



5. Regional Transportation

This chapter examines Logan Airport's role as a key component of New England's intermodal transportation system, the range of air travel options for the region, and how changes within the regional transportation system impact passenger activity, operations, and planning considerations for Logan Airport. This chapter also summarizes aviation activity in 2023 and 2024 across other New England regional commercial passenger airports, including passenger and flight activity, on-going projects to upgrade those facilities, and their long-range plans.¹ A year-over-year comparison of **passenger counts** and **aircraft operations** from 2022 to 2023 and then from 2023 to 2024 is provided to show relative changes over the reporting timeframe, with 2000 and 2019 data included as a benchmark reference year.

New England Regional Airports consist of the following 11 airports:

Massport's Airports

- Boston Logan International Airport (BOS)
- Worcester Regional Airport (ORH)
- Laurence G. Hanscom Field (BED)

Other New England Regional Airports

Connecticut:

- Tweed-New Haven Airport (HVN)
- Bradley International Airport (BDL)

Maine:

- Bangor International Airport (BGR)
- Portland International Jetport (PWM)

Rhode Island:

- Rhode Island T.F. Green International Airport (PVD)

New Hampshire:

- Portsmouth International Airport (PSM)
- Manchester-Boston Regional Airport (MHT),

Vermont:

- Patrick Leahy Burlington International Airport (BTV)

¹ Logan Airport passenger activity levels and aircraft operations are reviewed in Chapter 3, *Activity Levels*.

2023 Regional Transportation Key Findings

The following details key findings of the regional transportation system in 2023:

- New England Regional **air passenger** activity, excluding Logan Airport, rebounded to 97.2 percent of 2019 levels, marking a 10.1 percent rise from 2022, driven primarily by domestic travel demand. Logan Airport registered a 6.5 percent increase in passenger volumes, maintaining its position as the dominant hub, handling more than twice the passenger volume of the other 10 regional airports combined.
- Regional transportation is driven by the local economic conditions within the region, and Massachusetts continued to experience robust economic growth, supported by a strong labor market and easing inflation. The unemployment rate in Greater Boston was notably low at 3.3 percent. Massachusetts maintained its 46 percent share of New England's total population, and the Logan Airport **catchment area** continued to show steady population growth of 0.5 percent per year since 2000.
- Among the 10 regional airports, aircraft operations showed a shift in trends, with a four percent increase in commercial flights and a nearly 10 percent decline in military operations. Logan Airport optimized efficiency by using higher-capacity aircraft, averaging 103 passengers per operation.
- Amtrak rail services experienced a substantial, 25.7 percent increase in ridership from Boston-area stations compared to 2022, with strong performance across the four routes servicing the Greater Boston area, indicating robust rail travel demand.

2024 Regional Transportation Key Findings

The following details key findings of the regional transportation system in 2024:

- The 10 New England regional airports, excluding Logan Airport, exceeded 2019 passenger volumes by 4.3 percent. Logan Airport contributed 71 percent of the region's air traffic. Total passenger activity, including Logan Airport, grew by 6.8 percent from the previous year.
- Massachusetts' economy grew by 1 percent, maintaining stability. However, Greater Boston's unemployment rate rose slightly to 3.6 percent, but remained below the State and national averages.
- Total aircraft operations increased by 3.7 percent, highlighted by a 60 percent increase in military activities, while **general aviation (GA)** saw a 2.9 percent decline. This shift signifies a change in operational strategies at regional airports.

Excluding Logan Airport, the 10 other New England regional airports served over 17.8 million passengers in 2024.

- Multiple airports began major infrastructure projects and expanded terminals to enhance passenger services and experiences. Bangor International Airport's \$59 million terminal and runway improvements, which are expected to be completed in 2025, illustrate the region's substantial investment in capacity and service enhancements.



Figure 5-1 New England Regional Transportation System

2023/2024 Environmental
Data Report

-  Large Hub
-  Nonhub
-  Acela/Northeast Regional
-  Medium Hub
-  General Aviation
-  Downeaster
-  Small Hub
-  Lake Shore Limited



5.1 New England Regional Airports

The New England region has a system of 10 secondary commercial service airports and GA regional airports, as illustrated in **Figure 5-1**, with Logan Airport anchoring as the primary international gateway and significant commercial hub for New England's primary domestic **origin and destination (O&D)** market.² Smaller commercial service and GA airports across the region serve as **reliever airports**, which accommodate the remaining passenger demand. In addition to airports shown in **Figure 5-1**, tertiary airports in New England also serve isolated communities where air operators offer **air taxis**, seasonal, or niche commercial air services.³ The following sections focus on the activity and operational levels of the 10 secondary commercial service and GA airports that support the majority of operations and passengers in New England, outside of Logan Airport.

5.2 Regional Economic Growth's Relationship to Logan Airport

Boston leads the nation in technology jobs per capita as well as share of residents over the age of 25 with advanced degrees.

Massachusetts' economy is anchored by technology, healthcare and social assistance, education, and the Boston biotechnology sector. The State ranks third nationally for employment in education and second overall for employment in healthcare, with Boston recognized as a top global innovation hub.⁴ Boston continues to rank fourth for innovation and third for talent concentration.⁵ Massachusetts has the world's second-highest

concentration of tech talent and leads in life sciences. Massachusetts-based companies saw an increase in initial public offerings in 2024 compared to the previous year. Other cities, such as Waltham and Watertown, also experienced increases in funding for their local biotech companies, signaling that the industry is continuing to grow within the region.⁶

While some Massachusetts biomanufacturing companies have emerged financially since the pandemic, it remains unclear how those companies may respond to tariff disruptions and announcements, as they may impact changes in drug pricing and supply chain disruptions in the U.S.⁷

Given the strong presence of high-income, knowledge-based industries, employees in these sectors are more likely to rely on air travel for both business and leisure purposes. As a result, the economic health

2 A strong O&D market like Boston generates significant local passenger demand, with many passengers starting their journey and ending their journey in that market.

3 Tertiary airports are not included in Figure 5-1.

4 U.S. News & World Report 2024. Massachusetts. <https://www.usnews.com/news/best-states/massachusetts>

5 JLL's Innovation Geographies 2024, "Innovation is solidifying its dominance as an economic engine," January 2024. <https://www.jll.com/en-us/insights/innovation-geographies>

6 Axios "Boston's life sciences industry looks to rebound in 2025" January 2025. <https://www.axios.com/local/boston/2025/01/09/massachusetts-biotech-pharma-outlook>

7 Fierce Biotech "Moderna targets \$1.1B in R&D spending cuts, drops 5 programs amid profitability pressures" September 2024. <https://www.fiercebiotech.com/biotech/moderna-targets-11b-rd-spending-cut-drops-5-programs-amid-profitability-pressures>

and growth of these industries directly influence passenger demand and traffic growth at Logan Airport. The following sections outline the regional population shifts and unemployment rates influenced by these economic shifts in 2023 and 2024, shown in **Figure 5-2**. Logan Airport, the region's predominant international airport, caters to passengers from across New England. However, most passengers reside in the five Massachusetts counties that define Logan Airport's catchment area: Essex, Middlesex, Norfolk, Plymouth, and Suffolk, which includes the City of Boston.

Logan Airport serves a growing, high-earning population, with 2024 personal income per capita within its catchment area 11 percent higher than the state average and 43 percent above the national average.⁹

5.2.1 2023 Regional Economic Characteristics

The population of the six New England states was approximately 15.1 million in 2023, representing a 0.3 percent increase since 2022 and an 8.7 percent increase since 2000. Roughly 46 percent of New England's population resides in Massachusetts. The catchment area included 4.4 million people in 2023, representing a less than 1 percent increase from 2022 and an increase of roughly 455,000 since 2000, primarily due to regional economic growth. Further information on population trends in the catchment area is in Appendix G, *Regional Transportation Supporting Documentation*.

In 2023, Massachusetts' economy continued to show robust growth, supported by a strong labor market, low unemployment, and declining inflation. Although the national economy occasionally outpaced the State's quarterly economic growth, both economies grew in tandem. In 2023, the Greater Boston area consistently maintained a lower unemployment rate compared to the State and the nation (see **Figure 5-2**). Massachusetts experienced a peak unemployment rate in April 2020, which was higher than the national unemployment rate for the same month.⁸ The State's unemployment rate fell steadily in 2021, and by 2023, unemployment stood at 3.3 percent, higher than the historic low of 2.7 percent recorded at the end of 2000.⁹

5.2.2 2024 Regional Economic Characteristics

The population of the six New England states remained steady in 2024 with 15.2 million residents, representing similar annual growth to that seen in 2023. The share of the population residing in Massachusetts remained at 46 percent in 2024. The catchment area population increased at a rate similar to that of prior years, adding less than a percentage point to a total of 4.4 million people in 2024. Further information on population trends in the catchment area is in Appendix G.

The primary catchment area for Logan Airport consists of five Massachusetts counties:

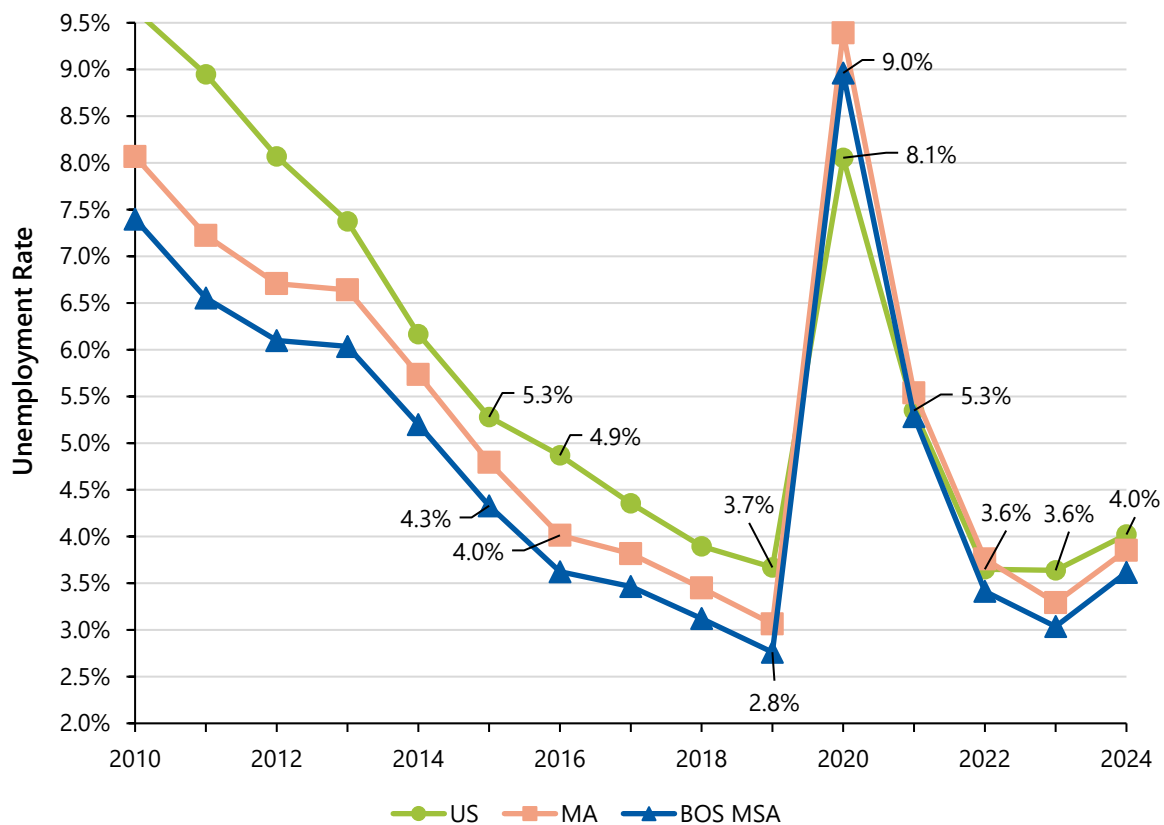
1. Essex
2. Middlesex
3. Norfolk
4. Plymouth
5. Suffolk

⁸ U.S. Bureau of Labor Statistics.

⁹ UMass Donahue Institute MassBenchmarks. Published July 2024. <https://donahue.umass.edu/our-publications/massbenchmarks2>

As of the time of this chapter's data analysis, trends seen in quarters one through three of 2024 indicated 1 percent growth in Massachusetts' economy for 2024. However, the whole year's economic development, including the fourth quarter of 2024, will be discussed in the following **Environmental Data Report (EDR)**. In 2024, the Greater Boston **Metropolitan Statistical Area (MSA)** continued to maintain a lower unemployment rate compared to the State and the nation (see **Figure 5-2**), despite a slight increase from 3.6 percent in 2023.⁹

Figure 5-2 Unemployment Rate Comparison: U.S., Massachusetts, and Boston Metropolitan Statistical Area (MSA), 2010-2024



Source: U.S. Bureau of Labor Statistics (BLS). 2024 (full year preliminary data)

Note: BOS MSA is represented as the Boston-Cambridge-Nashua, MA-NH Metropolitan New England City and Town Area, as defined by the U.S. BLS. Not seasonally adjusted

10 Woods & Poole Economics, Inc. 2024. Complete Economic and Demographic Data Source. Measured in current U.S. dollars.

5.3 New England Regional Trends

This section focuses on overall passenger and aircraft operation trends at Logan Airport and the 10 regional airports. Industry-wide, airlines are operating larger aircraft fleets and increasingly **upgauging** to accommodate more passengers per flight, thereby supporting airline economics. The average number of seats available on a given flight, or aircraft movement, has increased further in recent years as more passengers opt for **ultra-low-cost carrier (ULCC)** flights, which typically utilize aircraft with denser seat configurations, or more seats per plane. Airplanes with more **seat capacity** per flight mean fewer daily aircraft operations, or flights per day, are needed to transport the same number of people. This is especially true for leisure-oriented routes to popular vacation destinations.

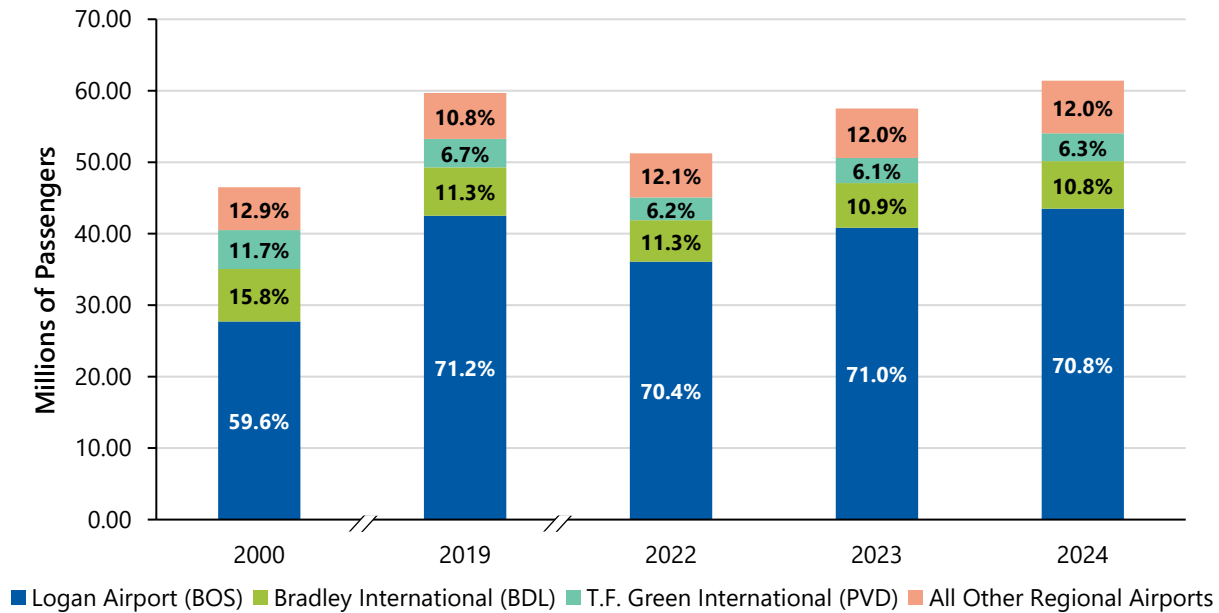
On-going airline network optimization has also improved **load factors**, resulting in a higher percentage of seats being occupied by passengers on each flight. As a result, fewer aircraft movements do not necessarily mean the airport market base is weakening; rather, it reflects an aviation industry shift toward high-capacity, more efficient operations. Logan Airport's overall air traffic increased with the addition of ULCC services from providers like Spirit Airlines (Spirit) and Frontier Airlines (Frontier), as well as the expansion of nonstop operations offered by major U.S. carriers, including Delta Air Lines (Delta), American Airlines (American), United Airlines (United), and Southwest Airlines (Southwest). In both 2023 and 2024, Logan served more than twice as many passengers as the 10 other regional airports combined. Logan Airport's passenger activity and aircraft operations are discussed in Chapter 3, *Activity Levels*. The **User's Guide, Section U3**, includes further information on the metrics used to measure passenger activity and operational trends. **Table 5-1** summarizes the passenger activity at each regional airport, and **Figure 5-3** illustrates each airport's share of New England passengers.

User's
Guide
Section
U3

5.3.1 2023 Regional Air Passenger Activity Trends

Excluding Logan Airport, regional air passenger activity was 10.0 percent greater in 2023 than in 2022. These regional airports do not offer as many international flights. They are primarily domestic service providers, so their passenger activity growth was mainly driven by the domestic travel passenger segment's sharper rebound after the early 2020s travel declines. Regionwide, including Logan Airport, total air passenger volumes increased by 12.2 percent in 2023 compared to 2022 levels. However, despite improvements, the total number of air passengers in 2023 was 3.6 percent below the 2019 levels.

Figure 5-3 Passenger Activity at Logan Airport and New England Regional Airports, 2000, 2019, 2022-2024



Source: Massport and individual airport data reports. Non-Massport airports may be based on the U.S. Department of Transportation (U.S. DOT), T-100 Database for scheduled and non-scheduled services, if direct airport records are unavailable.

Notes: Data for Logan Airport includes domestic, international, and GA passengers.

5.3.2 2024 Regional Air Passenger Activity Trends

Passenger volumes continue to grow at a modest, but slightly slower rate of 7.3 percent from 2023 to 2024. For the first time since the COVID pandemic's onset, passenger volumes surpassed 2019 passenger activity levels by 4.3 percent in 2024, indicating a return to pre-COVID conditions for air travel activity in the New England Region. See **Table 5-1** for passenger activity levels at each regional airport and the changes from 2019 activity levels.

Total air passenger traffic in 2024, including Logan Airport, increased by 6.8 percent over 2023, surpassing 2019 volumes by 2.9 percent. This regional aviation passenger growth was driven by the same trends experienced in 2023, namely, an increase in people flying domestic flights from regional airports, additional ULCC flight options, and expanded nonstop operations at Logan. As in prior years, Logan Airport continued to be the region's dominant gateway, handling 71 percent of New England's air passengers.

Table 5-1 Passenger Activity at New England Regional Airports and Logan Airport, 2000, 2019, 2022-2024

Airport	Passenger Levels (millions) ¹					2019-2024 percent change
	2000	2019	2022	2023	2024 ²	
Bradley International (BDL)	7.34	6.75	5.80	6.25	6.66	-1.4%
T.F. Green International (PVD)	5.43	3.99	3.17	3.52	3.89	-2.5%
Portland International Jetport (PWM)	1.34	2.18	1.99	2.22	2.44	11.8%
Burlington International (BTV)	0.90	1.41	1.20	1.30	1.34	-5.0%
Manchester-Boston Regional (MHT)	2.96	1.70	1.29	1.28	1.27	-25.1%
Tweed-New Haven Regional (HVN) ⁵	0.08	0.10	0.70	1.06	1.17	1,119.2%
Bangor International (BGR)	0.38	0.61	0.68	0.69	0.73	20.0%
Worcester Regional (ORH)	0.11	0.19	0.16	0.20	0.23	18.2%
Portsmouth International (PSM) ³	0.07	0.23	0.16	0.15	0.18	-23.8%
Hanscom Field (BED) ^{3,4}	0.16	0.00	0.00	0.00	0.00	0.0%
Regional Subtotal	18.77	17.16	15.15	16.67	17.90	4.3%
Logan Airport (BOS)	27.73	42.52	36.09	40.83	43.50	2.3%
Total	46.50	59.68	51.24	57.51	61.40	2.9%

Source: Massport and individual airport data reports. Non-Massport airports may be based on the U.S. Department of Transportation (U.S. DOT), T-100 Database for scheduled and non-scheduled services, if direct airport records are unavailable.

Notes: Data for Logan Airport includes domestic, international, and GA passengers.

1 Passenger levels are in millions and rounded to the hundredth place; percent change was calculated with unrounded, raw data. Passenger levels are calculated as the sum of enplaned and deplaned passengers (where available from airport records) or, for Federal Aviation Administration (FAA) enplaned passengers, multiplied by two.

2 Reflects the most updated passenger statistics for BTV, MHT, PWM, and PSM based on the latest available airport records as of March 2025.

3 A value of 0.00 indicates fewer than 5,000, but more than zero scheduled commercial passengers.

4 BED reported annual non-scheduled passenger activity via U.S. DOT T-100.

5 Avelo Airlines established HVN as its base in 2021, driving over a 1,100 percent increase in passenger traffic from 2019, when the airport served fewer than 100,000 total passengers, with only limited regional American Eagle services. In 2024, Avelo operated more than 25 nonstop routes and charter flights. Breeze Airways also launched new Florida services in December 2024.

5.3.3 Regional Airports' Aircraft Operations Trends

Table 5-2 presents aircraft operations by classification for New England's airports in 2023 and 2024. Although Logan Airport remained the region's busiest airport for aircraft movements and flights, T.F. Green International Airport (PVD), Tweed-New Haven Regional Airport (HVN), and Portland International Jetport (PWM) saw notable commercial operations growth. In contrast, airports like Worcester Regional Airport (ORH) and Portsmouth International Airport (PSM) experienced a surge in GA and military activities.

Table 5-2 Aircraft Operations by Classification for New England's Airports, 2023-2024

Airport	2023				2024				2023-2024 Percent Change			
	Commercial ¹	GA ²	Military ²	Total	Commercial ¹	GA ²	Military ²	Total	Commercial ¹	GA ²	Military ²	Total
Bradley International (BDL)	64,435	12,814	2,377	79,626	67,599	13,009	2,630	83,238	4.9%	1.5%	10.6%	4.5%
T.F. Green International (PVD)	41,647	22,840	485	64,972	47,603	23,598	791	71,992	14.3%	3.3%	63.1%	10.8%
Portland International Jetport (PWM)	31,574	21,570	842	53,986	33,908	21,104	862	55,874	7.4%	-2.2%	2.4%	3.5%
Manchester-Boston Regional (MHT)	27,634	15,337	538	43,509	28,541	13,793	793	43,127	3.3%	-10.1%	47.4%	-0.9%
Burlington International (BTV)	24,270	72,541	3,790	100,601	25,113	66,913	3,412	95,438	3.5%	-7.8%	-10.0%	-5.1%
Bangor International (BGR)	17,561	13,742	7,945	39,248	17,276	14,464	6,538	38,278	-1.6%	5.3%	-17.7%	-2.5%
Portsmouth International (PSM)	13,951	46,749	8,884	69,584	11,808	37,900	27,476	77,184	-15.4%	-18.9%	209.3%	10.9%
Tweed-New Haven Regional (HVN)	10,134	22,387	254	32,775	11,114	23,980	144	35,238	9.7%	7.1%	-43.3%	7.5%
Worcester Regional (ORH)	5,187	18,401	526	24,114	5,323	24,733	880	30,936	2.6%	34.4%	67.3%	28.3%
Hanscom Field (BED) ³	567	120,348	1,840	122,755	671	116,686	1,756	119,113	18.3%	-3.0%	-4.6%	-3.0%
Subtotal	236,960	366,729	27,481	631,170	248,956	356,180	45,282	650,418	5.1%	-2.9%	64.8%	3.0%
Logan Airport	366,260	28,886	0	395,146	385,273	28,136	0	413,409	5.2%	-2.6%	-	4.6%
Total	603,220	395,615	27,481	1,026,316	634,229	384,316	45,282	1,063,827	5.1%	-2.9%	64.8%	3.7%

Source: Federal Aviation Administration (FAA) tower counts; Massport and individual airport data reports.

Notes: Ranked by 2024 commercial operations. FAA tower counts are used for all airports except Logan Airport and PSM.

1 May include some Air Taxi operations by fractional jet operators. FAA tower counts may combine fractional jet operations with those of small regional/commuter airlines.

2 Includes itinerant and local operations at the regional airports. Military operations at Logan Airport are negligible or non-existent and are not included in Massport counts.

3 Commercial value represents non-scheduled commercial activity.

5.3.3.2 2023 Regional Airports' Aircraft Operations Trends

In 2023, total operations in the New England region, which include commercial, GA, and military operations combined, increased by less than 3 percent since 2022, and this increase was primarily driven by growth in commercial operations, which increased 4 percent over 2022. GA operations rose by 1 percent, while military operations declined by nearly 10 percent. Regional airports experienced a 1 percent increase in GA operations, with GA accounting for 58 percent of total operations at 10 regional airports, excluding Logan Airport. At Logan Airport, GA operations accounted for about 7 percent, a slight decrease from 8.1 percent in 2022.

The shift in GA reflects the high costs associated with GA operations at a busy international hub airport like Logan Airport, including aviation landing, parking, ramp, and security fees, which drive GA users to lower-cost alternatives, such as Hanscom Field and Portsmouth Airport. Regional airports that are not **large hub** airports offer less congestion, more convenient ground access to surrounding communities and businesses, and lower operating expenses, making them more attractive for private, corporate, and charter flights.

As discussed in Chapter 3, Logan Airport continued to serve larger aircraft, averaging 103 passengers per operation in 2023, while other regional airports averaged 26 passengers per operation. Growth in aircraft operations at regional airports continued to outpace passenger growth, reflecting the smaller capacity of GA aircraft compared to commercial flight offerings. See Appendix G, Table G-2 for the percent change in aircraft operations by classification from 2022 to 2024.

5.3.3.3 2024 Regional Airports' Aircraft Operations Trends

Total operations increased by 3.7 percent over 2023 in 2024, driven by a 5 percent rise in commercial airline activity and a more than 60 percent rebound in military operations. GA activity declined by approximately 2.9 percent, aligning with national business and GA trends. GA accounted for 55 percent of total operations at the 10 regional airports, excluding Logan Airport, where GA operations were about 7 percent, down from the previous year. The shift from Logan Airport to smaller regional airports continued from 2023, driven by lower costs and reduced congestion at these locations. Similar to 2023, Logan Airport handled larger aircraft, averaging 105 passengers per operation in 2024. In contrast, other regional airports averaged 27 passengers per operation. Operations outpaced the growth of passengers in the 10 regional airports, continuing trends described for 2023.

5.3.4 Regional Airports' Airline Passenger Services

Airlines continually adjust their service levels by increasing or reducing flight frequencies, changing aircraft size, or a combination of both strategies with respect to operational constraints (labor staff, equipment, etc.). These adjustments directly impact the total number of seats available to passengers, known as seat capacity, and influence each airport's overall number of available departures and flights. To fully understand how airline service is evolving, both the number of departures and the available seat capacity need to be considered together. This section reviews airline departure changes, seat capacity

trends, and notable new or discontinued routes at regional airports over 2023 and 2024. Where available, insights from published 2025 schedules provided by the Official Airline Guide (OAG) are also included to highlight expected future changes. Published airline schedule details by airport, route, destination, and the airline providing the scheduled nonstop service are included in Appendix G.

5.3.4.1 Developments at the Regional Airports

In 2023 and 2024, 15 scheduled commercial carriers operated from the 10 regional airports in New England. Significant developments, activity level, operational changes, or other notable events with the potential to affect passengers or operations at Logan Airport from 2023 to 2024 are highlighted below and organized by airport.

Worcester Regional Airport (ORH)

- In 2023, jetBlue Airways (jetBlue) reinstated its Orlando, Florida service, added new flights to Fort Myers, Florida and upgraded its flights to higher-capacity aircraft.
- In 2023, Massport resurfaced the primary runway and installed energy-efficient light-emitting diode (LED) lighting to improve operational efficiency and safety.¹¹
- By 2024, ORH's passenger traffic rose to nearly 230,000, marking a 13 percent increase over 2023 and an 18 percent increase over 2019.
- In 2024, Massport replaced the **Engineered Materials Arresting Systems (EMAS)** at the end of Runway 11-29 to enhance safety.¹²

Hanscom Field (BED)

- Signature Aviation opened a renovated private aviation facility in September 2023.¹³
- Massport allocated Hanscom Field approximately \$97 million, representing 4 percent of Massport's total \$2.7 billion Capital Improvement Program (CIP) for FY2023 to FY2027. These funds will be used for airfield improvements and enhancements to landside facilities.¹⁴
- Massport is finalizing the total rehabilitation of Runway 5-23, including replacing existing lighting with energy-efficient LEDs, to enhance operational safety and efficiency.¹⁵

11 Massport to Begin Phase 2 of Runway Safety Work at Worcester Regional Airport, Massport. August 2023. <https://www.massport.com/media/newsroom/massport-begin-phase-2-runway-safety-work-worcester-regional-airport>

12 Worcester Regional Airport Replaces 'EMAS' Runway System, Spectrum News 1. September 2024. <https://spectrumnews1.com/ma/worcester/news/2024/09/18/worcester-airport-emas-system>

13 Signature Aviation. "Signature Aviation Announces Opening of Newly Renovated Facility in Bedford, Massachusetts." Signature Aviation Newsroom. <https://www.signatureaviation.com/news/signature-aviation-announces-opening-of-newly-renovated-facility/>

14 Massport Presentation for ACEC MA Conference, April 2023.

15 Massport Newsroom - Runway 5-23 Rehabilitation Completion. July 2024. <https://www.massport.com/media/newsroom/massport-complete-runway-work-hanscom-field>

Bradley International Airport (BDL)

- By 2024, airline seat capacity rose 8 percent over the previous year, driven by Avelo Airline's (Avelo) entry with seven new routes and Breeze Airways' expansion, adding four destinations for a total of 16.
- BDL is undergoing \$243 million in infrastructure projects, including a new baggage screening facility and additional terminal space, aimed at enhancing the passenger experience. These improvements are expected to be completed by 2026.¹⁶

Rhode Island T.F. Green International Airport (PVD)

- In 2023, Breeze Airways (Breeze) added seven new routes compared to 2022, continuing its network growth at PVD.
- Since 2023, Frontier has been gradually withdrawing from PVD, entirely exiting the market in 2024.
- By 2024, Breeze expanded to 18 nonstop destinations, adding five more routes. Seat capacity in 2024 increased by 118 percent, approaching 392,000. Breeze plans to expand to 35 destinations, including international destinations, positioning PVD as a key hub, creating up to 400 jobs, and driving annual traffic to exceed one million passengers.¹⁷
- In August 2024, the Rhode Island Aviation Corporation (RIAC) secured a \$9.2 million federal grant for phase four of the South Cargo Project, with plans to relocate cargo operations from the north to the south side to improve efficiency.¹⁸
- In August 2024, the reconstruction of Taxiway C was completed, improving taxiway geometry, enhancing safety, and avoiding wetland impacts.¹⁹
- In October 2024, RIAC received a \$10 million **Federal Aviation Administration (FAA)** grant for terminal renovations, including backup power and water upgrades, expanded seating capacity, Americans with Disabilities Act (ADA) accessibility improvements, mechanical system upgrades, and standard area enhancements incorporating local architecture.²⁰

Manchester-Boston Regional Airport (MHT)

- In 2023, Avelo added a single new route at MHT, while Breeze had yet to enter the market. By 2024, both Avelo and Breeze are expected to have expanded significantly, introducing eight new routes and adding over 73,000 seats, which is expected to increase passenger activity in the years to come.

16 \$243M Projects to Improve Circulation, Bag Screening, Support Growth at Bradley International Airport, Hartford Business Journal. <https://hartfordbusiness.com/article/243m-projects-to-improve-circulationbag-screening-support-growth-at-bradley-more-than-50/>

17 Rhode Island Airport Corporation. "Annual Report 2024." <https://flyri.com/riac/annual-reports/>

18 Rhode Island Wins Federal Funds for Cargo Scheme, Air Cargo News, August 2024. <https://www.sobelnet.com/rhode-island-wins-federal-funds-for-major-cargo-project-at-tf-green-international-airport/>

19 T.F. Green Gets \$9M in Federal Grants for Airport Improvements, PBN, August 2024. <https://pbn.com/t-f-green-gets-9m-in-federal-grants-for-airport-improvements/>

20 RI Delegation Lands \$10M for Concourse Upgrades at Rhode Island T.F. Green Airport, Magaziner.house.gov, October 2024. <https://magaziner.house.gov/media/press-releases/ri-delegation-lands-10m-concourse-upgrades-rhode-island-tf-green-airport>

- Despite this anticipated growth, departing seat capacity in 2024 decreased slightly, and 2024 was still 25 percent below passenger activity levels in 2019.
- Spirit's 76 percent reduction in operations at MHT compared to 2023 likely affected this change in passenger activity. Spirit was MHT's third-largest carrier in 2022, but has now been overtaken by Avelo and Breeze, both of which entered the market in 2024.
- MHT completed interior renovations in late 2024, including new flooring, lighting, Heating, Ventilation, and Air Conditioning (HVAC) improvements, and a modernized training center. Improvements at MHT aim to enhance customer and employee experience, create jobs, and attract new passengers and airlines.²¹

Portland International Jetport (PWM)

- Breeze added three new routes, bringing the total to 10, while Frontier introduced four new routes, increasing its total to six. Their expansion of flights has contributed significantly to PWM's passenger activity growth, now exceeding 2019 activity levels.
- In November 2024, PWM announced plans to invest nearly \$5 million in upgrades to the passenger terminal building, parking garage, and flight path over residential neighborhoods. This investment will revitalize critical airport infrastructure, improving PWM's capacity to serve the region.²²

Burlington International Airport (BTV)

- In 2023, seat capacity at BTV was 10 percent below 2019 levels, declining four percent from 2022. By 2024, capacity rebounded by 10 percent, ending 1 percent below 2019 levels.
- Growth in commercial operations and passengers in 2024 was partly driven by Breeze launching service at BTV, adding four new routes. However, this was offset by jetBlue discontinuing its service to John F. Kennedy International Airport (JFK), which accounted for 11 percent of BTV's departing seats in 2023, resulting in a significant loss of airline share.
- In late 2024, BTV announced a \$11 million terminal expansion project aimed at enhancing passenger experience, including new gates, improved check-in areas, and upgraded facilities. Completion is expected by 2026.²³

Bangor International Airport (BGR)

- Since 2019, Allegiant Air has significantly contributed to passenger growth, adding four new routes and increasing seat capacity. In 2024, Breeze entered the market, introducing three new routes to expand its service options further.

21 Fulcrum NH, "Manchester-Boston Regional Airport Upgrades Completed by Fulcrum." <https://fulcrum-nh.com/manchester-boston-regional-airport-upgrades-completed-by-fulcrum/>

22 "Portland Jetport plans nearly \$5 million in improvements," Portland Press Herald, November 2024. <https://www.centralmaine.com/2024/11/02/portland-jetport-plans-nearly-5-million-in-improvements/>

23 Burlington International Airport, Project NextT. <https://www.btv.aero/about-btv/project-next>

- As a result, passenger numbers at BGR have grown by 20 percent compared to 2019, highlighting BGR's continued expansion and increased airline presence.
- In November 2024, Bangor International Airport announced a \$59 million investment in terminal and runway upgrades, with expected completion in 2025. The on-going and planned upgrades are in response to increased passenger activity and will enhance and optimize the passenger experience in the terminal, minimizing disruptions.²⁴

Tweed-New Haven Regional Airport (HVN)

- In 2023, seat capacity increased by 31 percent compared to 2022, reflecting strong growth, with Avelo having added four new routes.
- By 2024, scheduled seat capacity grew another 30 percent, driven by Avelo launching 10 new non-daily routes and Breeze introducing four new daily routes as it commenced commercial service in December. These expansions continued to strengthen HVN's network and overall passenger capacity.
- Passenger volumes at HVN exceeded 1.16 million in 2024; an increase of over 1,110 percent from fewer than 100,000 passengers reported in 2019. This surge in growth was driven by Avelo's continued expansion connecting HVN with the eastern U.S. In 2019, HVN offered only two scheduled American Eagle regional jet flights and a single Southern Airways route to Nantucket.

Portsmouth International Airport (PSM)

- In 2024, Allegiant Air added one new route, and Breeze launched two new routes, increasing seat capacity at PSM, but by only 2 percent lower than 2019 seats on offer.
- The new 5,200-square-foot arrivals hall at PSM officially opened in November 2024, enhancing passenger flow and accessibility. The project was funded by a \$7 million FAA Airport Terminal Program grant, awarded in 2023.²⁵

5.3.5 Rail

As a part of the regional transportation system, Massport supports the growth and development of alternative means of travel to markets served by Logan Airport. The following sections describe the various rail offerings from the Boston area, the markets they serve, and the annual ridership trends.

²⁴ "Bangor International Airport begins \$59M of terminal, runway improvements," MaineBiz, March 2024. <https://www.mainebiz.biz/article/bangor-international-airport-begins-59m-of-terminal-runway-improvements>

²⁵ The New Arrivals Hall is Officially Open, Portsmouth International Airport. <https://flypsmairport.com/terminal-expansion/>

5.3.5.1 Boston Amtrak Service

Amtrak operates regional rail service in and out of 13 stations in the state of Massachusetts, with three stations located in the City of Boston and four additional stations outside of Boston, serving the Greater Boston Metro Area. Amtrak operates the following four routes, as shown in **Figure 5-1**, out of stations in and around Boston:

- The **Northeast Regional** routes provide daily service along the Northeast Corridor with stops in major cities, including Providence, Rhode Island (RI); New Haven, Connecticut (CT); New York City, New York (NY); Newark, New Jersey (NJ); Philadelphia, Pennsylvania (PA); and Washington, D.C. Additionally, some operations offer service to Roanoke and Richmond, Virginia (VA).
- **Acela** also services the Northeast Corridor from Boston's South Station to Union Station in Washington, D.C. The Acela is a high-speed train that covers fewer stops than the Northeast Regional. The trip from Boston to New York City is approximately an hour shorter than the Northeast Regional, and travel to Washington, D.C. is two hours shorter.
- The **Lake Shore Limited** route provides daily service between Chicago's Union Station and Boston's South Station. This route splits into two lines in Albany, NY, with one end terminating at Penn Station in New York City and the other end terminating at Boston's South Station. The Lake Shore Limited route stops in several notable locations along the 22-hour journey, including South Bend, Indiana (IN); Cleveland, Ohio (OH); Erie, PA; Buffalo, NY; Rochester, NY; Syracuse, NY; Albany, NY; and Worcester, MA. As of October 2024, the route has daily service to South Station.²⁶
- **The Downeaster** route offers five daily trips between Brunswick, Maine, and Boston's North Station, with additional services for major events and concerts at TD Garden in Boston. The route travels through New Hampshire, making stops in Exeter and Dover, and along the coast of Maine with notable stops in Portland, Freeport, and Brunswick.

Table 5-3 illustrates annual ridership along these routes as well as the total number of passengers arriving or departing at Boston area rail stations annually.

2023 Rail Ridership

Ridership for all four routes in the Greater Boston Metro Area increased compared to 2022 numbers. Of the total riders along the four routes offered at Greater Boston Metro Area stations, 24.3 percent of riders originated from or arrived at a station in the Greater Boston Metro Area in 2023. The Acela route experienced the most significant increase in ridership, with 38 percent more riders in 2023 compared to 2022. **Massachusetts Department of Transportation (MassDOT)** progressed planning for increased service between Boston and Albany, NY, along the Lake Shore Limited route, utilizing Federal Railroad Administration (FRA) Corridor Identification and Development Program (CIDP) grants in 2023. FRA CIDP grants will also be used to support planning efforts to improve rail service on the Downeaster Corridor.

26 Amtrak. 2024. Lake Shore Limited. <https://www.amtrak.com/lake-shore-limited-train?msocid=19fc48beb5d26f1718985dff4ce6e16>

Table 5-3 Annual Ridership of Northeast Rail Serving the Boston Area, FY 2022-2024

Amtrak Route	FY 2022	FY 2023	FY 2024	2022-2023 Percent Change	2023-2024 Percent Change
Northeast Regional Annual Riders	7,091,351	9,163,082	10,814,407	29.2%	18.0%
Acela	2,144,369	2,959,384	3,238,130	38.0%	9.4%
Lake Shore Limited Annual Riders	319,255	351,049	398,420	10.0%	13.5%
Downeaster Annual Riders	444,684	542,639	591,948	22.0%	9.1%
New England (NE) Route Total Annual Riders	9,999,659	13,016,154	15,042,905	30.2%	15.6%
Boston Stations NE Routes Annual Riders	2,512,157	3,158,686	3,768,334	25.7%	19.3%
Percent of NE Route Annual Riders leaving from Boston Stations	25.1%	24.3%	25.0%	-3.4%	3.2%

Source: Amtrak ridership fact sheets, 2023 and 2024.

Note: FY: Fiscal Year

1 Boston Stations include Back Bay Station (BBY), North Station (BON), South Station (BOS), in Boston, MA, and Framingham (FRA), Haverhill (HHL), Route 128 (Westwood; RTE), and Woburn (WOB) in the Greater Boston Area.

2024 Rail Ridership

Rail ridership originating from Boston stations on Amtrak increased 19.3 percent over 2023 ridership, reaching over 3.7 million riders. In 2023, 79.2 percent of riders in Massachusetts rode to or from a station in the city of Boston, and 93.4 percent of Massachusetts riders rode to or from a station in the Greater Boston Metro Area. Ridership along the four routes operating out of Boston-area stations continued to increase in 2024 but grew at a lower rate, on average, compared to the change from 2022 to 2023. The Northeast Regional route increased by 18 percent, the most over the previous year, and ridership on the Lake Shore Limited route increased more in 2024 than in 2023, compared with the year before. In 2024, Amtrak achieved a record for annual rail passengers, primarily driven by a more than 15 percent increase in ridership in the Northeast Corridor in 2023. Significant upgrades to Amtrak's Northeast Corridor were on-going in 2024, and two new stops were added within the region.²⁷

²⁷ Amtrak, 2025. Amtrak Sets All-Time Ridership Record in Fiscal Year 2024. <https://media.amtrak.com/2024/12/amtrak-sets-all-time-ridership-record-in-fiscal-year-2024/>