



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 over four decades. Massport continues its commitment to transparency with this *Boston Logan International Airport 2023/2024 Environmental Data Report (2023/2024 EDR)*.

1.1 Logan Airport Context

Massport owns and operates Logan Airport, a crucial hub for Boston and New England's passenger and cargo transportation networks. As the Boston metropolitan area's primary airport, the Airport is the main air service provider for passengers and a significant international gateway for transatlantic services. Located less than 3 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 aprons. An airfield apron, also known as a ramp, is where aircraft are parked, loaded, unloaded, fueled, and maintained. 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 on-Airport parking garages and **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 EDR and ESPR website: <https://www.massport.com/environment/boston-logan-edr-espr-data-portal> Other language translations are available upon request. Please contact: **(617) 568 3546** or **community@massport.com**.



Figure 1-1 Logan Airport Context - Aerial View

2023/2024 Environmental
Data Report

- Terminal Buildings
- Parking Facilities
- Service Areas

↑ 0 900 1,800 3,600 Feet

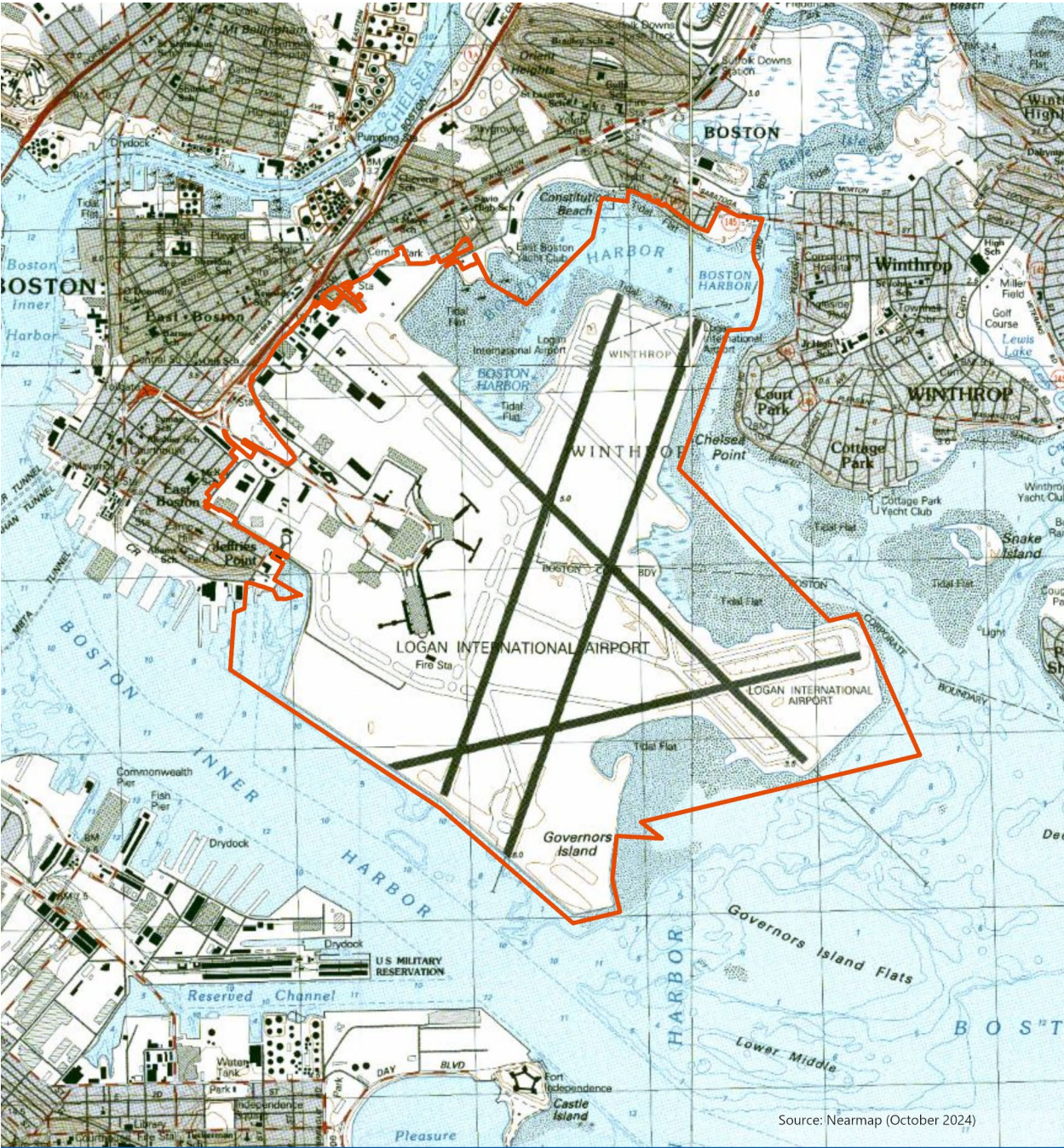


Figure 1-2 Logan Airport Context - Topographic View

2023/2024 Environmental
Data Report

 Logan Airport Boundary



1.1.1 Activity Levels

This *2023/2024 EDR* reports on recent trends in passenger activity levels and aircraft operations at Logan Airport with comparisons to historical benchmark years. The number of air passengers and aircraft operations grew in 2023 and 2024, with passenger activity levels at Logan Airport exceeding the 2019 pre-COVID peak with a record high of 43.5 million passengers by 2024. Aircraft operations levels were still 3 percent less than 2019 levels by the end of 2024. Even though passengers and flights increased, most environmental conditions improved compared to historical conditions, and Massport remains committed to implementing a broad range of environmental and operational measures to reduce impacts associated with Airport operations. Changes in environmental conditions from 2023 and 2024 are reported alongside discussions of trends and measures taken to reduce impacts in the following chapters of this *2023/2024 EDR*.

1.1.2 Massport's 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 will provide seamless post-security connectivity between the terminals and improve passengers' travel experience through consolidated security checkpoint areas. Massport also prioritizes access to areas around Logan Airport, and works with the **Federal Aviation Administration (FAA)** to enhance airside safety by improving **Runway Safety Areas (RSA)** and simplifying airfield geometry.¹ See Chapter 4, *Airport Planning*, to learn more about on-going improvement projects at Logan Airport. In addition to development projects, Massport remains committed to implementing project-related mitigation strategies, as documented in Chapter 10, *Project Mitigation*.

In addition to the routine funding requests to advance the *Roadmap to Net Zero by 2031* (Roadmap to Net Zero) program, in 2023, the Board of Directors voted to approve \$500 million to advance Net Zero projects, laying the groundwork for future emissions reductions over the next five years. More on Massport's Roadmap to Net Zero efforts are included in Chapter 11, *Sustainability and Climate Resilience*, Section 11.2.

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

1.2 ESRP and EDR Purpose

The *2023/2024 EDR* 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 *2023/2024 EDR* 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 report on the cumulative environmental effects of Logan Airport's operations and activities. For more on the purpose of the **Environmental Status and Planning Reports (ESPRs)** and EDRs, section **User's Guide Section U1.3**.

Following EEA's review of the *2022 ESPR*, Massport was directed to prepare this *2023/2024 EDR* according to a scope established by the Secretary's Certificate on the *2022 ESPR* dated October 18, 2024. This EDR fulfills the requirements outlined in the Secretary's Certificate on the *2022 ESPR* and responds to the comments within the Secretary's Certificate and as well as those submitted by other commenters. The Certificate and comment responses are included in Appendix A, *MEPA Certificates and Responses to Comments*. 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 electronically and also in print at local libraries as noted in Appendix D, *Distribution List* and on Massport's website at <https://www.massport.com/environment/project-environmental-filings/boston-logan>. A Babel Notice informing readers how to access language translation services and request project materials in a specific language for the *2023/2024 EDR* is also available in Vietnamese, Russian, Mon-Khmer, Arabic, and Korean. To request additional translation services, please contact Brad Washburn, Massport, by phone at (617) 568-3546 or by email at community@massport.com.

This *2023/2024 EDR* provides updates on the following topics:

- Community Outreach and Environmental Justice
- Activity Levels
- Airport Planning
- Logan Airport's Regional Transportation Network Role
- Airport Ground Access
- Noise Abatement
- Air Quality and Emissions
- Water Quality and Environmental Compliance
- Project-Specific Mitigation Efforts
- Sustainability and Climate Resilience

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1.2.1 Project-Specific Reviews

Massport's EDR is a unique document within the MEPA process. Unlike other MEPA documents, the ESPRs and the annual EDRs are not "projects" within the typical MEPA framework. The documents do not take

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").

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 activities and environmental conditions.

Logan Airport projects undergo a project-specific, public environmental review process when MEPA 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, if applicable. Chapter 10, *Project Mitigation*, reports on the on-going implementation of required mitigation commitments made in project-specific MEPA filings.

1.2.2 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 received from the public (see Appendix B, *Comment Letters and Responses to Comments*), Massport reviewed the full 2022 *ESPR* document in detail to assess ways to reduce the overall length of the 2023/2024 *EDR* document and streamline the content of future *ESPR* and *EDR* filings while ensuring the environmental data and key findings expected in each chapter are still included. As a result, Massport has made significant changes to improve overall accessibility and readability of the document and reduce its length. Namely, with the introduction of the User's Guide and additions to the Environmental Filings webpage, readers can access more content related to the *EDR* and *ESPR* and updates can be made more frequently, as practicable. These changes should also enable Massport to return the *EDRs* to an annual reporting schedule.

Content from each chapter was reorganized to focus on data from each reporting year individually, 2023 and 2024 for this *EDR*, within the main body text. The annual data analysis focuses on findings between the reporting years, the previous year (2022), and a topic-specific benchmark year, which was typically chosen as the year of the historic high at Logan Airport for the given metric. See **User's Guide, Section U1.2.2.1** for rationale behind the selection of each topic's benchmark year. Where appropriate, supporting technical data used to develop findings was relocated to the technical appendices, while background information on the regulatory framework, methodologies, and further context was moved to the corresponding User's Guide chapter.

To enhance content accessibility and reduce technical jargon, glossary tables providing key terminology with definitions was added to assist readers. Key terminology is defined in **bold, blue colored font** when first used in the main text. The 2022 *ESPR* format, which also reduced large, information-dense blocks of text and added more visual elements with straightforward depictions of information, was continued within this EDR.

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.

Each chapter has a unique color-coded block icon, or “tab,” with the chapter’s number inside the block, located in the upper page corner. This chapter’s example is below:



1.2.2.1 User’s Guide

For the first time, Massport is publishing a User’s Guide alongside this 2023/2024 *EDR*. The stand-alone document provides details on the regulatory framework, methodologies, models, model inputs, programs, and analyses used to create the EDRs and ESPRs. The User’s Guide provides essential background information and context necessary to interpret these documents, which had previously been included within EDR and ESPR chapter text and technical appendices. Each chapter in this 2023/2024 *EDR* is accompanied by a User’s Guide chapter.

This EDR includes several references throughout the chapters’ text to relevant sections of the User’s Guide where essential contextual information can be found. The electronic version of this 2023/2024 *EDR* includes User’s Guide references as hyperlinks embedded in the document text which will open the associated User’s Guide section when clicked. References to the User’s Guide will look like:

User’s Guide, Section #.#.

User’s Guide icons distributed within the EDR are hyperlinked to the Guide for easy navigation.



The User’s Guide will be reviewed and updated as necessary on ESPR years (every 5 years) to maintain accuracy and relevance. The User’s Guide updates will incorporate information on significant changes that occurred during the previous reporting cycle, like changes in regulatory requirements, modeling methodologies, or data collection approaches. However, these changes will also be addressed in the relevant EDR or ESPR chapters for the reporting years in which these changes occurred, then the information will be migrated to the User’s Guide during the next ESPR cycle. For more on the User’s Guide’s purpose, see **User’s Guide, Section U1.1.**



1.2.2.2 EDR/ESPR Webpage

Massport's EDR/ESPR webpage is linked here:

<https://www.massport.com/environment/boston-logan-edr-espr-data-portal>

Massport developed a new online webpage specifically for EDR and ESPR filings. The website will contain documentation and links to EDR and ESPR materials in one place, providing easy access to each chapter of the most recent filings, notices for upcoming meetings, materials from prior meetings, prior ESPR and EDR filings, and the User's Guide.

The webpage will also include links to data sources referenced within EDRs and ESPRs that provide some of the publicly available data used to develop the reports. These data sources are primarily hosted by Massport, other state and federal agencies, and other reputable sources.

1.3 2023 and 2024 Key Findings

This section provides a brief overview by chapter of key findings at Logan Airport for the 2023 and 2024 reporting years. Additional information concerning Airport activities is provided in subsequent chapters.

1.3.1 Outreach and Environmental Justice

Chapter 2, *Outreach and Environmental Justice* separates sustainability from the discussion on outreach and **Environmental Justice (EJ)**, in response to the 2022 *ESPR* Secretary's Certificate, which is provided in the 2023/2024 *EDR* Appendix A. Chapter 2 discusses Massport's community outreach activities and EJ practices, in alignment with recent MEPA EJ policy changes, and outlines Massport's community engagement efforts, including ESPR and EDR outreach and philanthropic donations providing essential funding for community improvement programs. Massport's **sustainability**, **resiliency**, and Roadmap to Net Zero initiatives are detailed in a new chapter, Chapter 11, *Sustainability and Climate Resilience*. For more context on this chapter, refer to **User's Guide, Section U2**.

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Outreach and Environmental Justice	
Massport is a member of MEPA's Logan Airport Work Group, collaborating with state agencies, local government representatives, and community groups to identify potential supplemental mitigation measures to address environmental concerns from Logan Airport's operations within EJ communities. 	Massport continues to expand outreach and provides translation services in languages spoken by at least 5 percent of the given population located within a 5-mile radius of Logan Airport or within Massport Community Advisory Committee (Massport CAC) communities, which currently includes eight languages as well as resources for further translation needs.
As of 2024, Diversity STEM Scholarships has awarded a total of \$92,000 in scholarships to 48 students of color who plan to pursue degrees in a STEM field. The scholarship amount was increased from \$3,000 to \$5,000 in 2023.	Massport continued work started with the 2022 <i>ESPR</i> in this EDR by conducting an existing community conditions review following the new Massachusetts Department of Environmental Protection (MassDEP) Cumulative Impact Analysis (CIA) Framework.

1.3.2 Activity Levels

Chapter 3, *Activity Levels* studies the recent trends in passengers, operations, and cargo at Logan Airport. For more context on this chapter, refer to **User’s Guide, Section U3**.

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Activity Levels Key Findings	
 In 2023, Logan Airport handled 40.8 million passengers, increasing 13% from 2022. The Airport also conducted 395,146 aircraft operations in 2023.	 In 2024, Logan Airport saw 43.5 million passengers, increasing 6% from 2023. The Airport also conducted 413,409 aircraft operations in 2024.
From 1998 to 2024, there was a 64 percent increase in annual passengers despite a 19 percent decrease in annual aircraft operations. 	In 2024, 47 airlines offered flights to 153 global destinations from Logan Airport; an increase from 2023, which had only 42 airlines serving 145 global destinations. 

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 review under MEPA or NEPA regulations. In this chapter, projects are grouped into the following categories by airport area: ground access and parking; terminal areas; airside areas; service areas. Chapter 4 provides status information on on-going and planned projects. For more context on this chapter, refer to **User’s Guide, Section U4**.

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Airport Planning Key Findings	
In 2024, design began on the Danvers Logan Express (formerly Peabody) location, construction began on the Framingham Logan Express garage addition, and preliminary design and permitting began on the Braintree Logan Express parking garage. These projects will facilitate and promote high-occupancy vehicle (HOV) and public transit ridership. 	The roadways associated with the Terminal C Canopy, Connector, and Roadway Projects were completed in 2023 and the project achieved Leadership in Energy and Environmental Design (LEED®) Gold certification. 

Airport Planning Key Findings

Environmental permitting for the Runway 15R-33L Rehabilitation and Taxiway B North Rehabilitation projects were completed in 2023. In November 2023, construction on the Runway 15R-33L Rehabilitation project was completed.



Feasibility and planning studies for FAA Air Traffic Control Tower (ATCT) improvements to accommodate FAA NextGen equipment began in 2024. The project is anticipated to be completed in 2026.



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.

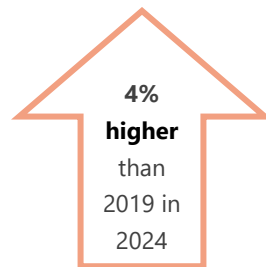
Chapter 5 details transportation planning for the New England region for various transportation modes, presenting 2023 and 2024 aircraft and passenger activity levels as well as on-going and up-coming projects at airports in New England. Recent rail service statistics for Amtrak are presented and analyzed, as rail transportation is an alternative to air travel via Logan Airport and is increasingly being utilized, especially between Boston, New York City, and Washington, D.C. For more context on this chapter, refer to

User's Guide, Section U5.

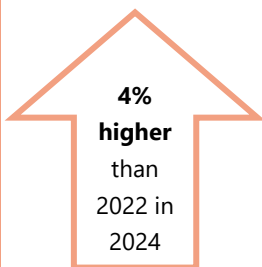
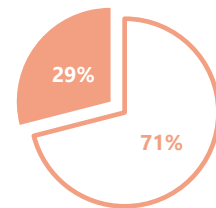
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Regional Transportation Key Findings

New England regional airports, excluding Logan Airport, served approximately 16.7 million passengers in 2023 and 17.9 million passengers in 2024.



New England's 10 regional airports served 29 percent of New England's passengers in 2023 and 2024. The remaining 71 percent of passengers were accommodated at Logan Airport.



New England regional airports, excluding Logan Airport, conducted 650,418 aviation operations in 2024, a 3 percent increase from 2023 (631,170 operations).

Amtrak rail services experienced a significant 25.7 percent increase in ridership from Boston-area stations in 2023, compared to 2022, with strong performance across all four routes servicing the Greater Boston area. Ridership continued to increase again in 2024.

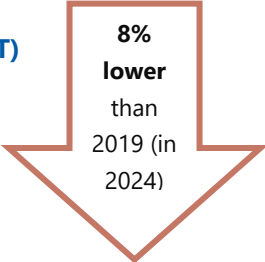


1.3.5 Ground Access to and From Logan Airport

Chapter 6, *Ground Access* evaluates trends in surface transportation modes used to access the Airport, including personal vehicles, shared ride services or Ride App services, shuttles, and high-occupancy vehicle (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. Most ground transportation services available in 2023 and 2024 showed increased ridership over 2022, demonstrating the use of the various access modes to Logan Airport, and exceeding 2022 performance targets.

Massport continues to monitor conditions at the Airport and among surrounding areas in order to offer ground access programs to meet the needs of air passengers and Logan Airport employees and to reduce environmental and community impacts. For more context on this chapter, refer to [User's Guide, Section U6](#).

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Ground Access Key Findings	
Average weekday on-Airport vehicle miles traveled (VMT) was 171,340 average daily miles traveled in 2023 and 192,554 average daily miles in 2024. 8% lower than 2019 (in 2024) 	High-occupancy vehicle (HOV) mode share reached 43 percent, according to the 2024 <i>Logan International Airport Air Passenger Ground-Access Survey</i>. 
Ridership on Logan Express reached an all-time high in 2024, exceeding 2023 levels by over 13percent. 	Massport continued to promote and improve HOV modes in 2023 and 2024, by purchasing ten replacement Massachusetts Bay Transit Authority (MBTA) Silver Line buses, constructing and planning for more parking spaces at Logan Express sites, adjusting rates and schedules, and more.

1.3.6 Noise

Chapter 7, *Noise* discusses the noise levels around the Airport in 2023 and 2024 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 **Aviation Environmental Design Tool (AEDT)** noise model, which calculates noise exposure levels in **decibels (dB)**. Chapter 7 also describes Massport's recent efforts to manage the impacts of noise on surrounding communities and on-going history of noise abatement over the past four decades. For more context on this chapter, refer to **User's Guide, Section U7**.

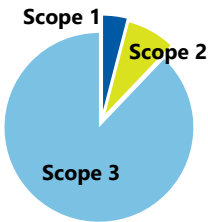
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Noise Key Findings	
The exposed population in the 65 dB contour included 8,797 people in 2023, marking a 7 percent increase from 2022. In 2024, the population in the 65 dB contour decreased to 7,980 people, lower than the population within the 2019 and 2022 contour.	Massport restarted the Residential Sound Insulation Program (RSIP), conducting sound insulation treatment pilot tests with a group of 10 homes in Revere and Winthrop in 2023. In 2024, Massport progressed design drawings and began soliciting bids for contractors to support the RSIP's implementation. 
 Noise complaint calls decreased year over year, with 218,830 noise complaint callers in 2023 and 212,423 callers in 2024.	Massport was recognized with the 2025 Jay Hollingsworth Speas Airport Award for its collaborative work with the FAA, Massachusetts Institute of Technology (MIT), and the community on noise reduction efforts.

1.3.7 Air Quality and Greenhouse Gas Emissions

Chapter 8, *Air Quality and Greenhouse Gas (GHG) Emissions* provides details about Logan Airport's air emissions in 2023 and 2024 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, including initiatives to advance Massport's Roadmap to Net Zero. Emissions are greatly influenced by aircraft activity levels, which have increased each year following the pandemic. However, technological advancements and energy-efficient strategies enacted by Massport help to reduce overall emissions and are expected to result in future emission levels remaining below historical levels. For more context on this chapter, refer to **User's Guide, Section U8**.

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Air Quality and GHG Emissions Key Findings			
	Total modeled airport related emissions of volatile organic compounds (VOCs), nitrogen oxides (NO _x), and carbon monoxide (CO) increased in 2023 over 2022 levels. In 2024, total modeled airport-related emissions of VOCs, NO _x , CO, and particulate matter (PM ₁₀ /PM _{2.5}) increased from 2023.	In 2023, total PM ₁₀ /PM _{2.5} emissions from all airport-related sources at Logan were 44 percent lower than 2022 levels. The decrease is attributed to modeling software updates which provided a more accurate calculation of PM _{2.5} and PM ₁₀ emission rates as well as more efficient vehicle technology and lower fuel use in non-mobile sources, such as generators and snow melters.	
In 2023 and 2024, Logan Airport's greenhouse gas (GHG) emissions remained below 2019 GHG levels. The GHG emissions breakdown from 2023 and 2024 by scope is as follows:			Total GHG emissions in 2023 increased by 19 percent from 2022 levels. The changes in GHGs are attributable to increases in operational and passenger activity levels, as well as an increase in electrical usage due to the modernization and the expansion of Terminal E. Logan Airport's total GHG emissions in 2023 and 2024 were both 1 percent of the most recent statewide total emissions estimates and 12 percent and 13 percent, respectively, of Boston's citywide emissions.
• Massport-controlled, Scope 1 emissions represented 4 percent of Airport-wide GHG emissions in 2023 and 5 percent in 2024; • Indirect emissions from Scope 2 purchased electricity represented 7 percent of Airport-wide GHG emissions in 2023 and 2024; and • Scope 3 emissions, which are tenant owned and controlled, represented 89 percent of total Logan Airport GHG emissions in 2023 and 2024.			

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 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. For more context on this chapter, refer to **User's Guide, Section U9**.

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Water Quality Key Findings	
In 2023, Massport was issued a new National Pollutant Discharge Elimination System (NPDES) with several different water quality testing requirements and limitations. Massport began monitoring water quality testing with the new permit in November 2023.	No exceedances of discharge limitations per the NPDES permit were found in 2023 water quality testing results. 
In 2024, over 98 percent of stormwater samples collected were in compliance with the discharge limitations per the NPDES permit and no per- and polyfluoroalkyl substances (PFAS) compounds were found above the detection limit in 2024. 	Massport continues to assess and remediate Massachusetts Contingency Plan (MCP) sites associated with Logan Airport. In 2023, Massport brought three sites to regulatory closure and closed one MCP site in 2024. 

1.3.9 Project Mitigation

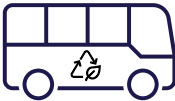
The Section 61 mitigation measures discussed in Chapter 10, *Project Mitigation*, are specific to individual projects and generally include the steps taken to avoid and minimize potential environmental impacts through project design, construction, or during on-going operations. The status of Logan Airport projects with active Section 61 commitments are presented in Chapter 10, while additional environmental measures are discussed in Chapter 11, *Sustainability and Climate Resilience*. Within the traditional MEPA process, “project mitigation” refers to specific project measures to “avoid, minimize, and mitigate environmental impacts.” For the EDR, the chapter associated with mitigation efforts include: project-specific mitigation required under Massachusetts General Law (MGL) c. 30, §§ 61 (**Section 61 Findings and Mitigation Commitments**) for projects required to prepare a state EIR; community commitments; and other environmental measures. For more information on Project Mitigation, see **User’s Guide, Section U10**.

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Project Mitigation 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 continues to track its mitigation commitments, and report their status in the EDR. As of December 2024, four projects at Logan Airport have on-going Section 61 commitments. 

1.3.10 Sustainability and Climate Resilience

Chapter 11, *Sustainability and Climate Resilience* details Massport’s proactive sustainability and resiliency programs as well as community initiatives, such as the Airport’s open spaces and edge buffers initiatives. An overview and update on Massport’s commitment to achieving **net zero emissions**, as described in Massport’s Roadmap to Net Zero program, is provided in this chapter. An analysis on Logan Airport’s climate hazard exposure projected for 2030 and 2050 is also included in Chapter 11 alongside Massport’s approach to mitigate climate change impacts through resiliency programs.

Sustainability and Climate Resilience Key Findings	
Massport created the Office of Climate Innovation and Resilience (OCIR) to lead environmental and climate action at Massport, in collaboration with several key departments. The OCIR also leads Massport’s Roadmap to Net Zero program, which recently launched a website to track progress on the Roadmap to Net Zero. The website (https://www.massport.com/environment/roadmap-to-net-zero) provides the public with relevant background, data, and regular updates on key projects all in one place.	Massport continued its transition to electric vehicles (EVs) by acquiring 34 more electric or hybrid vehicles in 2024, increasing the share of electrified vehicles to 20 percent of the fleet. These new EVs include two electric buses for airside passenger transport in 2024 and an electric street sweeper in 2023, advancing the use of heavy-duty EVs in its operations. 
In 2023, Massport launched a pilot Renewable Diesel program to evaluate the widespread use of renewable diesel as a cleaner alternative to conventional diesel in its fleet of medium- and heavy-duty vehicles, including buses. 	Massport published major updates to its Sustainability Design Guidelines (SDGs) and Floodproofing Design Guide, enhancing the Roadmap to Net Zero and climate resiliency objectives through accessible standards and policy.