

Mr. Matthew Beaton
Executive Office of Energy and Environmental Affairs
100 Cambridge Street Suite 900
Boston, MA 02114

Dear Secretary Beaton,

This is a comment letter about the proposal to expand Terminal E at Logan Airport. After reading the Environmental Notification Form, I have concerns about the effects of this expansion on the community and the residents affected by the environmental impacts of the project.

Transportation Impacts

The Massachusetts Port Authority has done an insufficient job of addressing the transportation impacts of the Terminal E Modernization. The project ENF does not provide credible evidence that the proposed expanded Terminal will not produce additional induced demand for vehicle trips and parking.

Without enhancements to Logan Express, extending the Blue Line and funding the Red / Blue Connector to provide alternative modes of transportation to and from Logan, MEPA should anticipate that 8 million additional passengers will produce demand for over 6,000 additional spaces and millions of additional trips. In fact, under the strain of current congestion, (with 31,000,000 passengers per year), Massport has already proposed increasing the number of available parking spaces at Logan to 26,088 spaces. And today, toll-evading taxis routinely invade East Boston streets, adding to local pollution and reducing the walkability of East Boston communities.

Failure to Consider Alternatives

Community residents have promoted regional air travel planning for over 30 years. Yet now, despite the chronic health crises caused by Logan Airport pollution, Massport's engineers are attempting to build their way to success; looking only at on airport solutions for Massachusetts' international air travel needs, without adequately weighing the societal, public health and related economic costs.

Rather than studying viable regional project alternatives in the ENF, the Port Authority studied only a No Build, to a Partial Build, to a Full Build scenario. This is a serious failure, as it is clear that Logan will not be able to fulfill the travel needs of the New England region far into the future within the bounds of this small airport's landlocked footprint. Already, the Port Authority is planning to grow passenger volumes 43% over the next 14 years, increasing pollution by 24%.

MEPA should require the Port Authority to thoroughly investigate a feasible range of alternatives in order to properly assess the environmentally beneficial impacts of this proposal.

Health / Pollution

Logan Airport pollution has been proven to cause a 360% increased risk of probable childhood asthma and 200% increased risk of chronic obstructive pulmonary disease. Transportation sources are also known to cause 50 – 100% greater risk of cardiovascular and lung cancer deaths, 100 – 300% greater risk of childhood autism, 300% increase in risk of heart attack. And finally, jet pollution fallout has been proven to follow predictable patterns under flight paths, exposing thousands upon thousands of

Boston region residents, even miles away from runway ends to pollution 6 – 8 times urban average levels, and thus exposing them to all of the heightened risks and adverse health outcomes.

Current Massport plans call for an a 43% expansion in passenger volume causing a 24% increase in NO_x. With the expanded Terminal E expected to contribute 57% to this passenger growth, the project will cause a 14% increase in NO_x by itself, a fact which must be weighed by MEPA in considering the environmental impacts of this project.

It is my hope that you will carefully consider these concerns and act in the interests of the people and neighborhoods impacted by airport operations.

Sincerely,