

March 16, 2026

House Committee on Ways and Means
State House
Boston, MA

Dear Members of the House Committee on Ways and Means,

Please accept this letter of support from the Massport Community Advisory Committee (MCAC) for the Sustainable Aviation Fuel tax credit (Line 1596-2614) included in Governor Healey's proposed FY 2027 budget. The MCAC is a legislatively created body comprised of representatives from 35 communities impacted by the operations of the Massachusetts Port Authority (Massport). It includes representation from communities from Worcester to Braintree to Chelsea and Revere, Quincy, Concord, and all of the neighborhoods of Boston. Our mission is to serve as the voice of these communities impacted by Massport's operations, to provide oversight to the Massachusetts Port Authority, as well as to provide recommendations to the Legislature and Governor.

Over the past several years, the MCAC has focused our advocacy efforts on air quality impacts (including ultrafine particulate emissions) as well as building data tables and reporting tools for use by the public to help to understand the impacts that they experience from Massport's operations. We are beginning to work on climate change impacts of aviation and thus are interested in sustainable aviation fuel and its potential benefits.

The MCAC supports the reduction of emissions over the course of the life cycle of aviation fuel as well as the reduction in UFP emissions locally, and sustainable aviation fuel includes these potential benefits. However, in our advisory role, and based on our review of scientific literature, we are concerned that meaningful reductions in total greenhouse gas emissions may not result from the use of SAF, or that SAF will not be able to reach the scale where its promise can be fulfilled. Specifically, the literature identifies several hurdles in achieving the full promise of SAF, including:

1. Feedstock availability;
2. Technological advancements/process optimization;
3. Cost reduction;
4. Policy support and regulatory framework;
5. Economic viability;
6. Sustainability and environmental impact;
7. Collaboration and stakeholder engagement;
8. Supply chain and infrastructure development
9. Scalability;
10. Conversion technology and process innovation.

Each of these issues is explored in the attached article, “Sustainable aviation fuels: A meta-review of surveys and key challenges.” We are further concerned that use of SAF at Massport operated airports could potentially be used as a justification for an increase in flights to/from those airports, a result that we would oppose.

However, given the potential to develop a sustainable aviation fuel industry in Massachusetts, and the possibility of emissions reductions once SAF achieves scale, we support the Governor’s proposed \$30 million tax credit for SAF in the Commonwealth over the next three years and will monitor closely the adoption of SAF during that time period and its impact on air quality and emissions. This pilot program seems to be a measured approach to the issue of aviation emissions and impacts with a potentially large upside.

Very truly yours,

Aaron Toffler
Executive Director
Massport Community Advisory Committee