



4. Airport Planning

Logan Airport is constantly evolving and adapting to changing aviation transportation needs, updating and upgrading aging buildings and infrastructure, enhancing safety, improving operational efficiencies, and reducing environmental impacts. See **User's Guide Section U4.1** for Massport's strategy towards planning. This chapter discusses the status of Massport's recently completed or on-going projects and Airport-wide planning and development initiatives as of the end of 2024.

User's
Guide
Section
U4.1

The projects and initiatives discussed in this chapter are organized by Airport location. These areas include the terminals, landside service facilities that support aviation activities, ground transportation access and parking, and the airfield with its **airside** facilities. See **User's Guide, Section U4.2**, for further explanation on the activities within these different areas. **Table 4-1** presents a brief overview of planning initiatives and on-going projects, as well as projects planned for the near future. These Projects are mapped in **Figure 4-1**. Where relevant, a discussion of Airport-wide initiatives is also included.

User's
Guide
Section
U4.2

Additional details on the Airport's transportation-related projects and planning concepts can be found in Chapter 6, *Ground Access*. Airport projects related to energy, **sustainability**, and **resiliency**, as well as Airport buffers and open space programs, are discussed in Chapter 11, *Sustainability and Climate Resilience*. Massport and tenant projects that trigger review thresholds under the **Massachusetts Environmental Policy Act (MEPA)** or the **National Environmental Policy Act (NEPA)** must undergo the appropriate, project-specific state **MEPA review**, federal NEPA review, or both. These projects and their associated mitigation requirements are discussed in Chapter 10, *Project Mitigation*.

This chapter reviews current and planned projects for:

- Ground Transportation and Parking Areas
- Terminal Areas
- Airside Areas
- Service Areas

2023 Airport Planning Key Findings

The following details key findings for Airport Planning in 2023:

- As part of the Logan Airport Parking Project, Massport began preliminary design for adding approximately 4,000 garage parking spaces across from Terminal E, to encourage long-term parking at the Airport, and reduce overall drop-off and pick-up trips.
- The Terminal C Canopy, Connector, and Roadway Projects achieved **Leadership in Energy and Environmental Design (LEED®)** Gold certification from the U.S. Green Building Council (U.S.GBC), and upgrades to the associated roadways were completed.
- In October, four new gates opened as part of the Terminal E Modernization project.
- The Runway 15R-33L Rehabilitation Project was completed in November after permits, including a NEPA **Categorical Exclusion (CATEX)**, were issued by federal, state, and local regulatory agencies.
- A MEPA Certificate was issued for the **Final Environmental Impact Report (FEIR)** for the Runway 27 End **Runway Safety Area (RSA)** Improvement Project, and the **Federal Aviation Administration (FAA)** issued a **Finding of No Significant Impact (FONSI)** for the **Environmental Assessment (EA)**.

2024 Airport Planning Key Findings

The following details key findings of Airport Planning in 2024:

- Preliminary design work began on the Prescott Street Public Safety Building (PSB). This project will consolidate public safety and security personnel within a state-of-the-art operations and situational awareness center, allowing for integrated incident dispatch and response.
- Design began on the Danvers **Logan Express** (formerly Peabody) location, and construction began on the Framingham Logan Express garage additions. These will facilitate and promote **high-occupancy vehicle (HOV)** and public transit ridership.
- Construction started on the FAA Air Traffic Control Tower (ATCT) to accommodate FAA NextGen equipment.

Table 4-1 Logan Airport Short- and Long-Term Planning Initiatives

ID	Project	Status 2022 Year End	Status 2023 Year End	Status 2024 Year End	Anticipated Construction Completion
Ground Access Projects and Planning Concepts					
1	Terminal E Grage	Permitted	Preliminary Design	Pre-Construction	2028
2	Airport-wide Ride App Infrastructure Improvements and Policy	On-going	On-going	On-going	On-going
3	Danvers Logan Express	N/A	Design	Under Construction	2027
4	Braintree Logan Express	N/A	Feasibility	Feasibility	2030
5	Framingham Logan Express Expansion	Permitted	Design	Under Construction	2025
6	Terminal B Garage Rehabilitation	N/A	Design	Design / Under Construction	2026
Terminal Area Projects and Planning Concepts					
1	Terminal C Canopy, Connector, and Roadway Projects	Under Construction	Complete (2023)	N/A	2023
2	Terminal E Modernization (Phase 1: 4 gates / Phase 2: 3 gates)	Phase 1: Under Construction Phase 2: Permitted	Phase 1: Opened Phase 2: Deferred	Phase 2: Deferred	2023
3	NextGen Air Traffic Control Tower (ATCT) Improvements	N/A	Planning	Under Construction	2026
4	Terminal C Improvements	Feasibility / Planning	Preliminary Design	Permitting / Design	2029
5	Terminal A to B Airside Connector	Feasibility / Planning	Feasibility / Planning	Permitting / Design	2028
6	Central Heating Plant (CHP) Upgrade	Feasibility	Feasibility	Feasibility	On-going
Airside Projects and Planning Concepts					
1	Runway 15R-33L Rehabilitation Project	Permitting / Under Construction	Complete (2023)	N/A	2023
2	Taxiway B North Rehabilitation	N/A	Design	Complete (2024)	2024
3	Runway 9-27 RSA Improvement Project	Planning / Permitting	Permitting / Design	Permitting / Design	2026
4	Runway 4R-22L Lighting Upgrade to LED and Circuitry Replacement	Planning / Permitting	Design	Under Construction	2025
5	Taxiway B East and South Rehabilitation	N/A	N/A	N/A	2026
6	Taxiway M North Rehabilitation and Geometry Improvements	N/A	N/A	N/A	2029
7	Taxiway N Rehabilitation	N/A	Design	Under Construction	2025

Table 4-1 Logan Airport Short- and Long-Term Planning Initiatives

ID	Project	Status 2022 Year End	Status 2023 Year End	Status 2024 Year End	Anticipated Construction Completion
8	Airside Energy Optimization Program	N/A	Feasibility	Feasibility	On-going
Service Area Projects and Planning Concepts					
1	Additional Jet Fuel Tank	Under Construction	Under Construction	Under Construction	2026
2	North Service Area Optimization	Feasibility	Planning	Planning / Permitting	On-going
3	Prescott Street Public Safety Building	Feasibility / Planning	Planning / Programming	Permitting / Design	TBD
4	North Cargo Through-put Facility	Feasibility / Planning	Feasibility / Planning	Feasibility / Planning	TBD

Notes: Details of each project or planning concept are provided in the sections that follow. On-going anticipated construction completion denotes multi-component programs or projects.

N/A Not applicable

TBD To be determined

1 Not applicable; the project and initiative are either Airport-wide or a location has yet to be identified.



Figure 4-1 Location of Airport Projects and Planning Concepts

2023/2024 Environmental
Data Report

- Ground Access Project
- Terminal Area Project
- Airside Project
- Service Area Project
- Terminal Buildings
- Parking Facilities
- Service Areas



4.1 Ground Access Planning

Ground access and parking planning goals focus on enhancing Airport roadway operations, safety, and reducing traffic congestion, while also promoting more sustainable transit options. Related projects often involve strategic expansions and renovations to accommodate increased demand, improve infrastructure, and alleviate congestion. Key objectives include optimizing vehicle and pedestrian circulation, enhancing public transportation options, coordinating Ride App and shared ride services, and reducing emissions by integrating sustainable practices. The following sections discuss how current projects and planning initiatives achieve these objectives. **Figure 4-2** illustrates Airport Ground Access Projects and Planning Concepts. Massport's long-standing Parking Management Strategy focuses on parking supply, pricing, and operations to promote the use of HOV, transit, and shared-ride services, thereby reducing environmental impacts.



Figure 4-2 Location of Ground Access Projects/Planning Concepts



4.1.1 Terminal E Garage

The updated project now calls for approximately 4,000 commercial revenue spaces within a new garage in front of Terminal E (see 1 in **Figure 4-2**). New pedestrian bridges will connect the Terminal E Garage to the northwestern side of Terminal C, and to the west side of Terminal E.

- The existing pedestrian bridge between the West Garage and Terminal E will be dismantled, and the new bridges will be integrated into the garage floor plan to allow for better vehicular and pedestrian circulation.
- A vehicular bridge will connect the West Garage to the new garage.

Several roadway enhancements are necessary to facilitate this project. These enhancements will also benefit the campus-wide roadway system. Proposed roadway and curbside reconfigurations will improve vehicle access, particularly for HOVs, at the curb; minimize dwell and idling time; and reduce overall emissions.

In 2017, the **Massachusetts Department of Environmental Protection (MassDEP)** and the United States Environmental Protection Agency (U.S.EPA) approved an amendment to the **Logan Airport Parking Freeze** to add 5,000 parking spaces at Logan Airport. The new garage (as shown in **Figure 4-2** as 1) continues to comply with the Logan Airport Parking Freeze, while allowing Massport to recover 2,000 lost spaces formerly located in the Central Garage and Terminal B Garage. HOV and Ride App initiatives at Terminal B and Terminal C displaced these spaces. As of this filing, Logan Airport is more than 7,000 commercial spaces below the Logan Airport Parking Freeze limit and following construction of the garage will remain approximately 3,000 commercial spaces below the parking freeze limit. Construction of the garage is anticipated to be complete in 2028.

2023 Project Status

In late 2023, the preliminary design process for the Terminal E Garage began. As activity levels rebounded following the pandemic, Massport has reaffirmed that additional parking spaces are needed to encourage long-term, on-Airport parking, rather than two trips for both drop-off and pick-up. Before filing the 2022 *ESPR*, the Secretary of the **Executive Office of Energy and Environmental Affairs (EEA)** affirmed that the Secretary's Certificate on the FEIR remains valid for the project as currently planned.

2024 Project Status

The preliminary design continued throughout 2024 in preparation for construction, which began in 2025.

4.1.2 Airport-wide Ride App Infrastructure Improvements and Policy

Massport's plan to manage increasing Ride App service use more efficiently includes the **Ride App Rematch Program**, changes to the Ride App fee structure to encourage shared rides and competition between modes, and optimizing Ride App operations on campus to reduce deadhead activity. The Airport-wide Ride App Infrastructure Improvements and Policy is an on-going program designed to enhance Massport's capacity to meet the increasing demand for Ride App services. In 2024, Logan Airport had the highest use of Ride App with nearly 5 million drop-offs and almost 4 million pick-ups. Additional details on Ride App management can be found in Chapter 6, *Ground Access*, Section 6.4.

2023 Project Status

A new EV charging infrastructure was added to the Ride App lot near the Rental Car Center in 2023.

2024 Project Status

Massport continued to evaluate the effectiveness of the existing Ride App infrastructure and policy in 2024 to inform future improvements.

4.1.3 Danvers Logan Express

The proposed Danvers Logan Express facility will replace the temporary North Shore Logan Express facility at the Liberty Tree Mall. The project proposes to reconfigure existing parking lots in Danvers and

construct a new, approximately 5,400 square-foot building. The project would include long-term and short-term parking areas, a bus lane, a pick-up/drop-off area, walkways, landscaping, and various other site improvements. The long-term parking area will include approximately 530 parking spaces, while the short-term parking area adjacent to the building will include approximately 20 parking spaces. The new building will house a public waiting area lobby, a ticketing office, a manager's office, a break room, restrooms, and support spaces. Construction of the surface lots was completed, with the building's construction anticipated to be completed by 2027.

2023 Project Status

The Logan Express site was relocated from Peabody to Danvers in 2023. Design and feasibility for the new facilities were on-going during 2023.

2024 Project Status

Site design and permitting were on-going in 2024, with an anticipated construction start for this work in 2025 and completion in 2026.

4.1.4 Braintree Logan Express Garage

To meet parking demand, Massport is proposing the construction of a garage and new terminal building at the existing Braintree Logan Express site, the busiest of Massport's four Logan Express sites. These additions would allow for increased HOV capacity for passengers and Airport employees. The proposed garage would incorporate sustainability and resiliency features, including **solar photovoltaic (PV)** systems and flood protection measures, and would pursue **ParkSmart®** Certification.

2023 Project Status

Feasibility studies for the project were conducted in 2023.

2024 Project Status

Preliminary design and initial permitting began in 2024. Permitting is anticipated to continue into 2025, with construction scheduled to start in 2026 and expected to be completed by 2030.

4.1.5 Framingham Logan Express

The Framingham Logan Express passenger demand continues to exceed the existing garage's capacity. Massport is in the process of adding three new levels to the existing four-story garage, which will provide capacity for 2,037 spaces once complete. The project will also incorporate sustainable design elements to the maximum extent practical. The new garage will feature **electric vehicle (EV)** charging equipment and aims to achieve ParkSmart® Silver Certification.

2023 Project Status

The project is in the permitting and design phase.

2024 Project Status

Construction of the project began in 2024, with an anticipated completion date of 2025.

4.1.6 Terminal B Garage Rehabilitation

The project will enhance passenger flow, operational efficiency, and accessibility at the Terminal B Garage (see 6 in **Figure 4-2**) through a series of upgrades. These upgrades include reconfiguring the garage and passenger areas, such as installing temporary passenger zones at Piers A and B, relocating the existing taxi stand, and adjusting Level 2 curbside allocations for limousine pick-ups. Other improvements involve permanent reconfigurations with concrete islands, curbside adjustments for buses and taxis, and various accessibility enhancements. Additionally, the project addresses structural repairs and comprehensive concrete and roadway repairs to ensure safe and seamless operations.

2023 Project Status

Design began in 2023 and progressed throughout the year.

2024 Project Status

Design and construction elements were on-going throughout 2024. In November 2024, passenger pick-up and bus loading areas were separated from each other. Sidewalk accessibility upgrades and garage structural repairs are anticipated to begin in 2025, with construction expected to be complete by 2025.

4.2 Terminal Area Planning

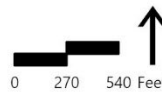
The terminal area at Logan Airport accommodates most passenger functions, including the passenger terminals, terminal area roadways, central parking facilities, and the Hilton Hotel. **Terminal area planning** projects are designed to modernize and enhance Airport facilities, improving the passenger experience, operational efficiency, and safety while integrating sustainable and resilient practices. These projects often involve infrastructure upgrades, new construction, and reconfigurations to optimize terminal access, circulation, and amenities in response to existing passenger activity levels. Key goals include enhancing connectivity between terminals, upgrading roadways and curbsides, and incorporating environmental initiatives to support sustainability targets. The following sections present information on the status of the on-going terminal area project and planning concepts, which are illustrated in **Figure 4-3**.



Figure 4-3 Location of Terminal Area Projects/Planning Concepts

Terminal Buildings
 Parking Facilities
 Terminal Area Project

Notes: Status as of 12/2024
Source: Nearmap (October 2024)



4.2.1 Terminal C Canopy, Connector, and Roadway Projects

Massport improved Terminal C facilities by providing a post-security connector between Terminal B and Terminal C, replacing aging roadways, enhancing Terminal C curb operations, and replacing the departures level canopy (see 1 in **Figure 4-3**). As part of these improvements, passenger cars are separated from buses at the roadway curbsides on the arrivals level at Terminal C to prioritize higher HOV modes on transit. The project also includes new pavement markings, wayfinding signage modifications, lighting upgrades, and comprehensive structural repairs.

2023 Project Updates

Prior components of the project were completed in 2022. The roadways were completed, and the project achieved LEED® Gold certification in 2023.

4.2.2 Terminal E Modernization

The Terminal E Modernization Project includes three gates originally approved in 1996, but never constructed, as well as an additional four gates (see 2 in **Figure 4-3**). The building is aligned to function as a noise barrier and includes new passenger areas and hold rooms. The project includes sustainability features and is anticipated to achieve a minimum of LEED® Gold certification from the U.S.GBC. The project includes integrated photovoltaics, optimal harvesting of daylight all year round, a well-insulated **building envelope**, recycled materials incorporated throughout, renewable energy sources that are used along with advanced building systems, including a solar-ready roof, which supports the *Roadmap to Net Zero by 2031* (Net Zero by 2031) goals to reduce **greenhouse gas (GHG)** emissions.

2023 Project Status

Initial construction of Phase 1 began in 2019, with the four gates opening in October 2023.

2024 Project Status

Phase 2 of the project, which proposed including three additional gates and a direct pedestrian connection to the Blue Line Airport Station, remains deferred. Internal enhancements to Terminal E were on-going in 2024.

4.2.3 Air Traffic Control Tower Improvements

The Logan Airport ATCT began service in the early 1970s and is currently the second-oldest in the FAA system, serving an airport of Logan Airport's size (see 3 in **Figure 4-3**). While there have been various renovations over the tower's lifespan, the over 50-year-old, mission-critical building requires renovations, repairs, and system modernization to improve Airport safety and operations. The project will construct approximately 6,500 square feet to accommodate FAA NextGen equipment between the existing ATCT pylons for use by the FAA and Massport. Construction is anticipated to commence in 2025, with completion scheduled for 2026.

2024 Project Status

Feasibility and planning were initiated in 2024.

4.2.4 Terminal C Improvements Program

The Terminal C Improvements Program encompasses projects at multiple discrete areas of Terminal C (see 4 in **Figure 4-3**). The program aims to improve passenger and operational efficiency. The existing Terminal C Main Checkpoint area, which serves as the circulation point for departing passengers before security screening, will be reconfigured to accommodate current passenger activity levels more effectively, as well as to create a new jetBlue airline passenger club space in place of the existing pre-security concessions space. The C3 Club Addition includes the construction of a two-story club space. Massport is targeting a U.S.GBC LEED® Gold certification level for the C3 Club. The Terminal C to E Connector would widen and modernize an existing corridor connecting the two terminals to provide better passenger circulation. Additionally, the connector would include a connection point to a pedestrian bridge from the Terminal E Garage. The Terminal C to E Connector portion of the Terminal C Improvements has been deferred. The Terminal C Improvements Program includes other smaller projects, such as bathroom renovations and interior work, aimed at improving passenger and operation efficiency. Construction is anticipated to be completed by 2029.

2023 Project Status

Initial planning and preliminary design for the project began in 2023.



*Terminal E Modernization Opening
(October 2023).*

2024 Project Status

Permitting and design continued throughout 2024. Massport coordinated with both the MEPA Office and the FAA about the permitting needs for the project. It was determined that the FAA did not have implementing authority over the project, and no MEPA thresholds would be exceeded. Because portions of the building are over 50 years old, a Project Notification Form for all components of the Project was submitted to the Massachusetts Historical Commission (MHC) in December 2024. The MHC, as determined in a letter sent to Massport in January 2025, concluded that the Project is unlikely to impact significant historic or archaeological resources.

4.2.5 Terminal A to B Airside Connector

Massport is considering a post-security connector between Terminals A and B as a part of an Airport-wide effort to enhance post-security terminal connectivity (see 5 in **Figure 4-3**). The Project is not currently in the five-year Capital Program; construction is anticipated to be completed by 2028.

2023 Project Status

Consideration of the Terminal A and Terminal B airside connector is on-going. The Project is currently in the feasibility and planning stages.

2024 Project Status

The Project began permitting and design in 2024.

4.2.6 Central Heating Plant Upgrade

Massport is evaluating the feasibility of upgrading the Central Heating Plant (CHP) to enhance its operational efficiency. (see 6 in **Figure 4-3**)

2023 Project Status

Studies to consider the conversion or retrofitting of the CHP were on-going in 2023. The study also considered the connections and equipment serving the terminals and other Airport buildings.

2024 Project Status

Feasibility studies were on-going in 2024.

4.3 Airside Planning

Airside planning projects focus on enhancing the operational efficiency, safety, and sustainability of the airside. These projects often involve runway and taxiway rehabilitations, as well as lighting and signage upgrades, conducted to comply with FAA standards. Key goals include enhancing infrastructure to meet current aviation demands and ensuring safe and efficient **aircraft operations**. The following sections describe on-going projects and planning initiatives related to airside planning as illustrated in **Figure 4-4**.

4.3.1 Runway 15R-33L Rehabilitation Project

Last rehabilitated in 2021, Runway 15R-33L (see 1 in **Figure 4-4**) was further improved in accordance with FAA standards and the **Runway Incursion Mitigation (RIM) Study**. Improvements included repaving intersections with Runways 4L-22R and 4R-22L, rehabilitation of runways and taxiways, modifications to taxiway pavement geometry at or near Runway 15R-33L, and upgrades to runway and taxiway lighting, pavement markings, and pavement sensors.

2023 Project Status

Massport prepared a CATEX and submitted it to the FAA in 2023. During the NEPA review process, Massport coordinated with applicable federal, state, and local agencies and obtained the appropriate approvals. Construction was completed in November 2023.

4.3.2 Taxiway B North Rehabilitation

Massport is rehabilitating the northern portion of Taxiway B, extending it north to continue compliance with FAA standards (see 2 in **Figure 4-4**).

2023 Project Status

Design began in 2023 for the taxiway rehabilitation.

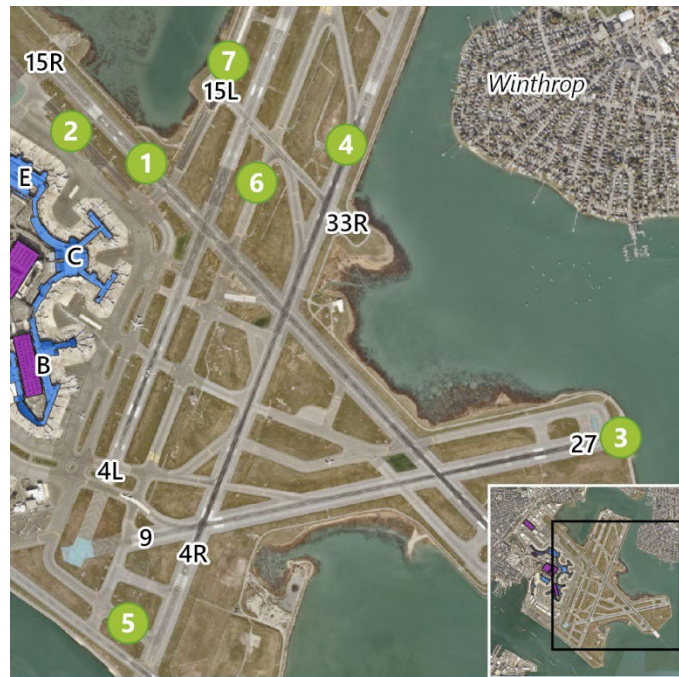


Figure 4-4 Location of Airside Projects/Planning Concepts

■ Terminal Buildings ● Airside Project
■ Parking Facilities

Notes: Status as of 12/2024
 Source: Nearmap (October 2024)



2024 Project Status

Massport prepared a CATEX and submitted it to the FAA in the summer of 2024. During the NEPA review process, Massport coordinated with applicable federal, state, and local agencies and obtained the necessary approvals. Construction was completed in the fall of 2024.

4.3.3 Runway 27 End RSA Improvement Project

The RIM Study evaluated multiple alternatives for Runway 27 End RSA (see 3 in **Figure 4-4**) enhancements and recommended construction of a pile-supported deck over Boston Harbor at the approach-end of Runway 27, with an **Engineered Materials Arresting System (EMAS)** to meet the FAA safety requirements. While the deck minimizes significant impacts, unavoidable impacts to coastal resources are expected; a comprehensive mitigation program has been developed for an adjacent site within Boston Harbor. Refer to Chapter 10, Section 10.3 for the mitigation measures associated with the project. Construction is began in 2025, with completion expected in 2026.

2023 Project Status

A joint Draft EA/FEIR was filed with the FAA and MEPA at the end of 2022. Consequently, a MEPA Certificate was issued for the FEIR in January 2023, directing the project to proceed with permitting. A Final EA was filed with the FAA, and a FONSI was issued in March 2023.

2024 Project Status

Throughout 2024, the project proceeded with federal, state, and local environmental permitting. While permitting was on-going, the Design-Build entity for the project was selected in December 2025. In April 2025, a **Notice of Project Change (NPC)** was filed with MEPA due to design changes associated with two proposed emergency access/egress ramps, which resulted in an expansion of the work limits and increased impacts on coastal resources. Massport Fire Rescue confirmed the need for the extended emergency access ramps to function effectively during all tide conditions in the event of an emergency. The Secretary of EEA issued a Certificate for the NPC in June 2025, stating that no further MEPA review was necessary and that permitting could proceed. Coordination with federal, state, and local agencies regarding the Project Change is on-going, and permitting concluded in 2025 with Project construction beginning in 2025.

4.3.4 Runway 4R-22L LED Lighting Upgrade and Circuitry Replacement

Massport is making improvements including lighting upgrades, duct bank installation, and operation system to Runway 4R-22L to comply with FAA standards (see 4 in **Figure 4-4**). Improvements are anticipated to be completed in 2025.

2023 Project Status

Design began in 2023 for the runway lighting upgrades.

2024 Project Status

Construction of the upgrades began in 2024.

4.3.5 Taxiway B East and South Rehabilitation

Massport is planning the rehabilitation of Taxiway B East and South to maintain compliance with FAA Part 139 requirements (see 5 in **Figure 4-4**). This pavement was last rehabilitated in Fall 2016. This project will also include the replacement of the centerline lighting infrastructure. Construction is anticipated for completion in 2026.

2023 Project Status

Planning for the project was on-going in 2023.

2024 Project Status

Planning for the project was on-going in 2024.

4.3.6 Taxiway M North Rehabilitation and Geometry Improvements

This project will rehabilitate Taxiway M north of Runway 15R-33L (see 6 in **Figure 4-4**). This taxiway was constructed in 2010 and needs to remain in compliance with FAA Part 139 regulations. As part of this project, geometry improvements on the north side of the airfield are being considered, which shift current Taxiways R and Y to meet FAA design requirements. Construction is anticipated for completion in 2029.

2023 Project Status

Planning was on-going in 2023.

2024 Project Status

Planning was on-going in 2024.

4.3.7 Taxiway N Rehabilitation

Massport is rehabilitating Taxiway N to comply with FAA standards. Improvements include Taxiway N (see 7 in **Figure 4-4**) from Runway 15R-33L to Runway 22L. Construction is anticipated to be completed in 2025.

2023 Project Status

Design and permitting were initiated and completed in 2023.

2024 Project Status

Construction commenced in 2024.

4.3.8 Airside Energy Optimization Program

To support fleet transition of airline and associated ground service equipment towards electrified options, Massport plans to add additional electrical Ground Support Equipment (eGSE) charging stations at gates and at strategic locations around the airfield.

2023 Project Status

Feasibility for future phases was on-going in 2023.

2024 Project Status

Feasibility for future phases was on-going in 2024.

4.4 Service Area Planning

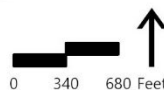
Logan Airport's service areas contain airline support operations and businesses. Land use in these service areas continues to evolve in response to changing airline business, customer, and tenant needs. Massport continues to explore ways to use the limited land resources in these service areas efficiently. The service



Figure 4-5 Location of Service Area Projects/Planning Concepts



Notes: Status as of 12/2024
Source: Nearmap (October 2024)



areas at Logan Airport are shown in **Figure 4-1** and are described within **User's Guide, Section U4.2.4**. Massport and Logan Airport tenants are proposing projects or exploring planning concepts to modernize and implement future improvements in these areas. The following sections present information on the status of each on-going project and planning concept in the service areas.

4.4.1 Additional Jet Fuel Tank

Massport is enhancing the existing jet fuel storage and distribution system by installing an additional jet fuel storage facility in the North Service Area (NSA) (see 1 in **Figure 4-5**). The functions, facilities, and land use in the project area will remain generally consistent.

2023 Project Status

Construction of the tank adjacent to the existing tanks and fuel distribution facilities began in 2022 and continued through 2023.

2024 Project Status

Construction of the tank continued throughout 2024, with an anticipated completion of 2026.

4.4.2 North Service Area Optimization

The NSA Optimization encompasses multiple projects aimed at increasing efficiency, updating existing facilities, and enhancing mobility and resiliency within the area. This includes demolition of antiquated maintenance, support buildings, and hangar and construction of a consolidated large vehicle maintenance facility, rehabilitation of Green Bus Depot, consolidated ramp, and new fixed based operator (FBO) building. Massport is studying the relocation of its existing Green Bus Depot operations from the NSA to the southwest service area (SWSA) (see 2 in **Figure 4-5**) to support the transition to an electric fleet, as part of Net Zero by 2031. Construction is anticipated to begin in 2026 with completion by 2028.

2023 Project Status

Massport evaluated the decommissioning of old buildings and reorganization and consolidation of new and repurposed buildings, including the Green Bus depot. This includes enhancing the existing aircraft parking ramp. A feasibility study considering these changes was underway in 2023.

2024 Project Status

Feasibility studies for the reuse of the existing building and current operations continued with initial planning beginning in 2024

4.4.3 Prescott Street Public Safety Building

The Prescott Street Public Safety Building (PSB) (see 3 in **Figure 4-5**) is designed to enhance coordination and communication among emergency responders and public safety staff, facilitating faster and more effective emergency and incident response. The proposed PSB would consolidate staff and functions from adjacent existing buildings, including the Massachusetts State Police Troop F and the Transportation Security Administration (TSA) building, as well as the State Police K9 Facility. Other functions would be relocated from around Logan Airport to the proposed PSB, including Massport Police dispatch communications and building control, a data center, an emergency operations center, and a ground transportation operations center. The Project is currently deferred.

2023 Project Status

Feasibility studies were on-going in 2023.

2024 Project Status

Preliminary design and planning began in 2024.

4.4.4 North Cargo Through-put Facility

Massport is considering the construction of a cargo throughput facility in the North Cargo area (see 4 in **Figure 4-5**) to improve cargo processing and reduce airside traffic by facilitating the transfer of goods from aircraft to transfer points for future distribution.

2023 Project Status

Feasibility and planning for the project were on-going in 2023.

2024 Project Status

Feasibility and planning for the project were on-going in 2024.