C. Proposed Scope for the 2023/2024 EDR

PROJECT NAME: Logan Airport 2023/2024 Environmental Data Report (EDR)

PROJECT LOCATION: Boston Logan International Airport, East Boston, Massachusetts

EEA NUMBER: 3247

PROPONENT: Massachusetts Port Authority (Massport)

Massport respectfully submits this proposed scope for the Logan Airport *2023/2024 Environmental Data Report* (*2023/2024 EDR*) for public review and comment. To enhance the timeliness of reporting on environmental conditions at Logan Airport, the next EDR will be a combined *2023/2024 EDR*. The *2023/2024 EDR* would follow the *2022 ESPR*, which was filed in May 2024. As directed by the Secretary of the Executive Office of Energy and Environmental Affairs (EEA), Massport will continue to use this process to evaluate the cumulative impacts associated with Logan Airport activities through preparation of an Environmental Status and Planning Report (ESPR) approximately every five years with interim data updates through the EDRs.

To enhance the readability EDRs, future EDRs will take the form of short annual updates on the pertinent findings from the reporting year, limiting narrative wherever possible. Supporting technical information will be provided in appendices, as appropriate. Future ESPRs will provide narrative on trends and findings for the reporting year, comparisons to previous years, and a future look ahead with an updated activity forecast.

Massport will continue to post the full EDR/ESPR documents on the Massport website: https://www.massport.com/environment/project-environmental-filings/boston-logan.

C.1   Purpose of the Logan Airport *ESPRs and EDRs*

For nearly four decades, the Logan Airport EDRs and ESPRs, and the former Generic Environmental Impact Report (GEIR) with Annual Updates, provided information to agencies and the public on planning activities, aircraft operations and passenger activity levels, and Massport initiatives at Logan Airport.

The ESPR and EDR documents are part of a well-established, state-level environmental review process that is unique to Massport and assesses Logan Airport's cumulative environmental impacts. As in previous years, the EDR and ESPR processes will continue to be the forum to address cumulative impacts by providing the Airport-wide context for air quality, noise, ground transportation, and water quality.

- The EDR/ESPR process was developed by Massport and EEA to allow individual projects at Logan Airport to be considered and analyzed in the broader, Airport-wide context.

- The EDRs/ESPRs provide a planning context which complements the individual project-specific filings. The process provides a context against which individual projects at Logan Airport meeting state and federal environmental review thresholds are evaluated on a project-specific basis.

- The EDRs and ESPRs will continue to serve as the baseline analyses for project-specific environmental reviews and provide a forum for updates on Massport's planning efforts and mitigation programs.

- EDRs are filed in the years between ESPRs, and are retrospective documents generally filed annually that discuss environmental impacts for the reporting year or years.

Through these EDR and ESPRs, Logan Airport is subject to comprehensive and regular MEPA review, including opportunities for public comment on cumulative impacts from all aspects of airport operations. This regular and long-standing updating and reporting on planning and cumulative impacts is unique among state agencies subject to MEPA jurisdiction. It reflects the challenge and complexity of managing and modernizing Logan Airport within a dense, urban area including many Environmental Justice populations.

EDRs and ESPRs help set the planning context for subsequent Massachusetts Environmental Policy Act (MEPA) reviews of Environmental Notification Forms (ENFs) and, if necessary, Environmental Impacts Reports (EIRs). In this manner, Massport ensures that there is no segmentation of project review for projects at Logan Airport. The EDRs and ESPRs also provide context for the National Environmental Policy Act (NEPA) reviews by the Federal Aviation Administration (FAA) serving as the lead federal agency.

Massport will continue to look for opportunities to improve the readability of the documents for the general public and strive to reduce the size of the documents.

C.2   Contents of the *2023/2024 EDR*

The *2023/2024 EDR* will provide an update on conditions at Logan Airport for calendar years 2023 and 2024. The EDR will continue to serve as a background and context against which individual projects at Logan Airport can be evaluated. It also will report on the cumulative effects of Logan Airport operations and activities, compared to previous years, as appropriate. As noted in the Secretary's Certificate on the *2020/2021 EDR* and subsequent feedback from the MEPA Office, the *2023/2024 EDR* will provide information on the Environmental Justice (EJ) populations in proximity to the Airport, and summarize readily available information on community public health status.

C.2.1   Format of the 2023/2024 EDR

The *2023/2024 EDR* will be prepared in a new, short format that will focus on key findings, employ use of infographics and tables where possible, and reduce narrative. The appendices will include supporting technical information primarily in table format.

The technical studies in the *2023/2024 EDR* will include reporting on and analysis of key indicators of sustainability, EJ, and community outreach, airport activity levels, project planning, the regional transportation system, ground access, noise, air quality, water quality and environmental management, and project mitigation tracking. Each chapter's contents are described below.

C.2.2   Executive Summary

Chapter of *2023/2024 EDR* will include:

- Highlights of 2023/2024 planning and environmental conditions
- Overview of Logan Airport context
- Overview of the EDR/ESPR cycle
- Description of the analysis framework for the environmental reporting and technical studies
- Highlights of passenger activity levels and aircraft operations
- Overview of EJ, community outreach and sustainability initiatives
- Overview of the Logan Airport planning initiatives and projects
- Overview of the regional intermodal transportation system
- Ground transportation, noise, air quality and greenhouse gases, and water quality 2023/2024 status
- Status of project-related mitigation
- Translated versions of the Executive Summary for the *2023/2024 EDR* will be prepared and links provided. Translated languages will be identified through the EEA EJ tool.

C.2.3   Introduction

Chapter of the *2023/2024 EDR* will include:

- Overview of contents of *2023/2024 EDR*
- User guide to the *2023/2024 EDR*

C.2.4   Sustainability, Outreach, and Environmental Justice

Chapter will report on the *2023/2024* status of:

- Massport's sustainability and net zero greenhouse gas (GHG) emissions reduction initiatives
- Community outreach activities in 2023 and 2024
- Update on public health studies undertaken by others

C.2.5   Activity Levels

Chapter will provide a snapshot of airport activity levels for 2023/2024 comparing to historic and previous year for:

- Domestic and international passenger activity levels
- Aircraft operations including fleet mix and scheduled airline services at Logan Airport
- Cargo and mail volumes

C.2.6   Airport Planning

Chapter will describe the status of planning initiatives for:

- Ground Transportation and Parking
- Logan Airport Terminal Area
- Logan Airport Airside Areas
- Logan Airport Service Areas
- Airport Buffers and Open Space

C.2.7   Regional Transportation

Chapter will report on Logan Airport's 2023/2024 role in the region's intermodal transportation system:

- Regional airport operations and passenger activity levels
- Massport's coordination with other transportation agencies
- Metropolitan and regional rail initiatives and ridership

C.2.8   Ground Access to and from Logan Airport

Chapter will report on 2023/2024 ground access metrics and conditions:

- Logan Airport gateway volumes
- On-Airport traffic volumes and vehicle miles traveled (VMT)
- Multimodal transportation ridership, including high-occupancy vehicle (HOV), MBTA, and other modes as well as HOV mode share, from the most recent Logan Airport passenger survey
- Parking demand and management, and compliance with the Logan Airport Parking Freeze
- Trends of RideApp companies, such as Uber™ and Lyft™
- Efforts to reduce single occupancy vehicle, or deadhead, trips to the Airport
- Update on long-range ground access management strategy planning

C.2.9   Noise

Chapter will describe 2023/2024 noise conditions:

- Noise context
- Noise model and required inputs such as fleet mix, various aircraft Stage classifications, daily and nighttime operations, runway use, flight tracks, and meteorological data
- Modeled noise levels including annual noise contours and estimated noise-impacted populations
- Measured versus modeled noise values
- Supplemental metrics including Cumulative Noise Index (CNI), Times-Above for 65, 75, and 85 A-weighted decibel (dBA) threshold values, and dwell and persistence analysis
- Noise abatement efforts
- Massport role in noise-related research efforts by others

C.2.10   Air Quality/GHG

Chapter will describe air quality and GHG conditions for 2023/2024:

- Sources of emissions including aircraft, ground service equipment, motor vehicles, and stationary sources
- Modeled Emissions inventories for carbon monoxide (CO), oxides of nitrogen (NOx), volatile organic compounds (VOCs), and particulate matter (PM)
- Modeled inventory of GHG emissions as a voluntary study
- Massport's air emission and GHG emissions reduction strategy
- Status of ultrafine particle studies
- Discussion on national and international efforts to decrease air emissions

C.2.11   Water Quality and Environmental Management

Chapter will report on 2023/2024 Logan Airport environmental regulatory compliance:

- National Pollutant Discharge Elimination System (NPDES) Permit and monitoring results for Logan Airport's outfalls and the Fire Training Facility
- Jet fuel usage and spills and fuel spill prevention
- Massachusetts Contingency Plan (MCP) activities
- Tank management program
- Update on the Environmental Management Plan

C.2.12 Project-Specific Mitigation Tracking

Chapter will document the status of mitigation commitments for specific Massport and tenant projects at Logan Airport that have undergone MEPA review and have Section 61 Findings:

- West Garage/Central Garage (EEA 9790)
- International Gateway (EEA 9791)
- Logan Airside Improvements Planning Project (EEA 10458)
- Terminal A Replacement Project (EEA 12096)
- Southwest Service Area Redevelopment Program/Rental Car Center (EEA 14137)
- Logan Runway Safety Area Improvements Project (EEA 14442)
- Logan Airport Parking Project (EEA 15655)
- Terminal E Modernization Project (EEA 15434)
- Runway 27 Runway Safety Improvements (EEA 16433)

C.2.13 Appendices

C.2.13.1 MEPA Documentation

Appendices will include a copy of the Secretary's Certificate and comment letters received on the *2022 ESPR*. Individual responses will be prepared for items the Secretary's Certificate on the *2022 ESPR* and comments in reviewers' letters will be provided.

Distribution list including the environmental justice community for the *2023/2024 EDR* indicating those receiving printed documents or Notices of Availability with links to the online version of the EDR will be provided. Massport will also provide printed copies to community libraries and other upon request.

C.2.13.2 Supporting Technical Documentation

Supporting technical appendices will be provided as necessary for the technical chapters.