



**COMMISSION  
AGENDA MEMORANDUM**

**Item No.** 11a

**BRIEFING ITEM**

**Date of Meeting** October 22, 2024

**DATE:** September 23, 2024

**TO:** Stephen P. Metruck, Executive Director

**FROM:** Sarah Cox, Director, Aviation Environment and Sustainability  
Steve Rybolt, Senior Environmental Program Manager, Aviation Environment and Sustainability

**SUBJECT:** Sustainable Airport Master Plan Near-Term Projects Environmental Review - Draft NEPA Environmental Assessment Findings and Public Comment Period

**EXECUTIVE SUMMARY**

This briefing will provide an overview of the Draft NEPA Environmental Assessment findings for the SAMP NTPs that will be published on October 21, 2024. This will include a summary of the rigorous and thorough analysis that was completed for the fifteen NEPA environmental resource categories that are required to be evaluated by the Federal Aviation Administration (FAA; FAA Order 1050.1F). It will also provide an overview of the outreach and engagement plan for the 45-day public comment period that will occur between October 21, 2024, to December 5, 2024. It is anticipated that NEPA will be completed in mid-2025 and the State Environmental Policy Act (SEPA) will commence thereafter.

**DETAILS**

The Port of Seattle, on behalf of the FAA (lead Federal Agency; FAA Order 1050.1F), has completed the Draft NEPA Environmental Assessment of the SAMP NTPs. The purpose of NEPA and this EA is to assess if the NTPs has the potential to result in impacts to fifteen different NEPA resource categories. When impacts were identified, the analysis evaluates the extent of those impacts, and if required, identified ways to reduce, avoid, or mitigated them. The following NEPA environmental resource categories were evaluated:

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children’s Health and Safety
- Surface Transportation
- Visual Effects (including Light Emissions)
- Water Resources

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- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Wetlands
- Floodplains
- Surface Waters
- Groundwater
- Wild and Scenic Rivers

The Draft EA identified that surface transportation had significant impacts, but these impacts can be mitigated. There were other impacts identified, however these impacts did not exceed regulatory or human health standards and do not require any defined action by FAA to reduce, avoid, or mitigate them. For many of these categories, the Port has incorporated minimization measures to further reduce impacts. For example, there will be increases in air emissions that do not exceed the National Ambient Air Quality Standards (i.e., standards that meet human health requirements). The Port has many programs to minimize air emissions at SEA such as providing pre-conditioned to aircrafts or efficiencies to the central mechanical plant, both of which minimize fossil fuel use.

There will be three public meetings in the cities of SeaTac, Burien, and Des Moines on November 13, 14, and 16. These meetings will allow agencies and the public to speak with subject matter experts and submit comments. Agencies and the public will also have the option to provide comments during the 45-day public comment period by email, the project website ([www.sampNTPenvironmentalreview.org](http://www.sampNTPenvironmentalreview.org)), and by mail.

The Port will provide a thorough and broad outreach that will include, and is not limited to, local, BIPOC (Black, Indigenous, and People of Color), and underrepresented communities. This includes using variety of media outlets, information on the project website, community meetings, and translating materials into six additional languages.

Once the public comment period closes, the Port and FAA will review and respond to comments received and these comments will be considered within final NEPA EA. It is expected that the final NEPA EA will be published in mid-2025.

**SCHEDULE**

**NEPA**

October 21, 2024	Draft NEPA EA released for public comment (45-day public comment period; 30 days is standard)
December 5, 2024	Draft NEPA EA public comment period ends
Quarter 2 2025	NEPA EA Final Document & Issuance of Record of Decision (FAA issues decision document) + 60-day appeal period

**SEPA**

Quarter 3 2025	Draft SEPA EIS released for public comment (30-day comment period [standard]) + comment period ends
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Quarter 4 2025

SEPA EIS Final Document & Determination (Port issues decision document) + 14-day appeal period

**ATTACHMENTS TO THIS BRIEFING**

- (1) Presentation slides

**PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

June 27, 2023 – Commission Action: “Sustainable Airport Master Plan (SAMP) Near-Term Projects Environmental Review – Update and Budget Increase”

February 25, 2020 – Commission Action: “Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) Environmental Review Briefing and Request for Additional Funds”

January 28, 2020 – Commission Briefing: “Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) Environmental Review Briefing – Forecast and Schedule Update”

February 26, 2019 – Commission Briefing: “Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) Environmental Review Briefing – Scoping Report”

May 8, 2018 – Commission Briefing: “Sustainable Airport Master Plan (SAMP) Planning and Environmental Update”

February 13, 2018 - Commission Briefing: "Sustainable Airport Master Plan (SAMP) Planning Update"

# Sustainable Airport Master Plan Near-Term Projects

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October 22, 2024

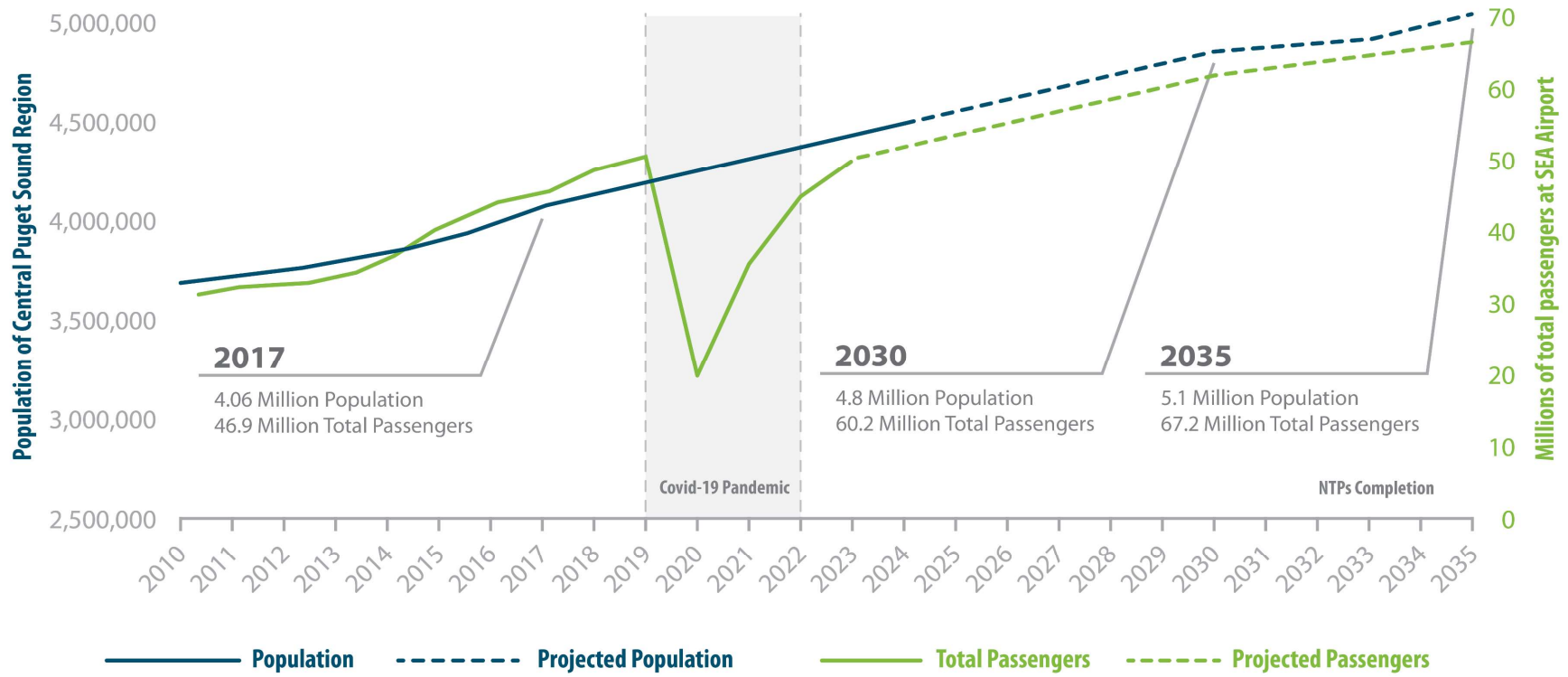




Seattle-Tacoma International Airport (SEA) was built in 1949 to handle half a million passengers annually and is now handling more than 50 million passengers.



# Regional Growth and SEA



Population: Puget Sound Regional Council Macroeconomic Forecast  
 Passengers: SEA Constrained Operating Growth Scenarios

# How to Serve Market Demand at SEA

## Capital Program (46.9M Passengers in 2017)

- Concourse Renovation
- International Arrivals Facility
- Terminal and Baggage Modernization
- Airport Dining and Retail Development
- Roadway Improvements

## SAMP Near-Term Projects (56M Passengers by 2032)

- Meet market demand
- 19 additional gates & second terminal
- Cargo facilities
- Projects to improve safety, provide support facilities, improve efficiency, and access to the airport

## SAMP Long-Term Vision (Demand Beyond 2032)

- Update Puget Sound Regional Council regional aviation baseline study
- FAA conducts SEA airfield and airspace study
- Additional planning and environmental review required

# Master Plan Facility Development Priorities

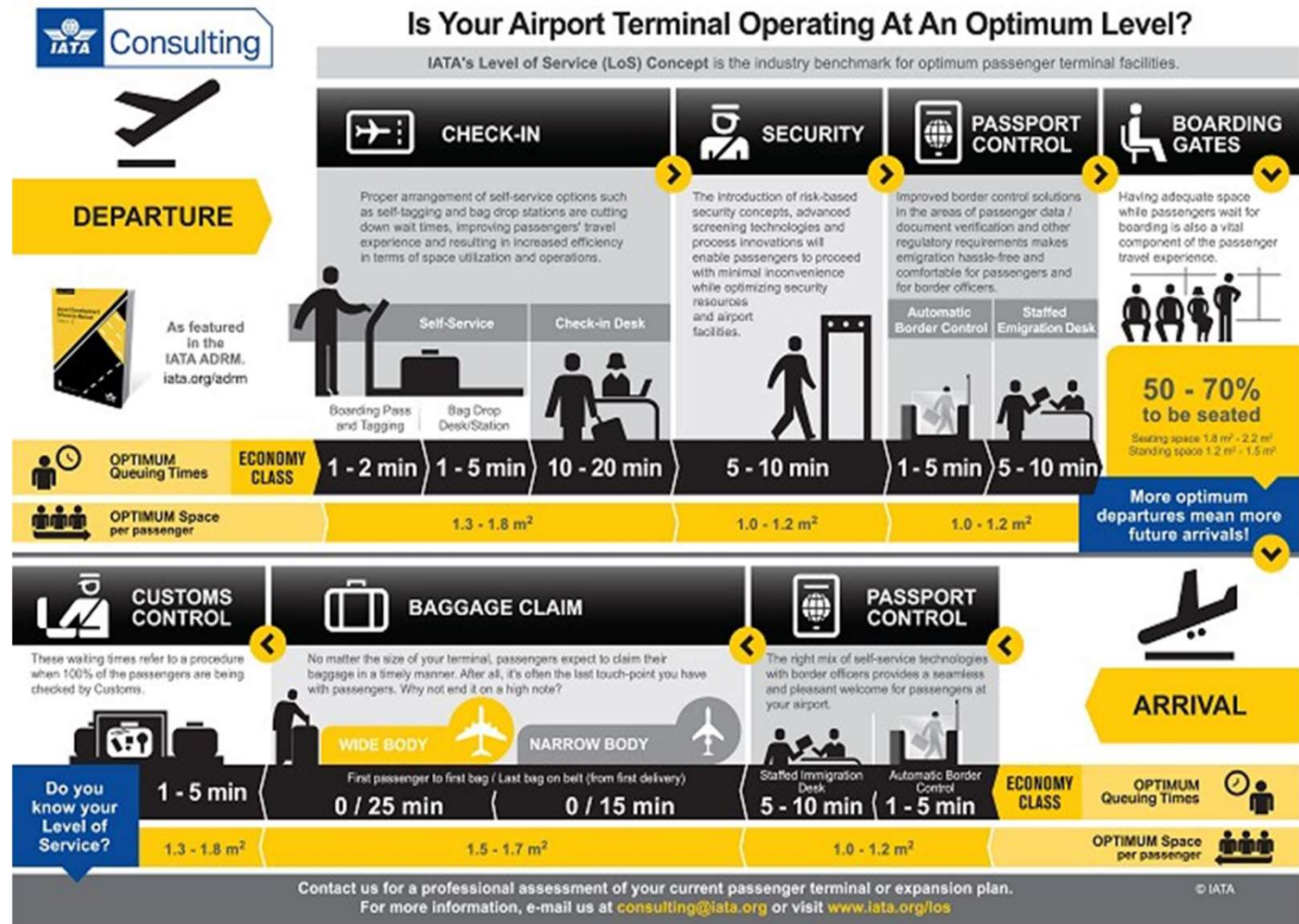
Maximize terminal passenger throughput and level-of-service	Level-of-service in wait times at ticketing, security, curbside
Maximize passenger ease of connection	Minimum connect time, average walking distance
	Average distance curb to bag drop; center of garage to bag drop
Identify forecast and plan components for multimodal transportation services to/from airport	Regional capacity and travel demand model
	Transportation system components and connectivity
	Infrastructure requirements on-airport and off-site
Minimize aircraft taxi time and reduce airfield congestion	Reduced runway crossings, runway occupancy and taxi times
	Aircraft departure sequencing process
	Versatile Remain Over Night parking layout and arrangements
Reduce dwell time on curb front and increase throughput	Level changes and walking distance between transportation and terminal
	Level of service on curb front
	Parking spaces to meet demand
Minimize effects of SAMP recommendations to create cost center imbalances	Continued effectiveness of airport lease agreement; look at percentage of project cost for top projects and allocations to airline cost center



# IATA Level of Service Standards for Passenger Terminal Facilities

## Optimum Queueing Times

## Optimum Space per Passenger



# SEA VISION



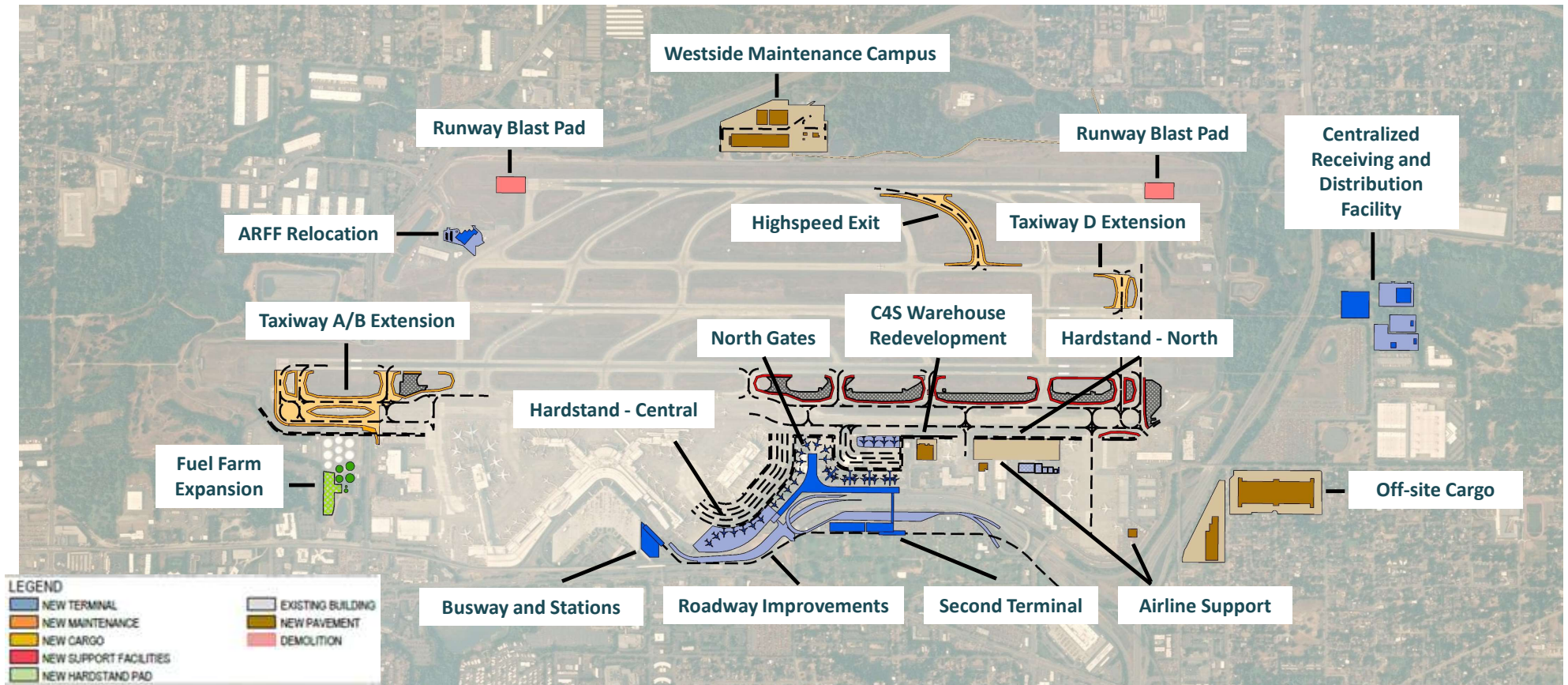
**New Ground  
Transportation Center**

**Roadway Improvements**

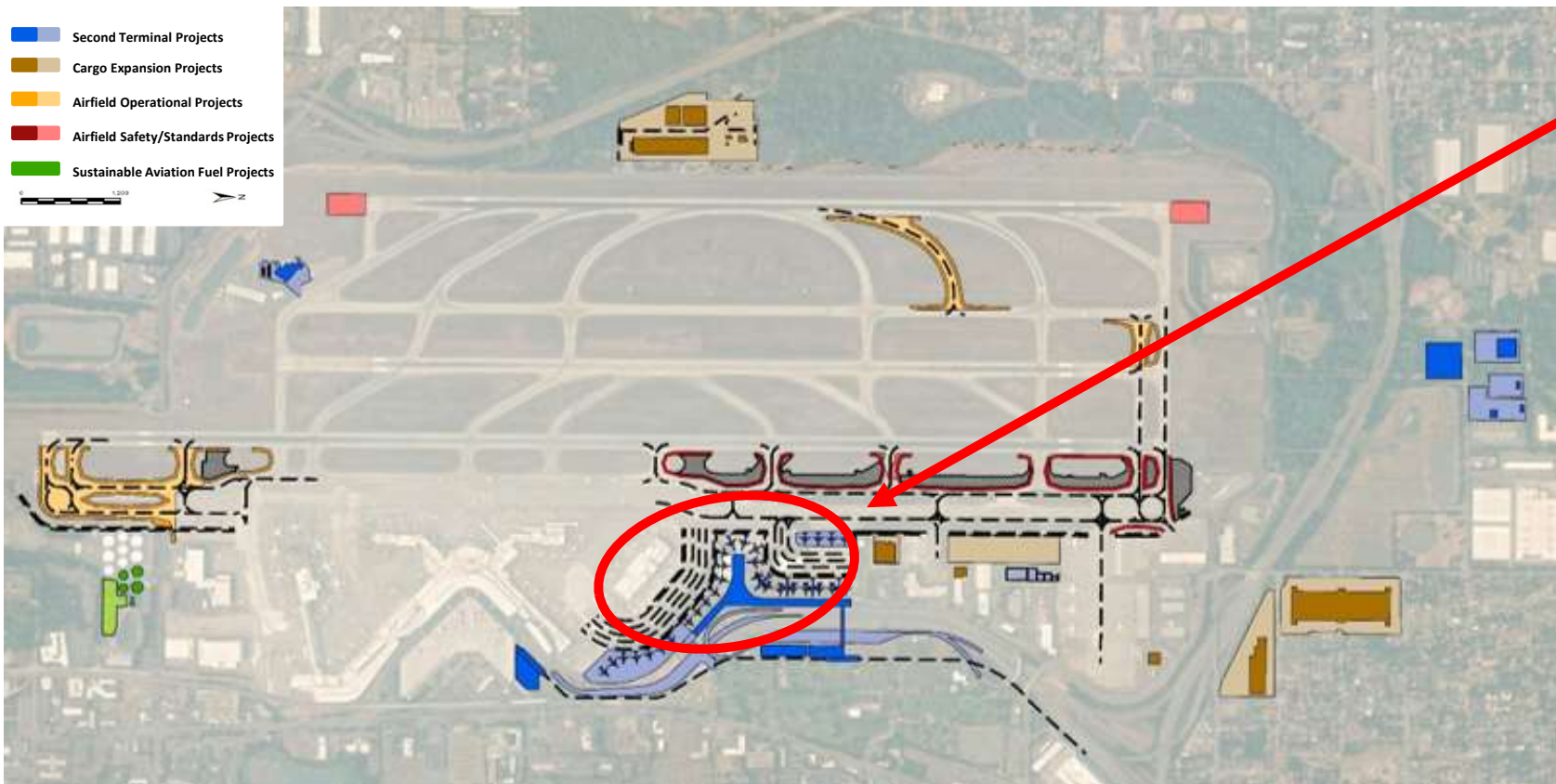
**New Terminal 2**

New and modified airport facilities in this video are based on preliminary recommendations by Port of Seattle planning, and may require further review and approval by the Port of Seattle Commission, and/or the Federal Aviation Administration and other regulatory agencies.

# SAMP Near-Term Projects - Overview



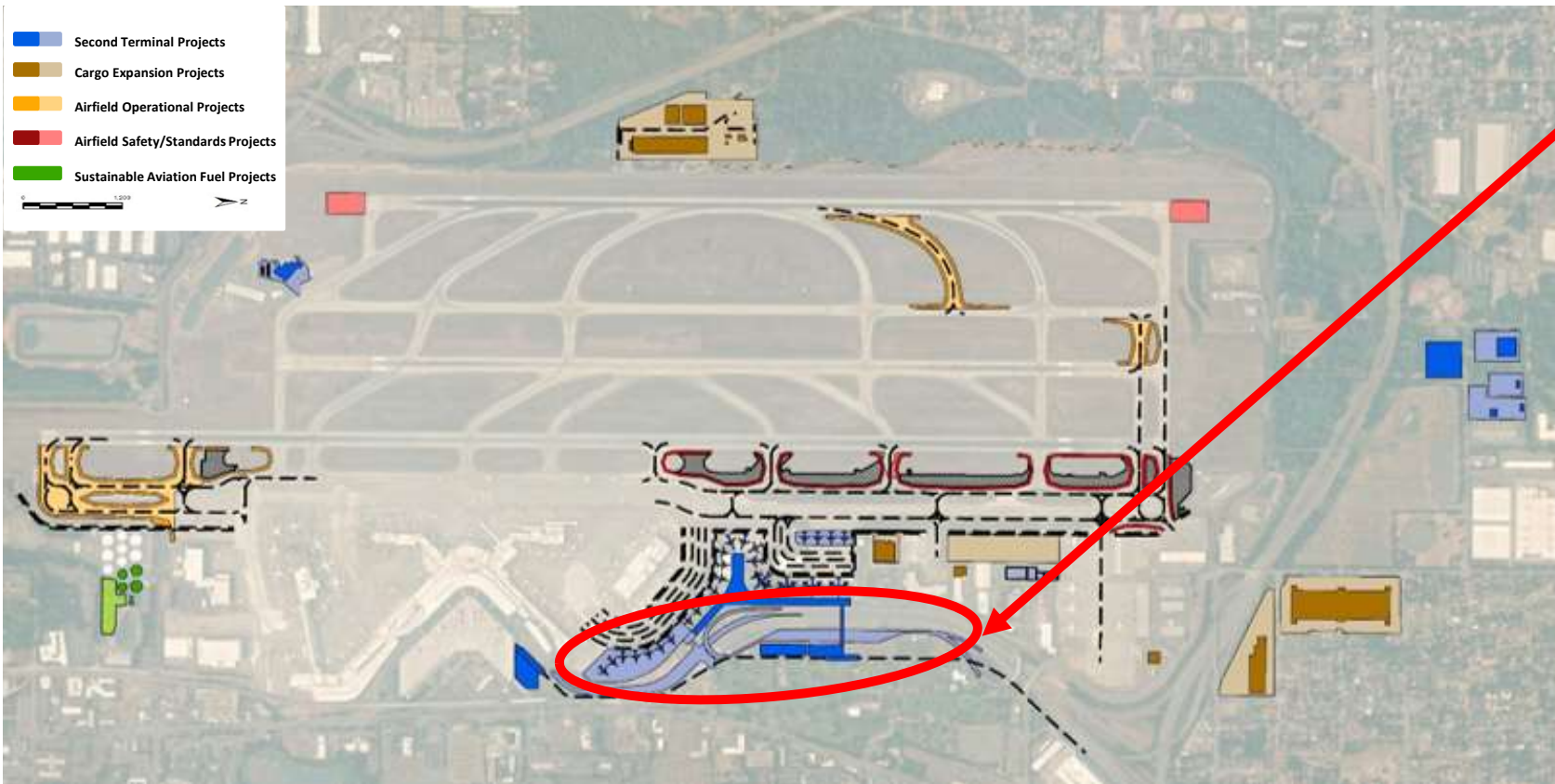
# SAMP Near-Term Projects - Overview



## KEY ELEMENTS

North Terminal  
and 19 Gates

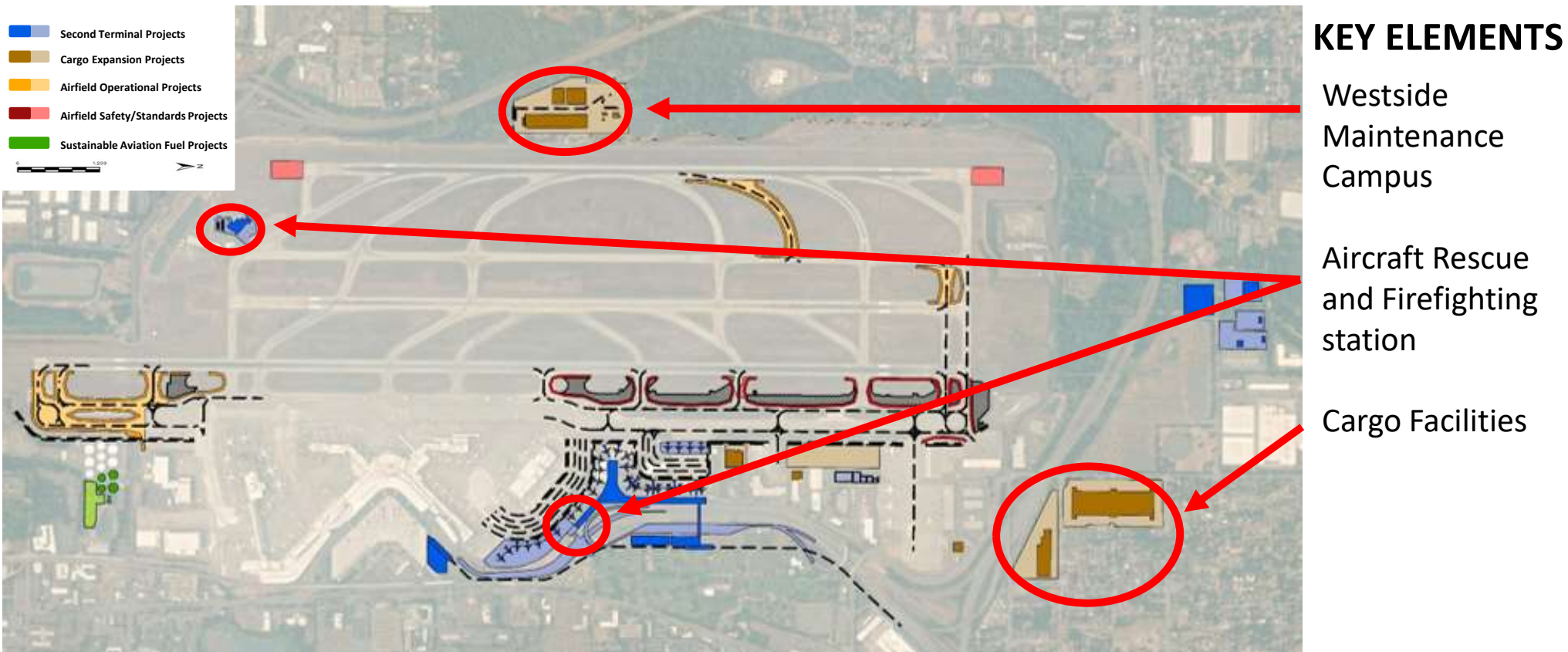
# SAMP Near-Term Projects - Overview



## KEY ELEMENTS

Roadway  
Realignment and  
Improvements

# SAMP Near-Term Projects - Overview



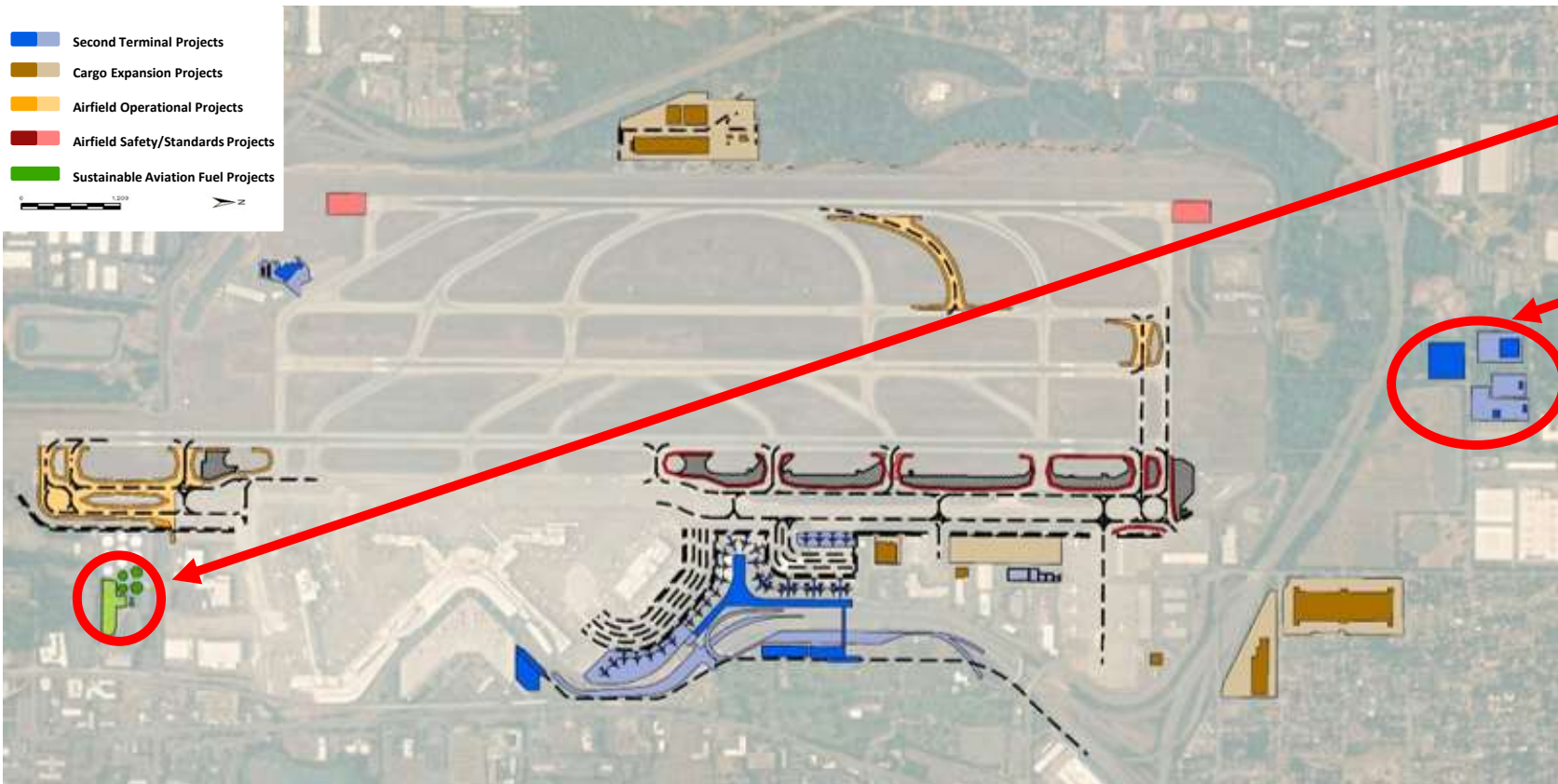
# SAMP Near-Term Projects - Overview



## KEY ELEMENTS

Airfield  
Improvements

# SAMP Near-Term Projects - Overview



## KEY ELEMENTS

Aircraft Fuel Storage

Parking Facility, Consolidated Receiving and Distribution Facility



# SAMP Near-Term Projects Environmental Review

Draft NEPA Environmental Assessment  
Findings and Next Steps

# Environmental Review

## Purpose

To assess the potential environmental impacts of a proposed project before it is undertaken.

## Process

Assess how proposed projects may impact the environment in a variety of categories that include air quality and climate, water resources, biological resources, and noise, among others.

A project may require both federal and state environmental reviews, but both are not always required for every project.

## Impacts

If impacts are identified, the analysis evaluates the extent of those impacts, and if required, identifies ways to reduce or avoid them.

FAA defines significance in FAA Order 1050.1F.

This includes special purpose laws and other regulatory requirements.

FAA makes the decision based on their guidance.

# What is NEPA?

## **National Environmental Policy Act**

A federal law requiring federal agencies to assess the environmental effects of their proposed actions prior to making decisions.

If a Proposed Action requires Federal Actions, then NEPA is triggered.

### **Federal Action for the Proposed Action Include:**

- Airport Layout Plan approval
- Federal funding
- Release of federal obligations to use property for non-aeronautical purposes
- Relocation of FAA-owned navigation equipment

The purpose of this Environmental Assessment (EA) is to determine if the development and operation of the Proposed Action has the potential to result in impacts to resource categories listed in FAA Order 1050.1F.

If impacts are identified, the analysis evaluates the extent of those impacts, and if required, identifies ways to reduce, avoid, or mitigate them.

The FAA is the lead agency for NEPA.

The U.S. Corps of Engineers is a cooperating agency on the EA.

# Purpose and Need

Need (Problem)	Purpose (Solution)
Insufficient passenger processing facilities and gates to accommodate 56 million annual passengers (MAP) at an optimal level of service (LOS)	Accommodate 56 MAP at an optimal LOS
Insufficient facilities to accommodate projected cargo levels	Accommodate projected cargo levels
Portions of the airfield no longer meet current FAA airport design standards	Provide airfield infrastructure that meets current FAA airport design standards
Inefficient/inadequate taxiway layout	Enhance the efficiency of the overall taxiway layout
Lack of fuel storage to meet projected demand and the Port's Sustainable Aviation Fuel (SAF) initiative	Meet projected fuel storage demand including SAF initiatives

# Operation and Passenger Forecasts

- Passenger and cargo demand is high and is forecasted to continue to grow at SEA.
- SEA cannot accommodate the full forecasted regional demand.
- Limited growth will occur without the NTPs at a lower level of service
- NTPs will support additional limited growth and improve level of service.
- SEA would again experience constrained growth rates after buildout of the NTPs, as airfield and airspace capacity then become the primary constraining factors.

	2032 (Opening Year)		2037 (5 Years Beyond Opening)	
	Aircraft operations	Total passengers	Aircraft operations	Total passengers
No Action	466,900	57,171,652	474,874	59,483,817
Proposed Action	475,655	58,294,388	509,892	64,093,412
Difference Between Proposed Action and No Action	8,755	1,122,736	35,018	4,609,595

<b>2022 Actual</b>	Operations: 401,351	Passengers: 45,932,238
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# Environmental Review Alternatives

As part of the environmental review evaluation, three alternatives are being considered:

## No Action

- None of the proposed SAMP NTP projects would occur
- Would not implement actions to resolve current and future needs

## Hybrid Terminal Option

- New terminal is connected to Concourse D instead of a separate terminal.
- Includes all other proposed SAMP NTP elements

## Proposed Action

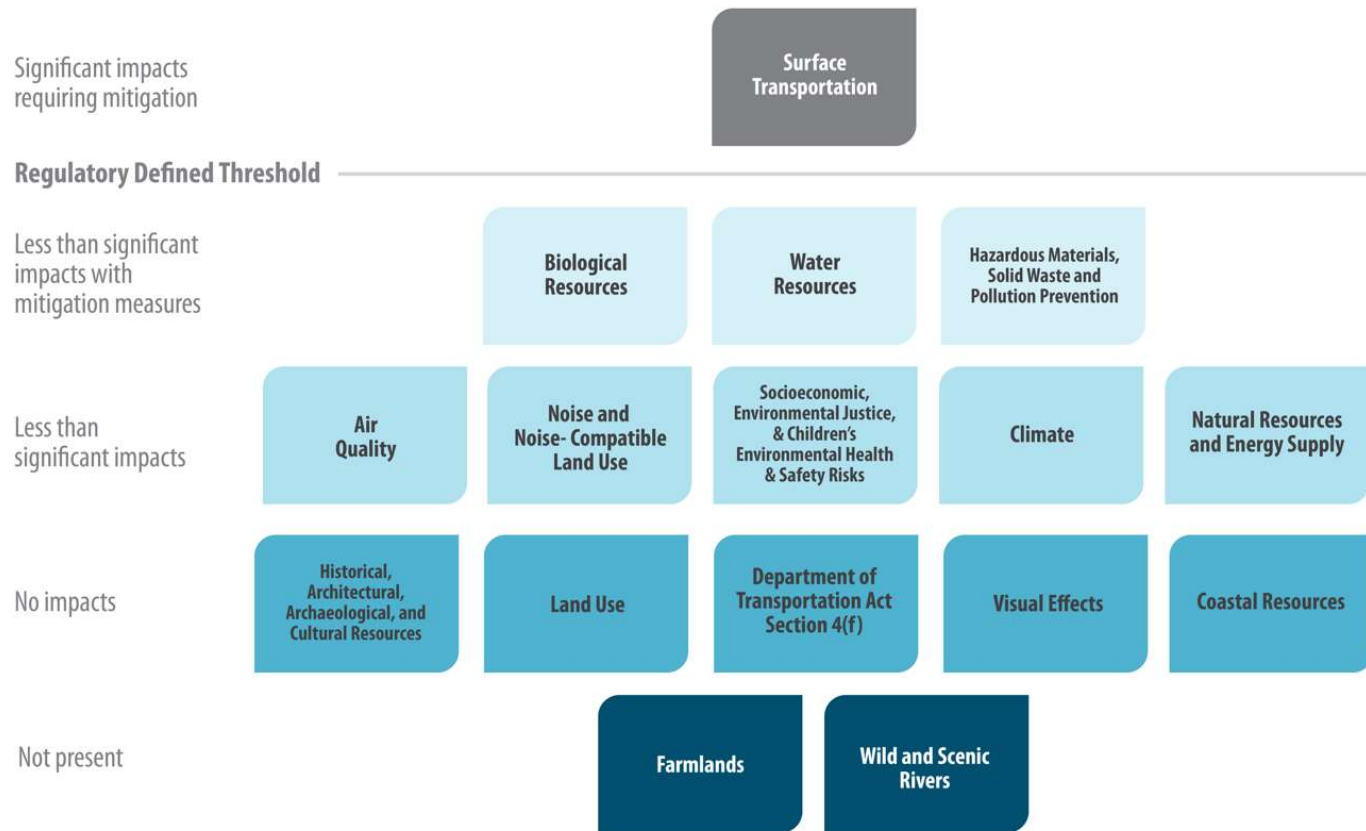
- Implements elements that best meets current and future needs while minimizing environmental impacts
- 31 airside, cargo, landside, terminal, and airport/airline support projects

# NEPA Resource Categories

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands\*
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Health and Safety
- Surface Transportation
- Visual Effects (including Light Emissions)
- Water Resources
  - Wetlands
  - Floodplains
  - Surface Waters
  - Groundwater
  - Wild and Scenic Rivers\*

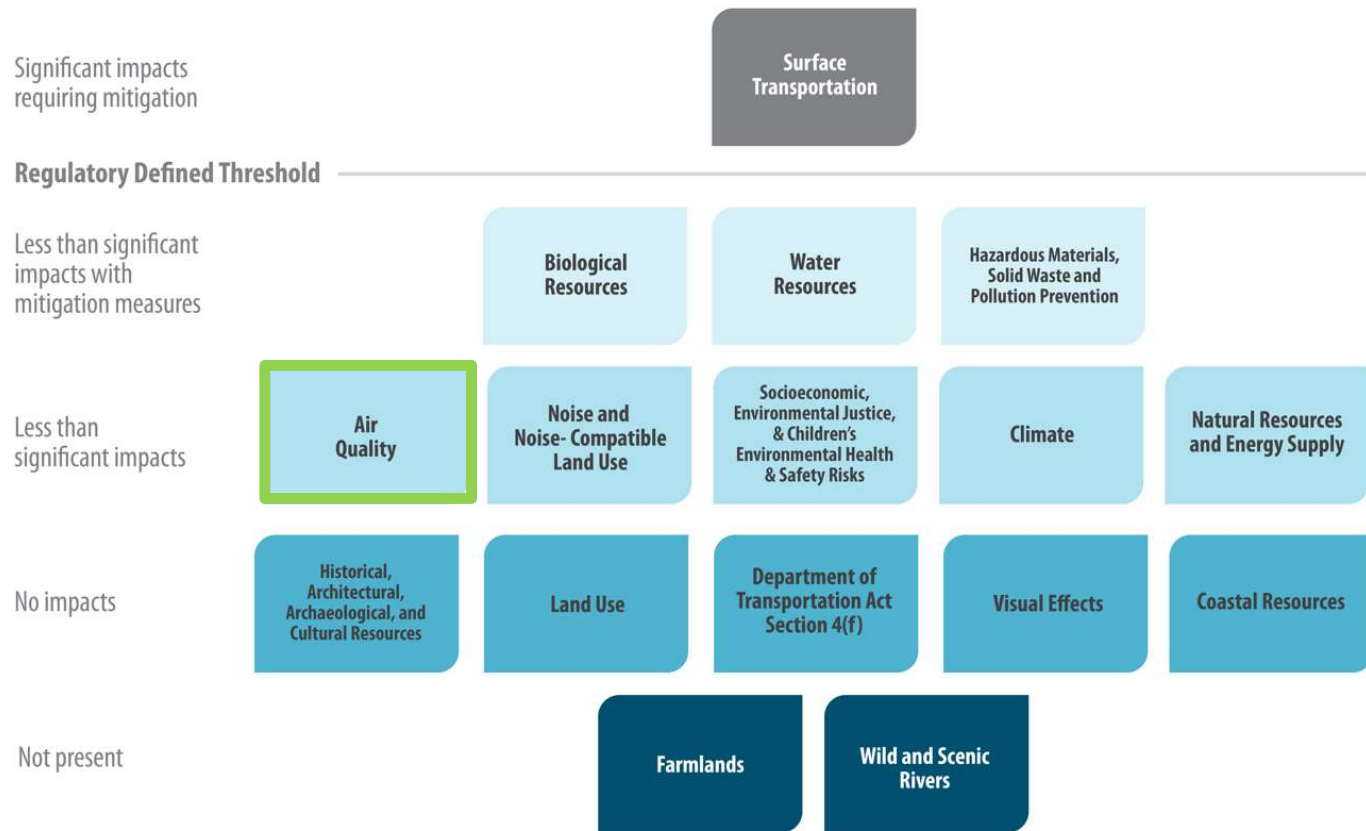
\* *Resource not present*

# Resource Category Impact Overview

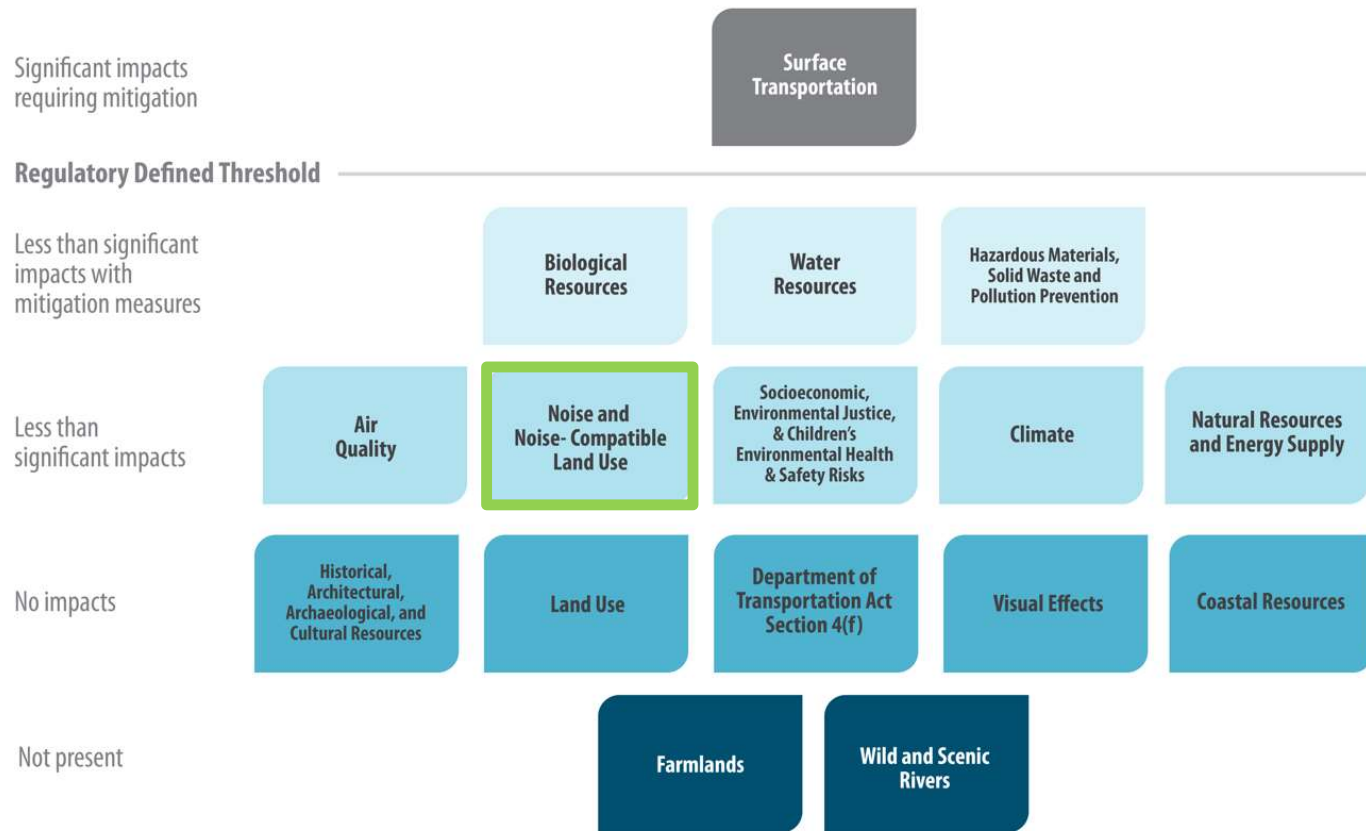




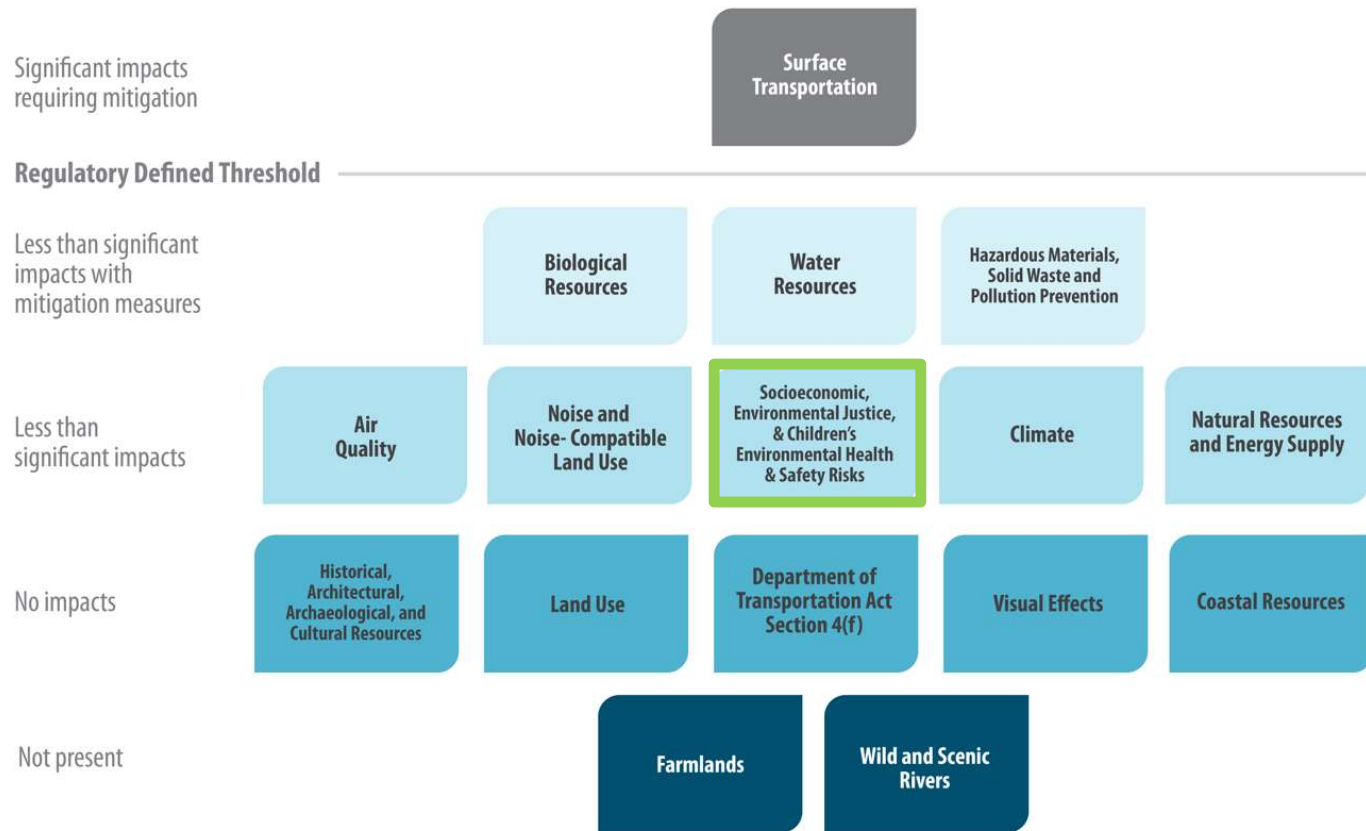
# Resource Category Impact Overview



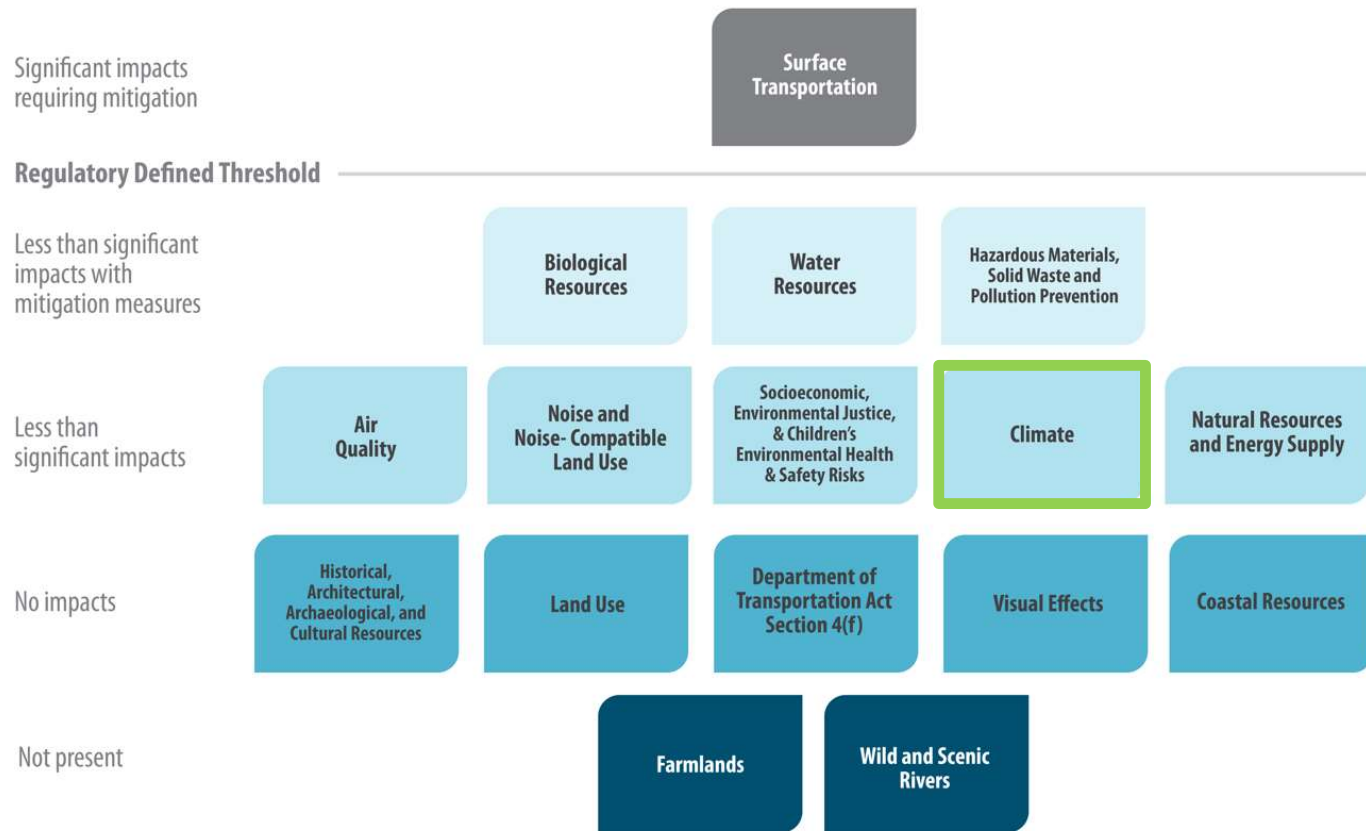
# Resource Category Impact Overview



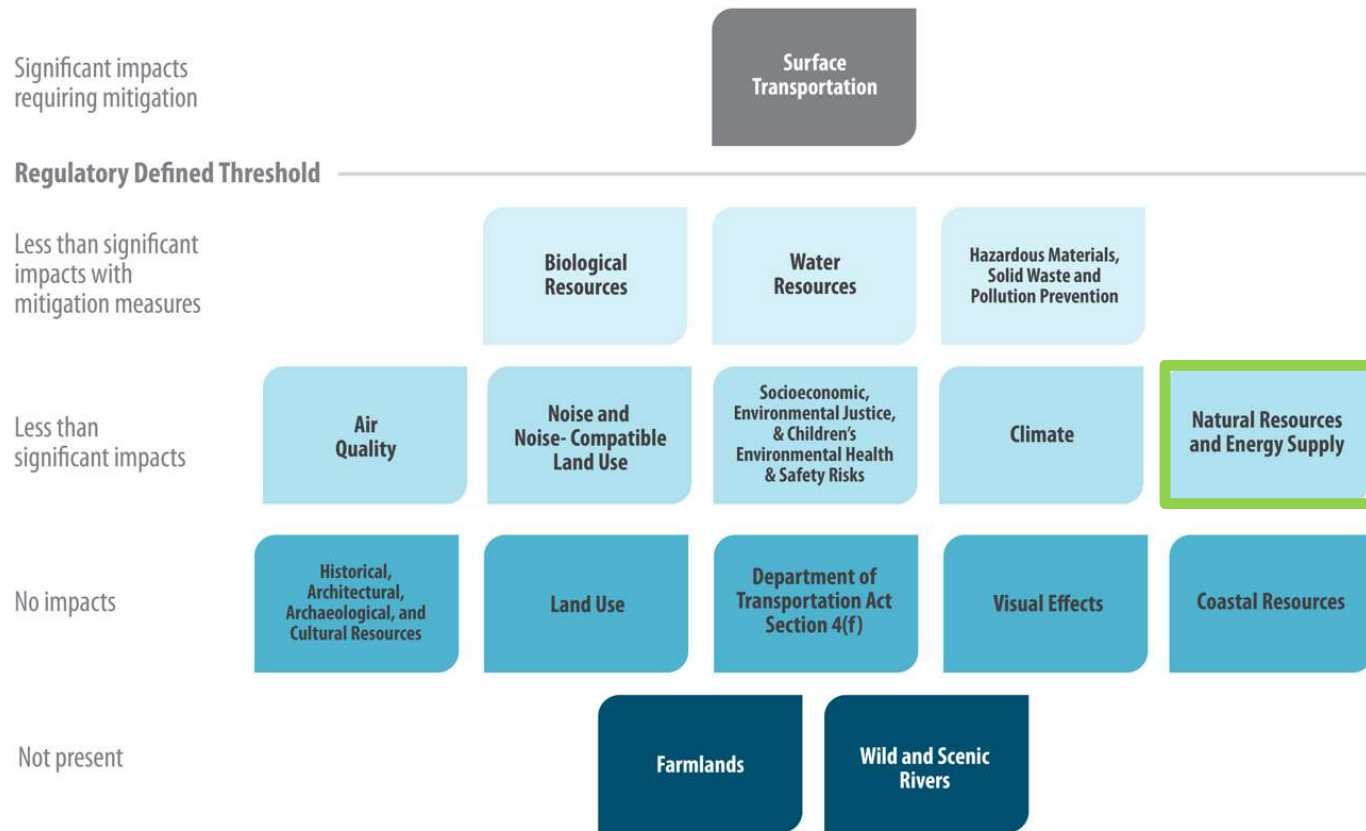
# Resource Category Impact Overview



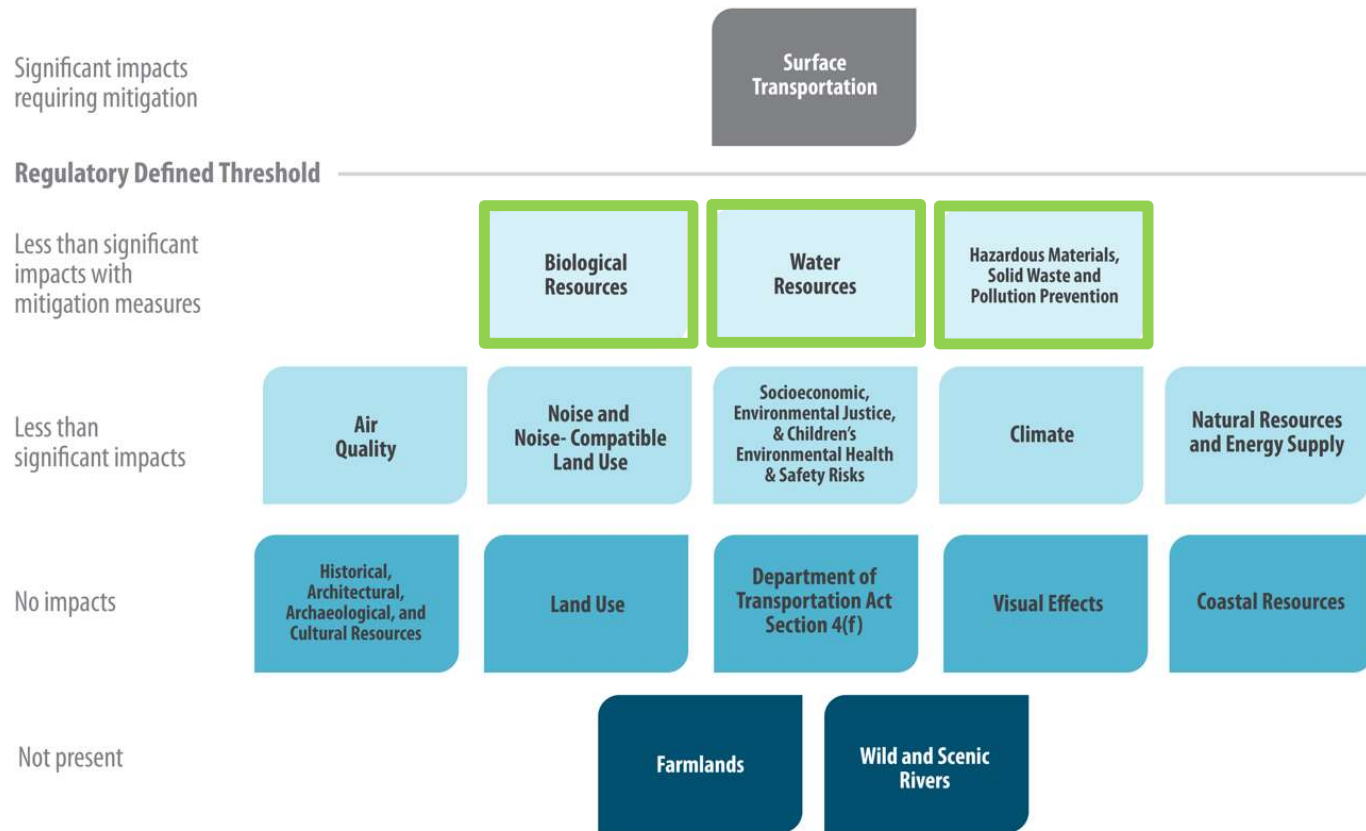
# Resource Category Impact Overview



# Resource Category Impact Overview



# Resource Category Impact Overview



# Biological Resources

Less than significant impacts with mitigation

Meet the terms of National Pollutant Discharge Elimination System (NPDES)

Develop Stormwater Pollution Prevention Plan (SWPPP) for construction of the NTPs

Species/Habitat	Effects Determination
Chinook salmon ( <i>Oncorhynchus tshawytscha</i> , Puget Sound ESU)	Not likely to adversely affect
Chinook salmon critical habitat	Not likely to adversely affect
Steelhead ( <i>O. mykiss</i> , Puget Sound ESU)	Not likely to adversely affect
Steelhead critical habitat	No effect
Bull trout ( <i>Salvelinus confluentus</i> , Coastal-Puget Sound DPS)	Not likely to adversely affect
Bull trout critical habitat	Not likely to adversely affect
Bocaccio rockfish ( <i>Sebastes paucispinus</i> , Puget Sound/Georgia Basin DPS)	Not likely to adversely affect
Bocaccio rockfish critical habitat	Not likely to adversely affect
Yelloweye rockfish ( <i>S. ruberrimus</i> , Puget Sound/Georgia Basin DPS)	Not likely to adversely affect
Yelloweye rockfish critical habitat	Not likely to adversely affect
Killer whale ( <i>Orcinus orca</i> , Southern Resident DPS)	Not likely to adversely affect
Killer whale critical habitat	Not likely to adversely affect
North American wolverine ( <i>Gulo gulo luscus</i> )	No effect
Yellow-billed cuckoo ( <i>Coccyzus americanus</i> )	No effect
Marbled murrelet ( <i>Brachyramphus marmoratus</i> )	No effect
Northwestern pond turtle ( <i>Actinemys marmorata</i> )	No effect
Monarch butterfly ( <i>Danaus Plexippus</i> )	No effect
Southern Pacific eulachon ( <i>Thaleichthys pacificus</i> )	No effect
Central America/Western North Pacific Humpback Whale ( <i>Megaptera novaeangliae</i> )	No effect
Southern green sturgeon ( <i>Acipenser medirostris</i> )	No effect
DPS – Distinct population segment; ESU – Evolutionarily significant unit	

# Water Resources

## Wetlands, Surface Water, Groundwater, and Floodplains

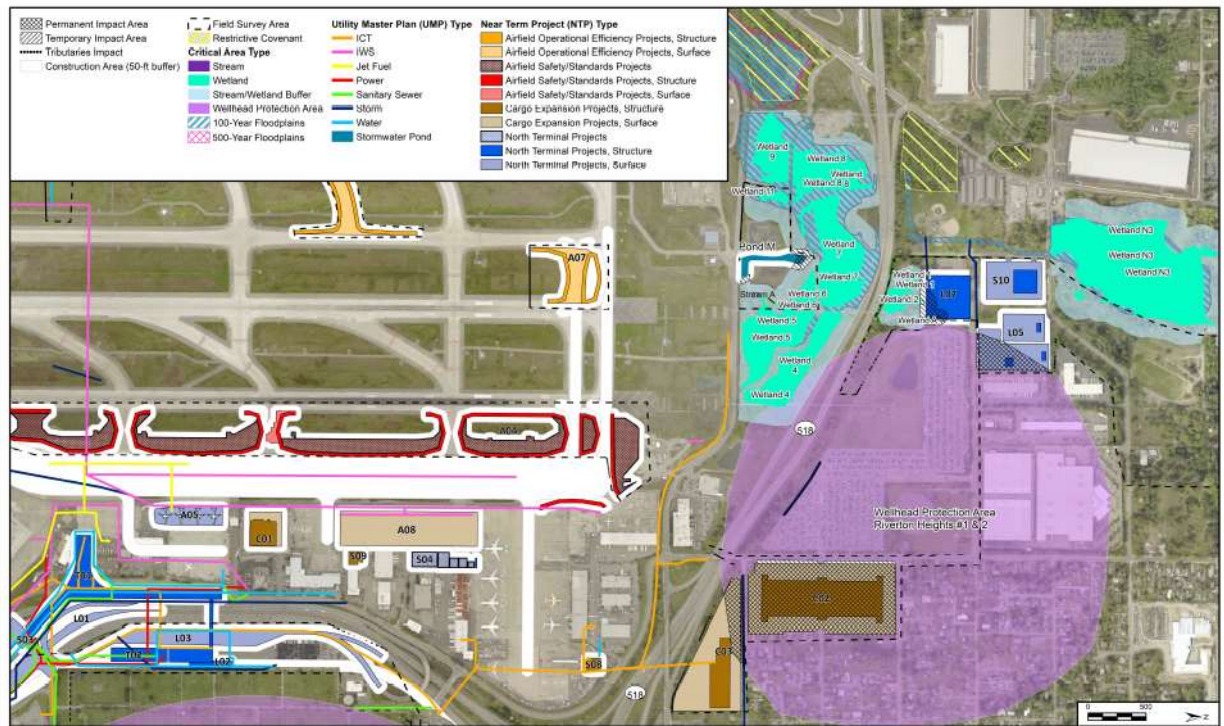
Less than significant impacts with mitigation

Permanently impact up to 0.79 acres of jurisdictional wetlands, 0.01 acres of streams, and 0.01 acres of potentially jurisdictional ditches.

Temporary construction impacts of 0.21 acres of wetlands and 3.43 acres of wetland buffers.

Increase in approximately 75 acres of total impervious surfaces which would result in an increase in stormwater runoff.

Permanent impacts to approximately 52 acres within the wellhead protection areas.





# Hazardous Materials

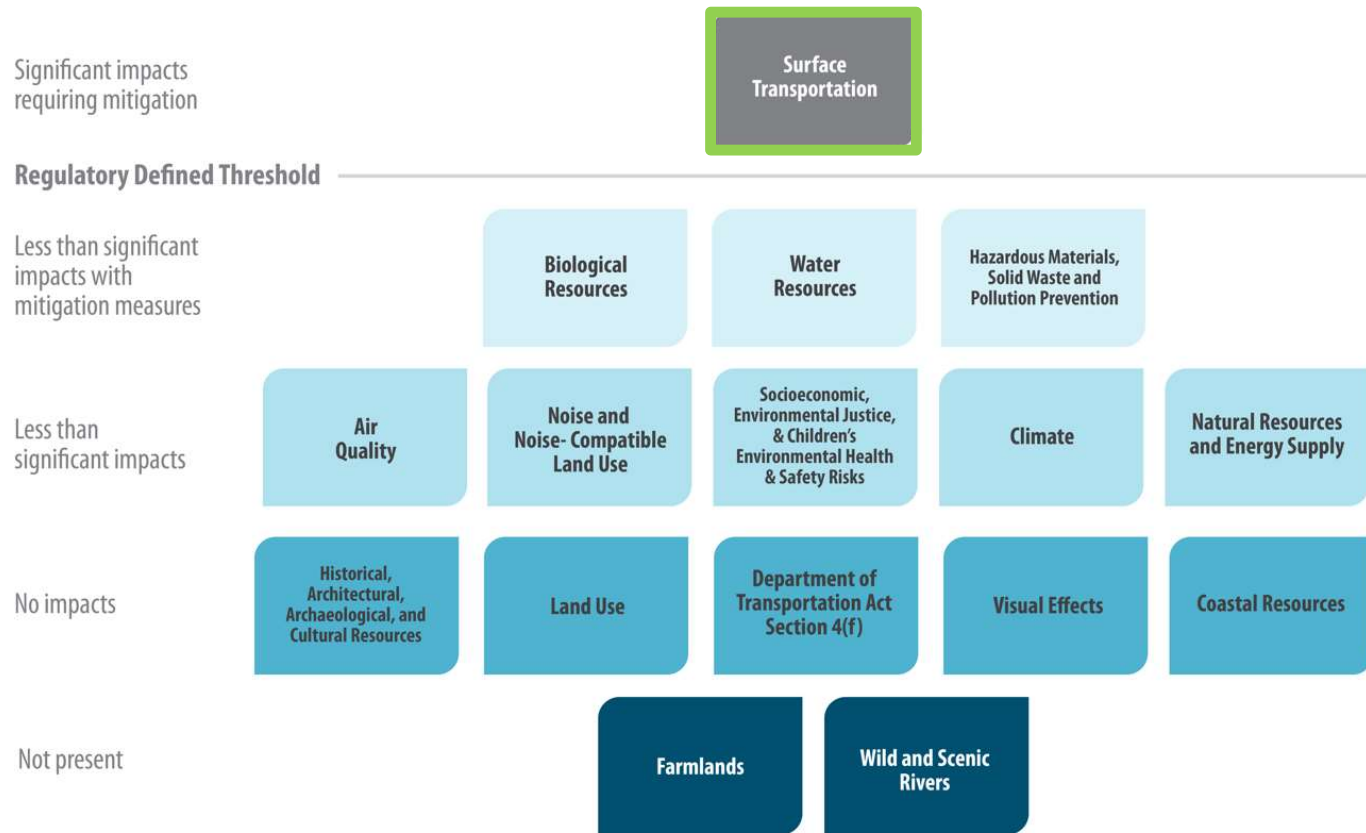
Less than significant impacts with mitigation



Port requires the development of a construction pollution prevention plan that includes an inventory/inspection of known hazardous materials in the buildings and on the site and a hazardous material cleanup and disposal plan.

All material excavated from within the project area would be screened prior to disposal. Any material found to be contaminated would be removed and disposed of in accordance with federal, state, and local requirements.

# Resource Category Impact Overview





# Surface Transportation

No significant impacts with mitigation

Intersections with Category 1 Impacts	Jurisdiction/Agency
Des Moines Memorial Dr. at S. 168th St.	City of Burien
Des Moines Memorial Dr. at S. 144th St.	City of SeaTac
24th Ave. S at S 146th St.	City of SeaTac
8th Ave. S at S. 156th St.	City of SeaTac
16th Ave. S at S. 144th St.	City of SeaTac
S. 152nd St. at Des Moines Memorial Dr. S.	City of SeaTac
SR 518 Westbound Off-ramp at Des Moines Mem. Dr.	WSDOT
SR 518 Eastbound Off-ramp & 51st Avenue S.	WSDOT
Military Rd. S. at Southbound I-5 Ramps at S. 200th St.	WSDOT
Military Rd. S. at Northbound I-5 Ramps	WSDOT

# Cumulative Impacts

## No significant impacts

**Past projects** are defined as those which occurred between 2017 and 2021. These projects are included in the Existing Conditions. Projects that occurred more than five years ago (e.g., Third Runway) are not separately discussed but they are also included in the Existing Conditions.

**Present projects** include projects that will be constructed or completed between 2022 and 2025.

**Reasonably foreseeable future projects** (2026-2032) include projects that have been included in SEA's Capital Improvement Plan (CIP) or have been approved or are pending approval by the relevant jurisdiction.

Implementation of the Action Alternatives, when combined with other past, present, or reasonably foreseeable projects, would not result in significant impacts.

Cumulative impacts result from the “incremental impact of the action when added to other past, present, or reasonably foreseeable future actions, regardless of what agency (federal or nonfederal) or person undertakes such other actions” (40 CFR 1508.1)

# Draft NEPA EA Document Overview

Chapter 1 – Introduction and Purpose & Need

Chapter 2 – Alternatives

Chapter 3 – Affected Environment

Chapter 4 – Environmental Consequences

Chapter 5 – Cumulative Impacts

Chapter 6 – List of Preparers

Chapter 7 - References

Appendices

Project website: [www.sampNTPenvironmentalreview.org](http://www.sampNTPenvironmentalreview.org)

# Outreach and Engagement

Provided 30 days notice before publishing

Materials provided in seven languages

Outreach to airport-area stakeholders including Highline Forum, StART, city councils, community councils

Public meetings in different Highline cities locations to capture official comments

Targeted engagement with BIPOC and underrepresented communities with an emphasis in South King County

Outreach to public and regional leaders on the FAA-approved SAMP airport layout plan and future demand at SEA from regional growth

# Language Access Overview

Materials available in multiple languages (Spanish, Vietnamese, Simplified Chinese, Somali, Amharic, and Korean)

If audio, visual or language assistance are required, community members can leave a message at 206-339-0213

At the four open house events, there will be options to assist attendees or those with questions in-language:

- Translated versions of each of the display boards will be available.
- Translated printed materials will be available.
- Translation services will be available through Port team on-site via language line interpretation support.



# Agency and Public Comment Period

## 30-day Public Notice

- September 20

## Public comment period

- October 21 – December 5 (45 days)

## Public Meetings

- November 12; 6:00PM – 8:00PM (Federal Way)
- November 13; 6:00PM – 8:00PM (Des Moines)
- November 14; 6:00PM – 8:00PM (SeaTac)
- November 16; 10:00AM – Noon (Burien)

Submit comments by December 5, 2024  
(submitted or postmarked)

Email: [SAMP@portseattle.org](mailto:SAMP@portseattle.org)

Mail: Mr. Steve Rybolt  
Port of Seattle  
Aviation Environment and Sustainability  
P.O. Box 68727  
Seattle, WA 98168

Project website:

<https://sampntpenvironmentalreview.org>



For translated materials, visit our website

Para materiales traducidos, visite nuestro sitio web

Để xem tài liệu đã dịch, hãy truy cập trang web của chúng tôi

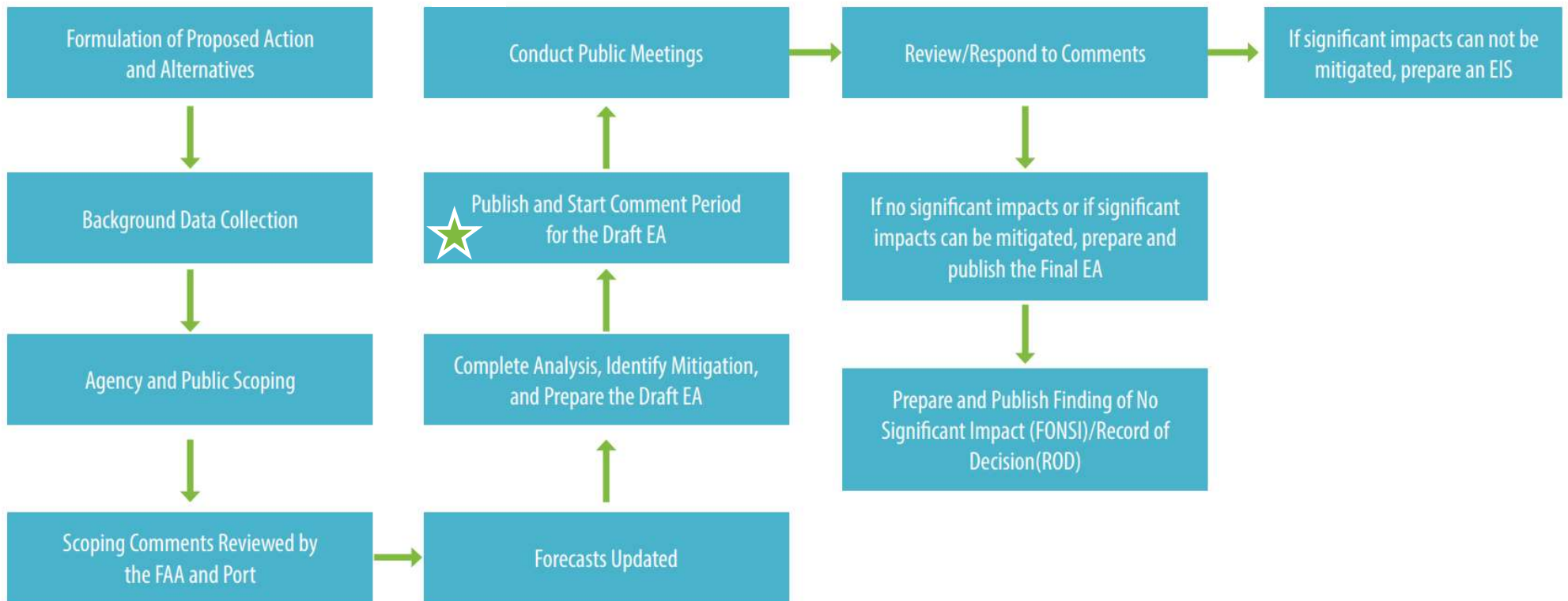
如需翻译材料, 请访问我们的网站

Wixii agab la turjumay, booqo shabakadeena

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번역된 자료를 보려면 당사 웹사이트를 방문하세요

# NEPA Environmental Assessment (EA) Process



# Next Steps

All comments received on the Draft EA will be reviewed by the FAA and the Port and responded to in preparation of the Final EA.

If the FAA finds the Proposed Action would have significant environmental impacts that could not be mitigated below the level of significance, then an Environmental Impact Statement (EIS) may be prepared.

If the FAA finds the Proposed Action would not have a significant environmental impact, then the FAA will issue a Mitigated Finding of No Significant Impact (FONSI)/Record of Decision (ROD).

The Port will conduct a similar environmental review under the State Environmental Policy Act (SEPA).

Port of Seattle approves SEPA environmental review.

# Additional Information

# Resource Categories with less than significant impacts

Resource Category	Alternative 1: No Action	Alternative 2: Proposed Action (compared to No Action)	Alternative 3: Hybrid Terminal Option (compared to No Action)
Air Quality	Emissions of criteria pollutants would occur in 2032 and 2037 due to aircraft activity, GSE(Ground Support Equipment) usage, stationary sources, and motor vehicles.	In 2032 and 2037 criteria pollutants would increase compared to the No Action. However, those increases are not considered significant.	Construction related emissions would be slightly higher than the Proposed Action. Operational emissions would be the same as the Proposed Action.
Climate	Emissions of Greenhouse Gas (GHG) would occur in 2032 and 2037 due to aircraft activity, GSE usage, stationary sources, and motor vehicles.	In 2032 and 2037 GHG emissions would increase compared to the No Action because of additional aircraft activity, GSE usage, stationary sources, and motor vehicles.	Construction related emissions would be slightly higher than the Proposed Action. Operational emissions would be the same as the Proposed Action.
Coastal Resources	No new impacts.	Relocation of FAA-owned equipment and associated infrastructure projects would not affect the coastal resources or uses of Washington State. If any NTPs trigger the need for individual Section 404/401 permits, then SEA will be responsible to submit a Consistency Certification form as part of the permit process.	Same as Proposed Action.
Department of Transportation Act Section 4(f)	No new impacts.	Would not result in a use (permanent, temporary, or constructive) of a Section 4(f) resource.	Same as Proposed Action.

# Resource Categories with less than significant impacts

Resource Category	Alternative 1: No Action	Alternative 2: Proposed Action (compared to No Action)	Alternative 3: Hybrid Terminal Option (compared to No Action)
Historical, Architectural, Archaeological, and Cultural Resources	No new impacts.	The FAA has determined that there would be No Adverse Effect to any eligible historical, architectural, archaeological, or cultural resources. Therefore, no significant impacts would occur.	Same as Proposed Action.
Land Use	No new impacts.	Would be consistent with all Airport and local jurisdiction planning documents and would not significantly alter the general land use patterns in the area. Therefore, no significant land use impacts would result.	Same as Proposed Action.
Natural Resources and Energy Supply	Energy (electricity, natural gas, and fuel), as well as other natural resources for maintaining facilities would continue to be consumed. SEA would have inadequate jet fuel storage volume required to meet minimum storage levels per the Fuel Consortium's standards/policies.	Would result in an annual increase in the demand for energy due to the increase in aircraft activity, passengers, employees, and facilities as compared to the No Action. Natural resources for construction (asphalt, water, etc.) would also increase. However, these increases in demand are not considered significant impacts because the energy sources and materials are not in short supply in the region. SEA would have adequate jet fuel storage volume required to meet minimum storage levels per the Fuel Consortium's standards/policies.	Same as Proposed Action.

# Resource Categories with less than significant impacts

Resource Category	Alternative 1: No Action	Alternative 2: Proposed Action (compared to No Action)	Alternative 3: Hybrid Terminal Option (compared to No Action)
Noise and Noise- Compatible Land Use	Aircraft noise would continue to occur due to the aircraft activity at SEA.	<p>In 2032 and 2037, the 65 DNL noise contour for the Proposed Action would be larger than the 2032 and 2037 No Action, respectively, and more people and noise sensitive facilities would be exposed to 65 DNL noise levels. However, no areas of 1.5 DNL increase would occur over a noise sensitive area within the 65 DNL when compared to the No Action in 2032 or 2037. Therefore, no significant noise impacts would occur.</p> <p>The noise contours for each alternative are smaller in 2037 than 2032 due to the increase in the Boeing 737-7/8/9 MAX aircraft which are quieter than the aircraft they are replacing.</p>	Same as Proposed Action.
Visual Effects	No new impacts.	Would result in new sources of light emissions and visual elements; however, the changes would not result in significant impacts.	Same as Proposed Action.