 dB or more in areas of 65 dB DNL and higher, and a less than significant impact to be a DNL increase of 3 dB or more in areas between 60 and 65 dB DNL, or a DNL increase of 5dB or more in areas between 45 and 60 dB DNL.

3.6.9 Socioeconomics, Children's Environmental Health and Safety Risks

The EA will conduct an inventory of Environmental Justice (EJ) communities in the vicinity of the Proposed Project using the MassGIS Environmental Justice Populations data layer derived from the 2010 U.S. Census. The EA will study the effects of the Proposed Project to determine if the Proposed Project has the potential to disproportionately adversely impact specific communities; the EA will specifically evaluate potential disproportionate noise and air quality impacts based on noise and air quality analysis for existing and future build years 2022 and 2030. Massport does not anticipate the Proposed Project will disproportionately impact specific communities.

All work for the Proposed Project would take place within the airport boundary and would not alter off-airport land use, surface transportation, noise, air quality; therefore, Massport does not anticipate the Proposed Project to adversely impact specific communities. Temporary job creation is anticipated during the construction period.

3.6.9.1 Transportation

Drawing on the information provided in the Logan Airport EDRs, the EA will describe the existing transportation network at the airport, anticipated modifications to the transportation network, and anticipated transportation impacts associated with the Proposed Project. The analysis will include traffic impacts of the preferred alternative as well as an analysis of traffic implications of the No-Action Alternative

No increase in passenger enplanements or vehicle trips to the airport are anticipated as a result of the project, therefore impact analysis will be limited to the on-airport transportation network. The EA will include a brief description of local access roadways; including adjacent uses, pedestrian and bicycle accommodations, and major intersections.

To assess curbside operations, the peak month and average weekday condition will be assessed using traffic data collected during the August 2015 peak month. The analysis will include consideration of improvements required for the roadway system in front of the terminal

extension and could include realignment and extension of the curbside roadway, intersection modifications, curbside improvements, and modifications to curbside allocation.

The Proposed Project will require relocation of existing uses in the project area to other on-airport locations. The analysis will also evaluate potential transportation impacts that may result from the relocated uses.

The analysis will be conducted using the Logan Airport VISSIM model for existing and proposed conditions, with supporting traffic analyses performed using other software (Synchro and QATAR). The VISSIM model provides a micro-simulation of all airport roadways, and would test the effects of proposed changes to the roadway infrastructure for future analysis years 2022 and 2030. The most recent run of the Logan Airport VISSIM model was conducted in 2014 and reported in the Logan Airport 2014 EDR; the 2014 analysis will serve as a baseline year for the EA traffic analysis.

A feature of the Proposed Project is the construction of a direct pedestrian connection from the MBTA Blue Line Airport Station to Terminal E. The EA will examine the existing public transportation options serving the airport, and evaluate the impacts on ridership and operations of the proposed connection from the Terminal E extension to the MBTA Blue Line Airport Station. The MBTA Blue Line provides rapid transit service from Wonderland Station in Revere to Bowdoin Station in Boston, and provides multiple connections to other public transportation routes in the region.

3.6.10 Visual Effects (including Light Emission)

The Proposed Project would add new structural elements to the west end of the existing Terminal E building, visible from airport roadways. The EA will include an analysis of the visual effects in accordance with FAA guidance. Because the Proposed Project is located between two major existing structures and residents are separated from the project area by Route 1A and Interstate 90 ramps, Massport does not anticipate any negative impacts from lighting on residents.

3.6.11 Water resources (including Wetlands, Floodplains, Surface waters, Groundwater, and Wild and Scenic Rivers and Wastewater)

The Project will not create any new impervious areas. The terminal extension would be located on previously paved areas and will not impact wetlands, floodplains, groundwater or Wild and Scenic Rivers. Stormwater associated with the new structure and supporting facilities will be directed to the existing stormwater system which discharges to Boston Harbor. The distribution of stormwater between the building and apron would shift to more roof collection, but the aggregate amount of stormwater and stormwater quality would remain unchanged.

The EA will provide a drainage analysis and a description of the proposed stormwater management measures and will demonstrate how the project will meet MassDEP Stormwater

Management Standards, consistent with FAA's design standards. FAA considers open stormwater detention and retention basins with greater than 48 hour detention periods to be hazardous wildlife attractants that are prohibited in close proximity to runways and taxiways. The EA will identify the size and location of stormwater system features and will demonstrate how the proposed work is consistent with Boston Logan International Airport's stormwater management practices and the requirements of the NPDES Multi-Sector General Permit under which the airport operates.

The EA will provide a wastewater flow analysis based on MassDEP Title 5 guidelines[2] to examine the existing and projected wastewater volumes and assess the capacity of the existing system. The wastewater flow analysis will determine requirements for any new sewer or drain connections and verify whether a Sewer Connection/Extension Permit (MassDEP) or an Industrial User Permit (MWRA) would be required for the project. Based on current conceptual design, Massport anticipates that the project would increase overall site wastewater generation that could be accommodated by the existing collection and treatment infrastructure.

3.6.12 Construction Impacts

The EA will evaluate construction period impacts, including noise, air quality, traffic, and solid and hazardous waste, and water quality. The section will describe project elements and phasing and sequencing for the proposed construction activities. Demolition activity will comply with both Solid Waste and Air Quality control regulations. Massport already participates in MassDEP's Clean Construction Equipment Initiative and requires engine retrofits to reduce exposure to diesel exhaust fumes and particulate emissions.

The EA will include Best Management Practices (BMPs) that would be used to avoid and minimize adverse environmental impacts, and will address potential impacts and mitigation related to land disturbance, wetlands and rare species impacts, noise, dust, vehicle emissions, and construction debris. Massport's construction mitigation guidelines to contractors, as well as construction period mitigation measures employed on other airport projects and FAA's guidance, will form the basis for developing mitigation strategies.

Specific quantitative analysis of short-term construction period impacts will be conducted for traffic, noise and air quality as described below.

3.6.12.1 Construction Traffic

The EA will describe anticipated construction routes and traffic impacts that may result from construction of the Proposed Project for the anticipated build years 2022 and 2030, for each phase of the project. Massport will identify opportunities for mitigation of unavoidable permanent impacts.

Although construction routes have not yet been determined, construction materials are likely to be transported to the site via the regional highway system (I-90, I-93, and Route 1A) and the

2 310 CMR 15.00

Martin A. Coughlin Bypass Road. To the extent possible, the EA will identify construction routes and determine the level of impact the Proposed Project would have along those routes. All routes identified will follow Massport regulations with respect to truck activity.

Traffic associated with the Proposed Project is expected to be related to vehicles delivering construction materials and vehicles required to move equipment to/from the site. The analysis presented in the EA will:

- Evaluate existing traffic operations and safety at key locations within the study area;
- Identify truck haul routes from each major highway to the airport;
- Identify any temporary traffic detours or other traffic maintenance measures necessary to support the movement of materials and construction equipment to the site;
- Identify whether pedestrian and/or bicycle activity would be affected along construction routes;
- Propose mitigation measures to offset impacts during construction and analyze effectiveness of measures. These measures could include travel time or route restrictions, changes to signal timing and/or phasing, as well as other measures identified during the completion of this task.

3.6.12.2 Construction Period Air Quality

The EA will present an emissions inventory of construction-related emissions, including emissions from heavy construction equipment, construction and activities. The emissions inventory will evaluate the EPA criteria pollutants and their precursors. Mitigation measures for potential fugitive dust from construction operations will also be evaluated. Consideration will be given to federal thresholds of the General Conformity Rule.

3.6.12.3 Construction Period Noise

The EA will characterize noise and vibration impacts associated with construction activities, particularly with truck activities on primary construction haul routes and any other residential streets used as construction routes. The analysis will characterize noise and vibration impacts associated with trucking and construction equipment, discuss consistency with applicable state and federal guidelines and regulations, and identify mitigation measures as appropriate.

3.6.12.4 Construction Period Solid and Hazardous Waste

The EA will provide a characterization of expected construction waste and a waste handling plan for construction activities. Massport would ensure that any areas of subsurface contamination discovered within the Project Area are properly assessed, remediated, and brought to regulatory closure in accordance with the Massachusetts Contingency Plan (MCP). The EA will outline construction requirements, including requirements for contractors to implement control plans for Hazardous Materials, Pollution Prevention, and Solid Waste.

3.6.12.5 Construction Period Water Quality and Pollution Prevention

The EA will describe proposed mitigation measures to protect water quality during the construction period. Because the ultimate receiving waters are part of the Boston Harbor, these resources are sensitive to turbidity and require stringent erosion and sedimentation control measures and an elevated level of monitoring during construction. Massport anticipates the project would require a NPDES General Permit for Construction Activities.

3.6.13 Cumulative Impacts

For over two decades, Massport has had in place an industry-leading state environmental review process that assesses Logan Airport's cumulative environmental impacts. The process provides a context against which individual Airport projects meeting state and federal environmental review thresholds are evaluated on a project-specific basis. Massport prepares an Environmental Data Report (EDR) annually, and a more comprehensive Environmental Status Planning Report (ESPR) approximately every 5 years. The ESPR provides a long-range analysis of projected operations and passengers while EDRs review environmental conditions for the reporting year compared with the previous year. The cumulative impact analysis will draw on information provided in the most recent 2014 EDR and the 2011 ESPR. The EA will evaluate potential cumulative impacts in each resource category resulting from the Proposed Project and other recently completed or Proposed Projects.

3.7 Mitigation

The EA will identify the beneficial measures provided by the project and opportunities for mitigation of unavoidable permanent impacts to each resource. This will form the basis FAA's findings under NEPA. The chapter will include proposed mitigation measures, implementation schedule, monitoring measures during construction, and post-construction monitoring, as appropriate.

3.8 Distribution and Public Outreach

Massport will circulate the EA in accordance with the NEPA regulations. Copies will be provided to City of Boston library branches for public review. Massport will also provide copies of the EA to any agency or member of the public that requests a copy. Copies of the EA will be available for download on Massport website www.massport.com.

Massport will present its plans for Terminal E Modernization to a wide range of stakeholders, and will participate in ongoing inter-agency planning sessions and workshops. Massport will provide updates about the project to public agencies, community representatives, advocacy groups, and other interested parties.

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Attachment 4
ENF DISTRIBUTION LIST

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ENF DISTRIBUTION LIST

Distributing this Environmental Notification Form (ENF) to the public provides the information needed to formulate an opinion. The ENF will be circulated and distributed in accordance with 301 CMR 11.16 (2). This distribution list includes representatives of governmental agencies and community groups and/or local residents concerned with activities at Logan Airport.

This ENF is available on Massport's website at www.massport.com and electronically on CD. Limited CD or printed copies of the ENF may be requested from Stewart Dalzell, telephone (617) 568-3507, email: sdalzell@massport.com. Printed and electronic copies of this report are available for review at the following public libraries.

Library	Address	Library	Address
Boston Public Library Main Branch	700 Boylston Street Boston, MA 02116	Boston Public Library Charlestown Branch	179 Main Street Charlestown, MA 02129
Boston Public Library Connolly Branch	433 Centre Street Jamaica Plain, MA 02130	Boston Public Library East Boston Branch	365 Bremen Street East Boston, MA 02128
Boston Public Library Orient Heights Branch	18 Barnes Avenue East Boston, MA 02128	Revere Public Library	179 Beach Street Revere, MA 02151
Chelsea Public Library	569 Broadway Chelsea, MA 02150	Everett Public Library	410 Broadway Everett, MA 02149
Winthrop Public Library	2 Metcalf Square Winthrop, MA 02151	Cambridge Main Library	449 Broadway Cambridge, MA 02138

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Representative Nick Collins
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■ East Boston Community Continued

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