1. Introduction and Executive Summary

The Massachusetts Port Authority (Massport or the Authority) has provided an extensive record of Boston Logan International Airport's (Logan Airport or Airport) environmental trends, facility planning, aircraft operations, and passenger activity levels for four decades as well as climate mitigation commitments, in this *Boston Logan International Airport 2022 Environmental Status and Planning Report* (*2022 ESPR*).

1.1 Logan Airport Context

Massport owns and operates Logan Airport, a crucial hub in Boston as well as New England's passenger and cargo transportation networks. As the primary airport for the Boston metropolitan area, Logan Airport serves as the main New England airport for long distance services and as a significant international gateway for transatlantic services. Located less than three miles from downtown Boston, the Airport spans about 2,400 acres in East Boston and Winthrop, including 700 acres in Boston Harbor. Logan Airport's airfield comprises 6 runways, approximately 15 miles of taxiway, and about 240 acres of concrete and asphalt apron. The Airport has four interconnected passenger terminals, Terminals A, B, C, and E, each equipped with ticketing, baggage claim, and ground transportation facilities. Public transit lines, several direct bus lines, and a well-connected roadway system provide access to and from the Airport. Massport also offers Logan Express bus service for **air passengers** and employees from various park-and-ride lots in the metropolitan area. Logan Airport and its surroundings are illustrated in **Figure 1-1** and **Figure 1-2** for context.

For a translated version of this *Introduction and Executive Summary*, printed translations are available at each of the public libraries listed in Appendix D, and electronic translated versions are available on Massport's website. https://www.massport.com/environment/project-environmental-filings/boston-logan

Other language translations are available upon request. Please contact:
(617) 568 3546 or
community@massport.com.

Figure 1-1 Logan Airport Landscape Setting

2022 Environmental Status and Planning Report

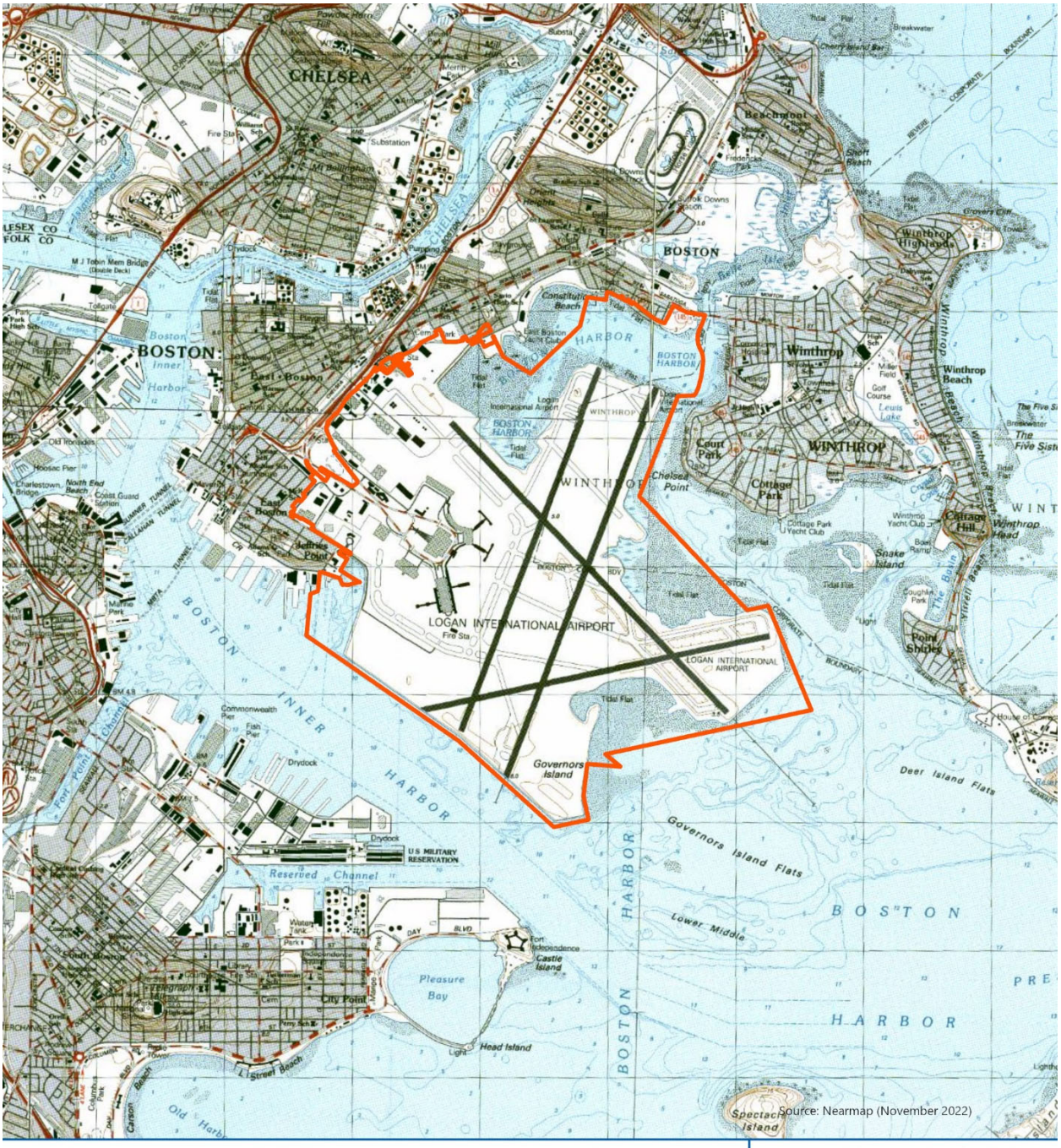


Figure 1-2 Logan Airport Context

2022 Environmental Status and Planning Report

Logan Airport Boundary

0 1,800 3,600 Feet

1.1.1 Activity Levels

This *2022 ESPR* reports on changes due to the COVID-19 pandemic at Logan Airport and within the aviation industry. In 2022, passengers totaled over 36 million with 378,613 flight operations. At the end of 2022, total flight operations and passengers were 15 percent less than 2019 levels before COVID-19. Long-term recovery at Logan Airport will depend largely on business and international travel as **domestic travel** across the U.S. has almost fully returned to pre-COVID activity levels.

In 2020 and 2021, the pandemic caused a significant reduction in Airport activity and revenues, which drove Massport, airlines, and other tenants to adjust and scale back their operations. Consequently, several Airport projects and programs were temporarily deferred until conditions normalized. Chapter 4, *Airport Planning*, provides project updates through December 2022, and includes projects moving forward in 2023. Future **Environmental Data Reports (EDRs)** and ESPRs will continue to provide updates, as available. Massport is continuously evaluating and planning for the full recovery of **aircraft operations** and air passenger activity and remains committed to implementing a broad range of environmental and operational measures designed to reduce impacts associated with Airport operations.

1.1.2 Future Planning Horizon

As part of its on-going strategic planning efforts, Massport routinely prepares future forecasts for aircraft operations and passenger activity levels. This *2022 ESPR* evaluates future operational and environmental conditions associated with the anticipated 53.5 million annual air passengers and 495,000 annual aircraft operations projected to occur over the next 10 to 15 years, which is the forecasting timeframe referred to as the **Future Planning Horizon**. Massport's forecast methodology is consistent with the Federal Aviation Administration's (FAA's) **Terminal Area Forecast (TAF)**. More information on the FAA's TAF is available in Chapter 3, *Activity Levels and Forecasting*, Section 3.5.

1.1.3 Massport Investment in Logan Airport

Massport continues to enhance Logan Airport's safety, security, operational efficiency, and accessibility while monitoring the environmental effects of its activities. Recent and on-going terminal area projects aim to provide seamless post-security connectivity between the terminals and improve passengers' travel experience through consolidated security checkpoint areas. Massport also prioritizes access to and around Logan Airport and works with the FAA to enhance **airside** safety by improving the **Runway Safety Area (RSA)** and simplifying airfield geometry.[1]

In addition, Massport has made a **net zero** greenhouse gas emissions (GHG) commitment for 2031, the *Roadmap to Net Zero by 2031* (Net Zero by 2031). More on Massport's net zero programming efforts are included in Chapter 2, *Sustainability, Outreach, and Environmental Justice,* Section 2.1.1.

1 Airfield geometry refers to the dimensions, orientation, condition, and number of runways on an airport's campus.

In response to the COVID-19 pandemic, Massport temporarily adjusted services to match shifting passenger demand and to better manage environmental and operational impacts. However, Massport remains committed to implementing project-related mitigation strategies, as documented in Chapter 10, *Project Mitigation*.

1.2 ESPR and EDR Purpose

The *2022 ESPR* is part of an annual series of environmental review documents Massport submits to the Secretary of the **Executive Office of Energy and Environmental Affairs (EEA)**, in accordance with the **Massachusetts Environmental Policy Act (MEPA)**.[2] The *2022 ESPR* continues Massport's established state-level environmental review process, which assesses the cumulative environmental impacts of activities associated with Logan Airport. These documents provide the current and historical context for individual projects at Logan Airport that meet state and federal environmental review thresholds as well as the cumulative environmental effects of Logan Airport's operations and activities. Massport has published these documents since 1979, making it a national leader in environmental reporting.

This *2022 ESPR* provides updates on the following topics:

- Community Outreach, Environmental Justice, and Community Benefits
- Environmental Initiatives, Sustainability, and Resiliency
- Activity Levels
- Airport Planning
- Logan Airport's Regional Transportation Network Role
- Airport Ground Access
- Air Quality and Emissions
- Water Quality and Environmental Compliance
- Project-Specific Mitigation Efforts

Approximately every five years, Massport prepares an ESPR to provide a historical and prospective view of Logan Airport's activities. For the years between ESPRs, Massport prepares EDRs annually. This *2022 ESPR* follows the *2020/2021 EDR*, and reports on 2022 activities and anticipated future conditions over the Future Planning Horizon.

Following the EEA's review of the *2020/2021 EDR*, Massport was directed to prepare this *2022 ESPR* according to a scope established by the Secretary's Certificate on the *2020/2021 EDR* dated January 30, 2023. The Certificate is included in Appendix A, *MEPA Certificates and Responses to Comments*. This ESPR fulfills the requirements outlined in the Secretary's Certificate on the *2020/2021 EDR* and responds to the comments within the Secretary's Certificate and as well as those submitted by other commenters. This report also presents historical data on the environmental conditions at Logan Airport dating back to 1990, where available, and includes updates through December 31, 2022. A Spanish translation of this chapter is included after the English version of the Executive Summary. Translations of the Executive Summary into Haitian Creole, Simplified Chinese, and Portuguese are available at libraries noted in Appendix D, *Distribution List* and on Massport's website https://www.massport.com/environment/project-environmental-filings/boston-logan. To request

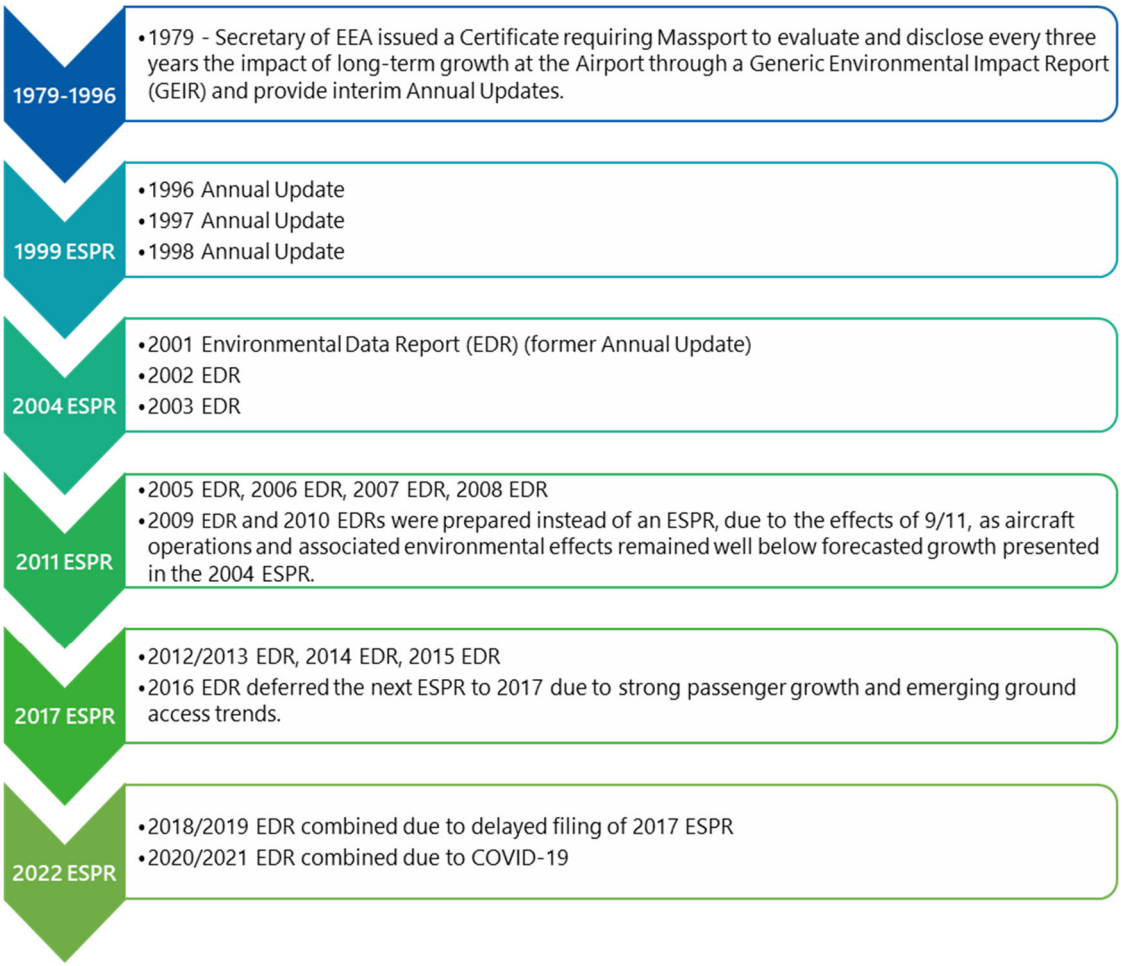
2 Massachusetts General Laws Chapter 30, Sections 61-62H. MEPA is implemented by regulations published at 301 Code of Massachusetts Regulations (CMR) 11.00 ("the MEPA Regulations").

additional translation services, please contact Brad Washburn, Massport, by phone at (617) 568-3546 or by email at community@massport.com.

1.2.1 Historical Context for the Logan Airport EDR and ESPR Reporting Process

Figure 1-3 shows the historical annual environmental reporting for Logan Airport, starting in 1979. These documents initially reported on the current environmental conditions and future forecasts at the Airport to the EEA and the public annually through the issuance of *Generic Environmental Impact Reports* (GEIR) every five years, and Annual Updates in the interim years. In the early 2000s, in response to guidance from EEA, these documents transitioned into an ESPR issued every five years with interim annual updates provided as EDRs. Over time, these reports have evolved into an effective planning tool for Massport, providing projections of environmental conditions to evaluate the overall effects of individual projects.

Figure 1-3 Historic ESPRs and Reporting Cycles



1.2.2 Project-Specific Reviews

Massport's ESPR is a unique document within the MEPA process. Unlike other MEPA documents, ESPRs and the annual EDRs are not "projects" within the typical MEPA framework. The documents do not take the place of any individual project filings subject to MEPA, nor do they serve as approval for any specific activity. Rather, as their titles indicate, the ESPRs and EDRs report on Logan Airport's general operating and environmental conditions.

Individual projects must also undergo MEPA review if they meet environmental regulatory review thresholds.

Airport projects undergo a project-specific, public environmental review process when state environmental review thresholds are met. When required pursuant to MEPA, Massport and Airport tenants submit **Environmental Notification Forms (ENFs)** and **Environmental Impact Reports (EIRs)**. If a project triggers a **National Environmental Policy Act (NEPA)** environmental review, the project is reviewed under the FAA's NEPA environmental review process. Chapter 4, *Airport Planning*, discusses current and potential future projects and their respective regulatory review status under MEPA, NEPA, or both. Chapter 10, *Project Mitigation*, reports on the on-going implementation of required mitigation commitments made in project-specific MEPA filings.

1.2.3 Document Layout and Format

In response to the comments within the Secretary of the Executive Office of Energy and Environmental Affairs' Certificate, (see Appendix A) and Comment Letters (see Appendix B, *Comment Letters and Responses to Comments*), Massport has reassessed the format and content of each chapter and the ESPR document as a whole, and as a result, has made significant changes to improve overall accessibility and readability. Content from each chapter was reorganized to keep 2022 findings and future forecast conditions, where applicable, as the central focus point within the main body text. Where appropriate, more technical information was relocated to the technical appendices.

To enhance content accessibility and reduce confusion around technical jargon, tables providing key terminology with definitions were added to assist readers. Key terminology is defined in bold colored font when first used in the main text. A new format was used to reduce large, information-dense blocks of text, and more visual elements were added with straightforward depictions of information.

Each chapter has color-coded block icons, or "tabs," in the upper corner of each page with a unique color assigned to each chapter and corresponding chapter number icon centered in the color block. For electronic viewers, the table of contents preceding this chapter has been hyperlinked to allow the reader to easily jump to sections quickly. Chapter and section references within the main body of the text have also been bookmarked and hyperlinked.

1.3 2022 and Future Planning Horizon Key Findings

This section provides a brief overview of key findings, by chapter, at Logan Airport in 2022, as well as forecasted and modeled future conditions over the Future Planning Horizon. Additional information concerning Airport activities is provided in subsequent chapters.

1.3.1 Sustainability, Outreach and Environmental Justice

Chapter 2, *Sustainability, Outreach and Environmental Justice* is a new chapter added to the ESPR this year in response to comments made in the Secretary's Certificate, which is provided in the *2022 ESPR* Appendix A. Chapter 2 is also in alignment with recent MEPA **Environmental Justice (EJ)** policy changes.

Chapter 2 discusses Massport's community outreach activities and EJ practices as well as highlights the measures taken to minimize environmental impacts from airport operations and improve operational efficiency. It also outlines Massport's community engagement efforts, including philanthropic donations that provide essential funding for community improvement programs; environmental stewardship initiatives; and projects that enhance or expand community greenspaces, like the Airport's open spaces and edge buffers initiatives. In addition, Chapter 2 details Massport's **sustainability** and **resiliency** programs, including Massport commitment to achieving net zero emissions, as described in Massport's Net Zero by 2031 program.

Sustainability, Outreach and Environmental Justice	
Massport expanded outreach and provided translation services in languages spoken by at least 5 percent of a given population located within a 5-mile radius of Logan Airport or within Massport Community Advisory Committee (CAC) communities.	Since 2014, Massport has funded the East Boston Neighborhood Health Center's efforts to expand their Pediatric Asthma and Chronic Obstructive Pulmonary Disease (COPD) Prevention and Treatment Program.
 Massport continues to maintain and increase open spaces within the East Boston. In 2023, Piers Park II was opened and consists of 4.5 acres with multi-generational exercise equipment and resiliency measures.	Massport published its *Roadmap to Net Zero by 2031* (Net Zero by 2031) in 2022, an ambitious plan to achieve net zero greenhouse gas (GHG) emissions from Massport facilities by 2031; Massport's 75th Anniversary.

1.3.2 Activity Levels and Forecast

Chapter 3, *Activity Levels and Forecasting* studies the recent trends in passengers, operations, and cargo at Logan Airport.

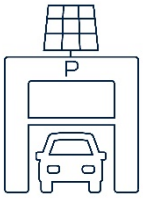
After COVID-19, 2022 saw an increase in activity, but still below 2019 levels. Chapter 3 describes the methodology for developing forecasts and reports on forecasted future airport activity, looking 10 to 15 years ahead over the Future Planning Horizon. These forecasts help to inform airport planning for potential future growth and are used to estimate future environmental conditions. The future forecast is developed considering factors such as global and regional economic trends, technological changes, and future airline actions. Updates within Chapter 6, *Ground Access*, Chapter 7, *Noise*, and Chapter 8, *Air Quality and Greenhouse Gas Emissions* each use outcomes derived from the Future Planning Horizon forecast to assess anticipated future conditions at Logan Airport.

<table>
<tr><th colspan="2">Activity Levels and Forecasting 2022 Key Findings</th></tr>
<tr><td>36.1 million passengers in 2022
59% higher than 2021
15% lower than 2019</td><td>378,613 Operations in 2022
31% higher than 2021
11% lower than 2019</td></tr>
<tr><td>From 1998 to 2022, there was a 36 percent increase in annual passengers despite a 25 percent decrease in annual aircraft operations, showing increased efficiency and higher load factors in 2022.</td><td>In 2022, 40 airlines offered flights to 139 global destinations from Logan Airport; an increase from 2021 where there were 36 airlines and 125 global destinations.</td></tr>
<tr><th colspan="2">Future Planning Horizon Activity Levels Key Findings</th></tr>
<tr><td>53.5 million passengers are forecast over the next 10 to 15 years in the future (Future Planning Horizon), which aligns with trends projected in past ESPRs.</td><td>Over the Future Planning Horizon, 495,000 operations are forecasted, which also aligns with trends projected in past ESPRs.</td></tr>
</table>

1.3.3 Airport Planning

Chapter 4, *Airport Planning* describes recently completed and on-going projects as well as future planning concepts. By regularly updating this information, stakeholders can track various projects currently underway and get a preview of potential projects likely to begin over the coming years. Chapter 4 also discusses possible activities or projects that might require a review under NEPA or MEPA regulations.

In this chapter, projects are grouped into the following categories: terminal areas; airside areas; service areas; ground access and parking; Massport's efforts to promote high-occupancy vehicle (HOV) ridership; and open spaces. Chapter 4 prioritizes providing status information for those projects delayed or deferred as a result of the pandemic, especially those projects intended to reduce operational or environmental impacts. Future projects are categorized as either short-term when the project is anticipated to be completed by 2028, or long-term if the project is anticipated to be complete or fully implemented by 2035.

Airport Planning Key Findings	
Phase 1 of the Terminal E Modernization project was under construction in 2022 and four new gates opened in 2023. The project has many sustainability features and is seeking **Leadership in Energy and Environmental Design (LEED®)** certification. 	To improve safety and efficiency, Massport moved the **RideApp** access area to the Terminal B Garage in 2022. This provided 60 more parking spots in the Central Garage, 4 of which were for **electric vehicles**. Massport continued to implement a parking management strategy to encourage HOV and shared ride options.
In 2022, Massport completed post-security connections between Terminals B and C, initiated feasibility studies for connections between Terminal A and Terminals B and E, and expanded passenger amenities following the completion of the Terminal B Modernization Project. Terminal roadways between Terminals B and C were reconfigured to improve access and reduce congestion.	 Planning for the Logan Airport Parking Project in front of Terminal E, resumed in 2022, after deferment during the pandemic. The updated project program will add approximately 4,300 spaces within the central terminal area to encourage long-term parking and will also improve on-Airport roadway connectivity.

1.3.4 Regional Transportation

Chapter 5, *Regional Transportation* reports on Logan Airport's role in the wider New England transportation system, which includes other airports, highways, ports, and rail connections. Logan Airport, which is the largest of three airports run by Massport, is the main domestic and international entry point for the Boston Metropolitan Area and the New England region.

Chapter 5 presents 2022 aircraft and passenger activity levels as well as on-going and up-coming projects at airports in New England. In the last ten years, more people have been using rail connections between Boston, New York City, and Washington, D.C. as an alternative option for travel between these cities rather than choosing air travel via Logan Airport. Chapter 5 details transportation planning for the New England region for various transportation modes.

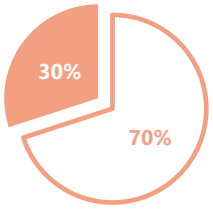
Regional Transportation 2022 Key Findings

New England regional airports, excluding Logan Airport, served approximately 15 million passengers in 2022.

51% higher than 2021

14% lower than 2019

New England's 10 regional airports served 30 percent of New England's passengers in 2022.



The remaining 70 percent of New England passengers were accommodated at Logan Airport.

New England regional airports, excluding Logan Airport, conducted 622,461 aviation operations in 2022.

2% higher than 2021

2% lower than 2019

Massport owns and operates the commercial service Worcester Regional Airport and the **general aviation (GA)** airport, Hanscom Field.

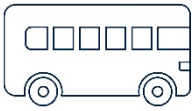
Hanscom Field was the second busiest airport by operations in New England after Logan Airport

Worcester Regional Airport welcomed its one millionth passenger in 2022.

1.3.5 Ground Access

Chapter 6, *Ground Access* evaluates trends in surface transportation modes used to access the Airport, including personal vehicles, shared ride services or RideApp services, shuttles, and HOV modes. Post-pandemic research indicates Logan Airport continues to be one of the top U.S. airports in terms of airport passengers and employees that routinely utilize HOV and public transit modes of transportation. Each type of ground transportation service available in 2022 showed increased ridership, demonstrating the use of the various access modes to Logan Airport are returning to pre-pandemic levels.

Massport continues to monitor conditions both at the Airport and among surrounding areas, and adapts its ground access programs to meet the needs of both air passengers and Logan Airport employees.

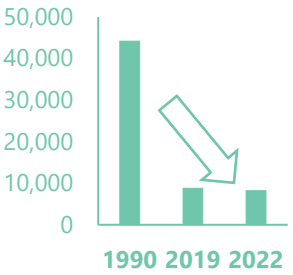
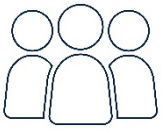
Ground Access 2022 Key Findings	
Average weekday on-Airport **vehicle miles traveled (VMT)** was 164,625 average daily miles traveled. **38% higher** than 2021 **28% lower** than 2019	 High occupancy vehicle (HOV) mode share reached 38 percent; exceeding Massport's goal of 35.5 percent HOV mode share by 2022.
Each type of ground transportation service available in 2022 showed increased ridership compared to 2021, indicating access modes to Logan Airport are returning to pre-pandemic usage levels and trends.	As requested by the community, Massport conducted a dwell time study, which measured actual durations of vehicle time spent idling at curbs and confirmed these times typically aligned with those modeled. Personal vehicle dwell times were longer outside of peak travel times when fewer vehicles were at the curb.

Ground Access Future Planning Horizon Key Findings	
Massport has and continues to make investments into Logan Express to accommodate future passengers' needs. Investments include increasing parking availability at key Logan Express sites, enhancing service frequency, adding new a new urban location, and considering pricing incentives.	In addition to Logan Express, Massport continues to incentivize HOV use for travel to and from the Airport. Measures like prioritizing certain Logan Airport roadways to optimize bus fleet operations, investments in and the expansion of Silver Line 1, continuing on-going and future improvements to Blue Line access, and continuing partnerships with private bus companies will encourage HOV use.
 In the Future Planning Horizon, VMT is anticipated to increase by 1 percent compared to 2019 VMT values.	Massport continues to identify infrastructure and operational modifications that would improve vehicular traffic flow at the Airport. For example, the Terminal B/C Roadway Project and RideApp access planning efforts are already complete and will have a lasting benefit to future operations at the Airport.

1.3.6 Noise

Chapter 7, *Noise* discusses the noise levels around the Airport in 2022 and Massport's on-going efforts to decrease aviation related noise at Logan Airport. Airport noise is measured using comprehensive flight information and the FAA's required noise model, which calculates noise exposure levels in **decibels (dB)**. Chapter 7, focuses on noise exposure levels in relation to the FAA level of significance (65 dB) for 2022 and the Future Planning Horizon. Chapter 7 also describes Massport's efforts over the past four decades to manage the impacts of noise on surrounding communities.

When noise exposure levels in 2022 were compared to data from previous years, the analysis revealed the geographic extent of the Airport's noise contours had decreased in recent years due to the retirement of older, noisier aircraft. In addition, future operations based on activity forecasts were used to model anticipated noise levels for the next 10 to 15 years, and these models predicted quieter environments due to expected advances in avionics and aircraft technology.

Noise 2022 Key Findings	
Population in the 65 dB contour included 8,815 people 7 percent below 2019 and 80 percent below historic highs. 	To date, Massport has invested over $170 million and provided sound insulation for 36 schools and 11,515 residential units. In 2022, Massport sought additional noise mitigation funding for eligible properties through Massport's Residential Sound Insulation Program (RSIP). The Noise Exposure Map (NEM) was updated to confirm eligibility, and Massport established a pilot program with the FAA to sound insulate eligible homes and re-evaluate sound insulation in homes treated before 1993.
Massport upgraded its Noise and Operations Monitoring System (NOMS), including 29 of the 30 monitors around Boston.	 There were 1,301 noise complaint callers in 2022, which is 51 percent fewer callers than in 2019.
Noise Future Planning Horizon Key Findings	
 The **Day-Night Level (DNL)** 65 dB contour in the Future Planning Horizon remains within areas included in Massport's RSIP.	In the Future Planning Horizon, the modeled population within the 65 dB contour is estimated to be 9,435 people, which is well below historic highs.

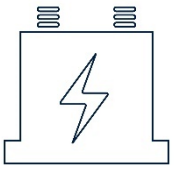
1.3.7 Air Quality and Greenhouse Gas Emissions

Chapter 8, *Air Quality and Greenhouse Gas Emissions* provides details about Logan Airport's air emissions in 2022 in comparison to historical data. Airport emissions generally come from various sources including aircraft, ground service equipment (GSE), vehicles, buildings, and stationary sources. Tracking these emissions each year helps identify trends and enables future planning to reduce these emissions. Chapter 8 focuses on emissions of criteria pollutants and GHGs for 2022 and over the Future Planning Horizon.

Although aircraft activity levels have increased somewhat, technological advancements have led to reduced overall emissions. However, Massport's strong commitment to reducing emissions and energy-efficient strategies are expected to result in future emission levels remaining well below historical levels.

<table>
<tr><th colspan="2">Air Quality and GHG Emissions 2022 Key Findings</th></tr>
<tr><td>In 2022, the Boston Metropolitan Area, which includes Logan Airport, continued to remain below national ambient air quality standards (NAAQS) in 2022. Criteria pollutants include:
Volatile organic compounds (VOCs),
Nitrogen oxides (NO_X)
Carbon monoxide (CO)
Particulate matter (PM_{10}/$PM_{2.5}$)</td><td> 
CO and VOC emissions in 2022 remained well below recorded historic highs for these emissions.</td></tr>
<tr><td>In 2022, Logan Airport Scope 1 and 2 greenhouse gas (GHG) emissions remained well below 2019 GHG levels.

Massport-controlled, Scope 1 emissions represented 5.4 percent of Airport-wide GHG emissions; in-direct emissions from Scope 2 purchased electricity represented 7.3 percent; and Scope 3 emissions, which are public or tenant owned and controlled, represented 87.3 percent of total Logan Airport GHG emissions.

Logan Airport GHG emissions represented less than 1 percent of the state's GHG totals.</td><td> 
In 2022, PM_{10}/$PM_{2.5}$ emissions from stationary sources and other non-mobile sources were also greater than 2019 and 2021 levels. These sources include snowmelters, boilers, emergency generators, space heaters, and emissions from fire training activities. Results were also affected by changes in modeling assumptions for the assessment of 2022 data.</td></tr>
</table>

Air Quality and GHG Emissions Future Planning Horizon Key Findings	
In the Future Planning Horizon, criteria pollutants will remain below national ambient air quality standards (NAAQS). Criteria pollutants are predicted to increase and total emissions of carbon monoxide (CO) are predicted to decrease compared to 2022 levels. Reductions in CO emissions will be associated with converting ground service equipment (GSE) to commercially available electric alternatives, overall decreases in motor vehicle emissions, changes in aircraft fleet-mix, and emission reductions from implementing the *Roadmap to Net Zero by 2031* (Net Zero by 2031) program.	Over the Future Planning Horizon, Massport's Scope 1 GHG emissions are anticipated to decrease by nearly 90 percent compared to 2022 emissions. However, Scope 2 and 3 emissions are anticipated to increase from 2022 levels. For instances when GHG emissions cannot be reduced to zero, Massport will invest in **carbon offsets** to reach the target.
 Massport is focused on reducing GHG emissions across all facilities and becoming net zero for Scope 1 activities under its direct control by 2031, coinciding with its 75th anniversary.	Massport's intends to purchase offsets that will benefit local projects within the State whenever practicable. Massport expects to be net zero for GHG emissions without offsets by 2040.

1.3.8 Water Quality

Chapter 9, *Water Quality* discusses the Airport's compliance with state and federal environmental regulations. Through regular monitoring and documentation of environmental conditions, Massport regularly assesses the Airport's environmental compliance program performance, including conditions like water and stormwater quality; fuel use and storage; and spill control and countermeasures. Massport is also continually developing, implementing, and evaluating new ways to maintain compliance standards while striving to improve policies and programs beyond regulatory mandates. This includes implementing Logan Airport's *Sustainability Management Plan* (SMP); managing stormwater; minimizing water use and surface water runoff; maintaining fuel storage and spill reporting compliance; performing environmental inspections; and improving plans and procedures to prevent pollution from accessing the surrounding environment.

Water Quality 2022 Key Findings	
In 2022, Massport performed environmental compliance inspections, conducted its annual *Stormwater Pollution Prevention Plan* (SWPPP) update meeting, and submitted the 2022 Annual Certificates of Compliance to the U.S. Environmental Protection Agency (U.S.EPA) and Massachusetts Department of Environmental Protection (MassDEP).	In 2022, over 97 percent of stormwater samples collected were in compliance with standards for pH, oil and grease, and total suspended solids (TSS).
In 2022, 3 fuel spill incidents were over 10 gallons, but none of these resulted in pollutant exposure to stormwater infrastructure or the discharge of pollutants to the aquatic environment.	Massport continues to assess, remediate, and bring its *Massachusetts Contingency Plan* (MCP) sites to regulatory closure.

1.3.9 Project Mitigation

Within the traditional MEPA process, "project mitigation" refers to specific project measures to "avoid, minimize, and mitigate environmental impacts." For the ESPRs and EDRs, the chapters associated with mitigation efforts include: project-specific mitigation required under Massachusetts General Law (MGL) c. 30, §§ 61 (**Section 61**) for projects required to prepare a state EIR; community commitments; and other environmental measures.

The Section 61 mitigation measures discussed in Chapter 10, *Project Mitigation* are specific to individual projects and generally include the steps taken to avoid and minimize potential environmental impacts through project design, construction, or during on-going operations. The status of Logan Airport projects with active Section 61 commitments are presented in Chapter 10, while additional community commitments and environmental measures are discussed in Chapter 2, *Sustainability, Outreach, and Environmental Justice*.

Project Mitigation 2022 Key Findings	
Within the MEPA process, Project Mitigation" refers to specific project measures to "avoid, minimize and mitigate environmental impacts." Project mitigation commitments outlined within a required Environmental Impact Report (EIR) for a project are required by law under Massachusetts General Law (MGL) Chapter 30, Section 61.	Massport also implements a wide range of other environmental programs that are not project-specific but rather aimed at addressing broader environmental impacts. These measures are described in Chapter 2, *Sustainability, Outreach, and Environmental Justice*.
The COVID-19 pandemic significantly reduced airport activity levels and revenue; prompting Massport, airlines, and other tenants to make operational adjustments. However, projects and programs deferred due to the reduced passenger levels have begun to resume.	Massport continues to comply with its project mitigation commitments as outlined in Project's Secretary's Certificates, included in Appendix A, *MEPA Certificates and Responses to Comments*.