

His Excellency Governor John A. Volpe then entered the Chamber accompanied by His Honor Elliot L. Richardson, Lieutenant Governor of the Commonwealth.

The Governor then addressed the Convention (see Senate, No. 1029).

His Excellency the Governor and His Honor the Lieutenant Governor then withdrew; and at twenty-eight minutes before three o'clock P.M. the Convention was dissolved, and the Senate returned to its Chamber.

Paper from the Senate.

The following order, adopted by the Senate, was adopted, in concurrence:

Disposition of
Governor's
message.

Ordered, That the message of His Excellency the Governor to the joint session of the two branches relative to establishing a comprehensive program of mental health and mental retardation services (see Senate, No. 1029) be referred to the committee on Public Welfare.

Messages from the Governor.

The following message from His Excellency the Governor was filed at the Clerk's desk in the House Chamber:

THE COMMONWEALTH OF MASSACHUSETTS,
EXECUTIVE DEPARTMENT, STATE HOUSE,
BOSTON, December 5, 1966.

To the Honorable Senate and House of Representatives.

Logan Airport,
— extension
of runway.

Legislation authorizing the proposed extension of Runway 15-33 at Logan International Airport is a matter of utmost importance, one which was pending before both the 1965 and 1966 regular sessions of your Honorable Bodies. The failure to complete action on this legislation has placed in serious jeopardy the availability of more than \$2 million in Federal funds to assist in the project.

Upon learning that the 1966 Session failed to complete action upon this legislation, the Federal Aviation Agency, by letter dated September 8, 1966, informed the Massachusetts Port Authority that it could not extend the Federal allocation further in view of the pressing needs of other airports that were prepared to proceed immediately with projects qualifying for Federal assistance. Indeed, total requests for federal assistance under this program have exceeded funds available by more than four-fold. Nevertheless, withdrawal of our allocation has been averted through an understanding reached among the Port Authority, the Federal Aviation Agency, and your Governor. The terms of this understanding are as follows: that if I would submit this legislation for consideration by your Honorable Bodies at the December Special Session, the allocation would be continued until December 31, 1966, in anticipation of favorable action. Should

MONDAY, DECEMBER 5, 1966.

the Special Session fail to act upon the legislation, or act unfavorably, the allocation will be withdrawn and the funds reallocated to some other airport. In making this arrangement I was influenced by my clear duty, as your Governor, not to let \$2 million in Federal funds be lost without informing your Honorable Bodies and giving you the opportunity to avoid this result.

It is my considered judgment, and my recommendation, that you grant the attached legislation your approval. The present and future importance of Logan International Airport not only to the economy of Massachusetts, but to the entire New England Region, cannot be overestimated. The availability of all-weather airport facilities, without load restrictions, able to accommodate, with safety, the largest and most modern aircraft is essential to the future of Logan Airport. It is similarly essential to the future development, particularly in international markets, of the electronics industry of Massachusetts, and other industries producing lightweight, high-value products. These industries are dependent on modern air cargo service to an ever increasing extent.

The Federal Aviation Agency has scheduled twenty-four major airports for virtual all-weather landings. Logan Airport has been excluded from this list solely because of the problem of runway length. Whether Logan Airport can qualify, or whether it will take second-class status to the airports of such cities as Rochester, Louisville, Milwaukee and Minneapolis, is dependent on the proposed Runway 15-33 extension. What is at stake in the long run is the economic strength of our state and the jobs and well-being of our people. What is at stake in the short run is the availability of Federal funds to do a job which must obviously one day be undertaken even though federal funds will not then be available.

It is apparent that the only obstacle to the passage of this legislation in the past has been the admitted inconvenience which will result to a relatively small number of families whose homes in East Boston lie in the path of the proposed extension or near to it. The Port Authority for this reason has studied with care and with the cooperation of the Army Corps of Engineers the feasibility of extension in some other direction. No alternative proposal has proven feasible, either from an economic or engineering standpoint. In lieu of such an alternative, the Port Authority has given its assurance to the five families which must be relocated that their homes will be replaced, and further that it will replace the recreation facilities of World War Memorial Park. I will do all within my power to see to it that the Authority makes good these assurances, and that its plans take into account the welfare of those families in every manner possible.

I cannot in good conscience, however, recommend the abandonment of a project so essential to the economic growth and future welfare of the people of our entire State and Region.

For these reasons I recommend passage of the attached legislation.

Respectfully submitted,