APPENDIX N

Scoping

Scoping Report

Attachments

Attachment 1 – Scoping Information
Attachment 2 – Agency Scoping Meeting
Attachment 3 – Public Coping Meetings
Attachment 4a-c – Scoping Comments Received
Attachment 4d – Scoping Comments Received
Attachment 4e – Scoping Comments Received
Attachment 4f – Scoping Comments Received
Attachment 4g – Scoping Comments Received

Seattle-Tacoma International Airport

Sustainable Airport Master Plan

Near-Term Projects Environmental Review

Scoping Report

Port of Seattle
Seattle, Washington

February 12, 2019

Table of Contents

I. Introduction 1
Overview of SAMP 1
Purpose of Scoping 1
II. SAMP Near-Term Project Scoping 1
Overview 1
Common Themes 3
III. Next Steps 3
IV. Report Organization 4

ATTACHMENTS

Attachment 1: Scoping Information
Scoping Information Packet
SEPA Determination of Significance and Scoping Notice (DS)
Online Open House

Attachment 2: Agency Scoping Meeting
Agency Invitation Letter
Agency Invitation List
Agency Presentation

Attachment 3: Public Scoping Meetings
Advertisements/Notices (all languages)
Mailed
Media Releases
Social Media
Advertisements
Legal Affidavits
Public Scoping Meetings Sign In Sheets
Public Scoping Meeting Sign In
Public Scoping Meeting Speaker Sign In Sheet
Presentation Boards
Video

Attachment 4: Scoping Comments Received
a. Comment Organization
b. Index of Comments by Commentor
c. Index of Comments by Topic
d-g. Actual Comments with Assigned Topic Code

I. Introduction

Overview of SAMP

Seattle-Tacoma International Airport (Sea-Tac or Airport) is an essential transportation resource serving as the primary air transportation facility for the Puget Sound region. The Port of Seattle prepared a Sustainable Airport Master Plan (SAMP) to establish a blueprint for changes at Sea-Tac to meet future demand. The SAMP was completed in 2018 and identified a Long-Term Vision, as well as a set of Near-Term Projects that are planned for construction by 2027.

The Port of Seattle (Port) and the Federal Aviation Administration (FAA) are initiating an environmental review under the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA) to evaluate and disclose the potential environmental effects of the Near-Term Projects (Proposed Action).

Purpose of Scoping

Scoping is an early and open process for determining the scope of issues that will be addressed in the environmental review document, soliciting input regarding the Proposed Action and reasonable alternatives, and for identifying concerns regarding the potential environmental effects of the Proposed Action. To ensure that public input was solicited and gathered, comments and suggestions were invited from all interested parties.

There is no requirement under NEPA or SEPA to produce a scoping report. It was compiled at the request of the FAA to provide an update to the agencies and public on the results of scoping and because the Port determined it would be useful to the Commission and the public.

II. SAMP Near-Term Project Scoping

Overview

The Scoping period opened on July 30, 2018 and lasted for 60 days, closing on September 28, 2018. The Port and the FAA advertised the Scoping period through newspaper advertisements, direct mail, and social media in five languages (English, Somali, Spanish, Vietnamese, and Arabic).

Scoping information was produced in three ways by the FAA and the Port for agencies and the public to learn about SAMP Near-Term Projects and the Scoping process. A SEPA Determination of Significance and Scoping Notice (DS) was produced to provide information about Scoping and initiate the environmental review process. A Scoping Information Packet provided an overview of the need for the SAMP Near-Term Projects, including details of the Proposed Action (i.e. Near-Term Projects), and information on the environmental review process. Lastly, an Online Open House located at www.SAMPNTPenvironmentalreview.org, also provided an overview of the need for the SAMP Near-Term Projects, including details of the Proposed Action, and information on the environmental review process and included electronic copies of the Scoping Information Packet and the Determination of Significance and Scoping

Notice (DS). The Online Open House also provided a method for individuals to submit comments via the internet.

The Port held an Agency Scoping Meeting and four Public Scoping Meetings during the 60-day Scoping period.

The Agency Scoping Meeting was held on September 6, 2018 at the Airport. Seven agencies attended:

1. City of SeaTac;
2. City of Des Moines;
3. City of Burien;
4. City of Federal Way;
5. Pierce County;
6. Washington Department of Transportation (WSDOT); and
7. Federal Transit Administration (FTA)

The four Public Scoping Meetings were held in the cities of:

- City of Des Moines on September 10, 2018 at the Highline College Student Union;
- City of Seattle (Beacon Hill) on September 12, 2018 at the New Holly Gathering Hall;
- City of Federal Way on September 17, 2018 at the Federal Way Community Center; and
- City of Sea-Tac on September 19, 2018 at the SeaTac Community Center.

Below are tables outlining the analytics of each Public Scoping Meeting.

City: **Des Moines**
Date: **September 10, 2018**
Location: **Highline College Student Union**

Number of Attendees	168
Number of Comment Sheets	75
Number of People Speaking to Court Reporter	13

City: **Seattle (Beacon Hill)**
Date: **September 12, 2018**
Location: **New Holly Gathering Hall**

Number of Attendees	27
Number of Comment Sheets	2
Number of People Speaking to Court Reporter	5

City: **Federal Way**
Date: **September 17, 2018**
Location: **Federal Way Community Center**

Number of Attendees	64
Number of Comment Sheets	42
Number of People Speaking to Court Reporter	14

City: **Sea-Tac**
Date: **September 19, 2018**
Location: **SeaTac Community Center**

Number of Attendees	45
Number of Comment Sheets	14
Number of People Speaking to Court Reporter	11

Total

Number of Attendees	304
Number of Comment Sheets	133
Number of People Speaking to Court Reporter	43

Common Themes

The comments received fell into 13 common themes:

1. Master Plan/Purpose & Need/Proposed Action
2. Alternatives
3. Air Quality/Climate
4. Noise
5. Human Health
6. Transportation
7. Water Resources
8. Socioeconomic
9. Biological and Natural Resources
10. Public Properties and Resources
11. NEPA/SEPA Process
12. General Scoping Comments
13. Other General Comments

All comments were received by Port of Seattle and FAA staff. The Port reviewed the comments and categorized and grouped them into the major topics and common themes above and reviewed with the FAA.

III. Next Steps

The comments will be considered as the approach to the environmental review is finalized and as the environmental analysis is conducted. The Port of Seattle will proceed with the preparation of the NEPA EA to comply with federal requirements. At the same time, the Port of Seattle will begin the preparation of a separate SEPA EIS. It is anticipated that the FAA will issue their decision on the NEPA EA prior to the completion of the SEPA EIS.

IV. Report Organization

This report includes a number of attachments. The attachments provide everything that was presented and received by the Port during the Scoping process. Documents were created, specifically the Index of Comments, to provide cross references between comments received, topic, and the commentor.

ATTACHMENT 1: SCOPING INFORMATION

SCOPING PACKET

SEATTLE-TACOMA INTERNATIONAL AIRPORT

SUSTAINABLE AIRPORT MASTER PLAN

NEAR TERM PROJECTS

ENVIRONMENTAL REVIEW PROCESS

Scoping
Information Packet

Prepared by:
Landrum & Brown, Inc.
for:
Port of Seattle
Seattle, Washington
July 2018

I. INTRODUCTION

The Port of Seattle prepared a Sustainable Airport Master Plan (SAMP) to establish a blueprint for changes at Seattle-Tacoma International Airport (Sea-Tac or Airport) to meet future demand. The SAMP was completed in 2018 and identified a Long-Term Vision, as well as a set of Near-Term Projects that are planned for construction by 2027. The Port of Seattle (Port) and the Federal Aviation Administration (FAA) are initiating an environmental review to evaluate and disclose the potential environmental effects of the Near-Term Projects (Proposed Action).

It is important to note that neither the Port of Seattle nor the FAA have issued approvals on the Near-Term Projects (Proposed Action). No approvals or implementation of the proposed action will take place before the completion of the environmental review process that will follow the requirements of the National Environmental Policy Act and the State Environmental Policy Act.

National Environmental Policy Act (NEPA)

Prior to implementation the FAA must comply with the National Environmental Policy Act of 1969 (NEPA) when implementing a Proposed Action involving one or more *federal actions*. In this case, the Port of Seattle is seeking the FAA's unconditional approval of the Near-Term Projects depicted on the Airport Layout Plan for the Airport and may request federal funding to implement the Proposed Action. Because these are *federal actions* that the FAA would undertake, the environmental analysis and documentation must comply with the requirements of NEPA as implemented in the regulations adopted by the Council for Environmental Quality (CEQ), 40 C.F.R. §1500 et seq., as well as FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

Based on coordination and direction from the FAA, a NEPA Environmental Assessment ("NEPA EA") will be prepared to determine if *significant impacts* are likely to occur with the implementation of the Proposed Action. If the analysis indicates *significant impacts that cannot be mitigated* as a result of implementing the Proposed Action, a NEPA Environmental Impact Statement (EIS) would be required.

State Environmental Policy Act (SEPA)

Under Washington's State Environmental Policy Act (SEPA), environmental review is required for any proposal which involves a government "action," as defined in the SEPA Rules (Washington Administrative Code (WAC) 197-11-704), and which is not categorically exempt (Chapter 197-11 WAC PART NINE - CATEGORICAL EXEMPTIONS). Project actions involve an agency decision on a specific project, such as approval of a construction project. As the Port of Seattle is proposing the construction of the Proposed Action, this environmental review will be prepared in accordance with SEPA requirements, WAC 197-11, as well as the Port of Seattle Resolution 3650.

The Port of Seattle, as SEPA lead agency, acknowledges that there is public interest and concern about the potential environmental impacts of implementing the Proposed Action. Based on that level of concern and the potential for impacts that may occur with the implementation of the Proposed Action, the Port of Seattle has determined that a SEPA Environmental Impact Statement (EIS), known as a "SEPA EIS," will be prepared.

The Port and FAA intend to prepare the NEPA EA/SEPA EIS in a coordinated manner to make review easier by the public, agencies, and potentially affected Tribes.

The SAMP includes a Long-Term Vision for Sea-Tac which includes projects that are not ripe for environmental review at this time, as they require further study and are not reasonably foreseeable. Before any of the Long-Term Vision projects are implemented, the appropriate environmental review process will be conducted. The Near-Term Projects (the Proposed Action) are the subject of a phased environmental review process to comply with SEPA. SEPA requires phased review for proposals that are ripe for environmental review and excludes from consideration actions that are not yet ripe for review. The Near-Term projects will be the subject of the first phase of the environmental review process because they are ripe for review. The Long-Term Vision projects will be subject to a later phase of environmental review when they become ripe for review. Phased review is not required under NEPA. The Port and FAA anticipate conducting additional environmental review in the future regarding the longer-term projects identified in the SAMP; however, those potential future actions are not ripe for decision or environmental review at this time.

During the environmental review process, a multi-disciplinary team of experts will study the potential environmental impacts of the Near-Term Projects, determine whether the environmental impacts are significant, and, if so, evaluate ways to mitigate those impacts. Before these studies begin, a 60-day period is reserved for the public to provide input on the range of issues and alternatives that should be studied as part of the environmental review. This 60-day period is known as Scoping and represents the formal kick-off of the environmental review process.

This Agency and Public Scoping Information Packet provides information about Scoping and the Environmental Review Process. The Port has developed user-friendly tools, including public open houses and an "online open house," to make it easier for everyone to provide input to the scope of the environmental review. More information is available about the SAMP at:

www.SAMPenvironmentalreview.org

The following information is presented in this packet for review during Scoping:

- Overview of Scoping (Section II)
- Public Participation in the Environmental Review Process (Section III)
- Purpose and Need, and Proposed Action (Section IV)
- Preliminary Environmental Review Schedule (Section V)

II. OVERVIEW OF SCOPING

Scoping is an early and open process for determining the scope of issues that will be addressed in the environmental review document, soliciting input regarding the Proposed Action and reasonable alternatives, and for identifying concerns regarding the potential environmental effects of the Proposed Action. Comments received during Scoping will be reviewed and taken into consideration during the preparation of the NEPA and SEPA analyses.

How Will the SAMP Near-Term Project Alternatives be Identified?

In addition to the Proposed Action, the NEPA EA/SEPA EIS will evaluate a range of alternatives to the Proposed Action to ensure other feasible and reasonable solutions have been considered. One of the purposes of the Scoping process is to invite the public and agencies to provide input on the alternatives to be considered in the environmental review process. The identification and evaluation of alternatives will be subject to a three-phased approach:

1. Identify a range of potential alternatives to the Proposed Action.
2. Conduct a qualitative evaluation of the identified alternatives based on their ability to meet the "Purpose and Need" for the Proposed Action.
3. Perform detailed evaluation of the alternatives capable of meeting the Purpose and Need, as well as their feasibility from an operational, cost, and constructability standpoint.

Based on this three-phased approach, feasible and reasonable alternatives will be identified for further evaluation in the NEPA EA/SEPA EIS.

In addition to the development alternatives, a "No Action" scenario will be prepared to describe the environmental impacts that may result if the Proposed Action is <u>not</u> implemented. The No Action scenario will evaluate the same future year as the Proposed Action (2027) and will include only the potential environmental effects of existing facilities and facilities currently under construction, including primarily the International Arrivals Facility, North Satellite Expansion, and the Concourse D Hardstand Holdroom. The No Action scenario is required for both NEPA and SEPA and will be used to compare environmental impacts of the Proposed Action and development alternatives.

What are the Boundaries of the Study Area?

For the purposes of the environmental review, study areas will be developed that reflect the nature of the potential impacts. Study areas may vary from one resource category/element of the environment to another, depending on the nature of the impacts to be assessed. The area disturbed due to construction is expected to remain on Airport property as there is no acquisition of land included in the Proposed Action.

What Will be in the Environmental Review Document?

In the NEPA EA/SEPA EIS, the Proposed Action and reasonable and feasible alternatives, including the No Action alternative, will be evaluated for potential environmental impacts in a number of resource categories/elements of the environment.

The environmental review document will consist of the following sections:

- Purpose and Need for the Proposed Action
- Reasonable Alternatives
- Affected Environment
- Environmental Consequences
- Potential Mitigation Measures

The list below includes resource categories/elements of the environment that the Port will evaluate in the NEPA EA/SEPA EIS to meet federal and state requirements. Within each, environmental analysis will focus on operational activities (such as the operation of aircraft, ground service equipment, automobiles, etc.), stationary sources (such as buildings, boilers, generators, pavement areas, etc.), and associated construction activities. For more information on the specific requirements, thresholds, and methodologies used in an environmental review document, see FAA Order 1050.1F,[1] Desk Reference,[2] FAA Order 5050.4B,[3] and the Department of Ecology's SEPA Rules (WAC 197-11[4]) and SEPA Handbook.[5]

NEPA Resource Categories

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation (DOT) Section 4 (f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention

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[1] NEPA. FAA Order 1050.1F: http://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050_1F.pdf

[2] NEPA. FAA Order 1050.1F Desk Reference: https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/faa_nepa_order/desk_ref/

[3] NEPA. FAA Order 5050.4B: https://www.faa.gov/airports/resources/publications/orders/environmental_5050_4/

[4] Washington State SEPA Rules: http://apps.leg.wa.gov/WAC/default.aspx?cite=197-11

[5] Washington State SEPA Handbook: https://ecology.wa.gov/Asset-Collections/Doc-Assets/Regulations-Permits/Environmental-review/Training-Handout-2017-SEPA-Handbook-Updates

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 Environmental Health and Safety Risks
- Visual Effects
- Water Resources
  - Wetlands
  - Floodplains
  - Surface Waters
  - Groundwater
  - Wild and Scenic Rivers

SEPA Elements of the Environment

- Earth
  - Geology
  - Soils
  - Topography
  - Unique physical features
  - Erosion/enlargement of land area
- Air
  - Air quality
  - Odor
  - Climate
- Water
  - Surface water movement/quantity/quality
  - Runoff/absorption
  - Floods
  - Groundwater movement/quantity/quality
  - Public water supplies
- Plants and animals
  - Habitat for and numbers or diversity of species of plants, fish, or other wildlife
  - Unique species
  - Fish or wildlife migration routes

- Energy and natural resources
  - Amount required/rate of use/efficiency
  - Source/availability
  - Nonrenewable resources
  - Conservation and renewable resources
  - Scenic resources
- Environmental health
  - Noise
  - Risk of explosion
  - Releases or potential releases to the environment affecting public health, such as toxic or hazardous materials
- Land and shoreline use
  - Relationship to existing land use plans and to estimated population
  - Housing
  - Light and glare
  - Aesthetics
  - Recreation
  - Historic and cultural preservation
  - Agricultural crops
- Transportation
  - Transportation systems
  - Vehicular traffic
  - Waterborne, rail, and air traffic
  - Parking
  - Movement/circulation of people or goods
  - Traffic hazards
- Public services and utilities
  - Fire
  - Police
  - Schools
  - Parks or other recreational facilities
  - Maintenance
  - Communications
  - Water/stormwater
  - Sewer/solid waste

III. PUBLIC PARTICIPATION IN THE ENVIRONMENTAL SCOPING PROCESS

To ensure that public input is solicited and gathered regarding the Proposed Action, potential alternatives, and the NEPA/SEPA process, comments and suggestions are invited from all interested parties. The following opportunities for public participation will be provided during Scoping for this NEPA EA/SEPA EIS:

Scoping

On July 30, 2018, the Port of Seattle issued a public notice opening the scoping period for the NEPA EA/SEPA EIS. The Scoping period will remain open for 60 days and will close September 28, 2018.

The notice identified the following opportunities for participation during Scoping:

1. Written Comments. You are invited to submit written comments on the scope of the NEPA EA/SEPA EIS via:
   - SAMP website (Click "Participate"): www.SAMPenvironmentalreview.org
   - Email: SAMP@portseattle.org
   - Mail to: Mr. Steve Rybolt
     Port of Seattle
     Aviation Environment and Sustainability
     P.O. Box 68727
     Seattle, WA 98168

   Please direct your comments to the scope of the environmental review, potential environmental effects of the Proposed Action, purpose and need, alternatives to be evaluated, and the environmental categories/elements of the environment being assessed. Also, be advised that your entire comment may be made publicly available at any time.

2. Public Scoping Meetings. You are invited to attend one or more of the four Public Scoping Meetings scheduled in September 2018. The locations and dates are as follows:
   - Meeting PS1 – 9/10. City of Des Moines
     5:30 PM – 8:30 PM
     Highline College Student Union
   - Meeting PS2 – 9/12. City of Seattle (Beacon Hill)
     5:30 PM – 8:30 PM
     New Holly Gathering Hall

- Meeting PS3 – 9/17. City of Federal Way
  5:30 PM – 8:30 PM
  Federal Way Community Center
- Meeting PS4 – 9/19. City of SeaTac
  5:30 PM – 8:30 PM
  SeaTac Community Center

At the Public Scoping Meetings information regarding the Proposed Action and the environmental review process will be available. For those unable to attend a Public Scoping Meeting, the same information will be available on the Port of Seattle's website:

www.SAMPenvironmentalreview.org

There will be opportunities for the public to make formal comments at each meeting.

If you need the assistance of an interpreter, or want to receive a response to a question in your native language, please call the Port's language help line at (206)787-3797. If other accommodations are needed at a Public Scoping Meeting, for assistance please call (206) 787-5725.

3. Government Agency Scoping Meeting. A government agency scoping meeting will be held:
   - Meeting AS1 – 9/6. Sea-Tac Airport
     1:00 PM – 4:00 PM
     Central Auditorium

   At this meeting, information regarding the Proposed Action and environmental review process will be available, and agencies will be given an opportunity to comment.

4. Tribes. FAA will conduct Government to Government Consultation with the potentially affected Tribes as part of this environmental review process.

At the conclusion of the Scoping process all of the comments received will be reviewed and taken into consideration during the preparation of the NEPA and SEPA analyses and documents. A Scoping summary report will be prepared and made available through the Port's website following the end of the scoping period.

IV. PURPOSE AND NEED, AND PROPOSED ACTION

Preliminary Statement of Need

Seattle-Tacoma International Airport (Sea-Tac) is an essential transportation resource serving as the primary air transportation facility for the Puget Sound region. In that role, it is expected that growth in passengers, aircraft operations, and cargo activity will occur with or without the implementation of the Proposed Action. The evaluation of airport operations and facilities conducted during the SAMP identified needs that could affect the ability of the Airport to maintain its critical air transportation function in the future. These needs included:

1. Insufficient passenger terminal capacity to accommodate projected passenger levels efficiently

   An analysis of the existing passenger terminal facilities at Sea-Tac Airport found that they cannot efficiently accommodate future projected passenger demand of 56 million annual passengers (56 MAP) by 2027.

2. Insufficient facilities to accommodate projected cargo levels efficiently

   An analysis of the existing cargo warehousing, aircraft parking, and support facilities at Sea-Tac Airport found that they cannot efficiently accommodate cargo demand projected by 2027.

3. Non-compliance with Federal Aviation Administration airport design guidelines

   During the SAMP, the Port identified irregular sizes and/or shapes of various taxiway pavements; less than optimal separation between Taxiway B and the adjacent Runway 16L/34R; and entrances to Runway 16L/34R that do not meet the most recent guidance for reducing pilot confusion. None of these issues result in unsafe operation of the Airport.

4. Excessive aircraft delays on the airfield

   As part of the SAMP, the Port of Seattle prepared a delay analysis that found that without intervention the Airport will experience average delay per operation (landing or take off) in excess of 20 minutes by 2027. This level of delay results in a severely inefficient airfield operation at the airport.

5. Lack of fuel storage to meet projected demand and to meet Port of Seattle's Sustainable Aviation Fuel initiative

   As part of the SAMP, the Port of Seattle identified that the Airport's fuel storage capacity cannot accommodate fuel storage and reserve needs based on projected growth. Additional fuel storage is also needed to meet the goals of the Port's Sustainable Aviation Fuel initiative.

Preliminary Statement of Purpose

The purpose of the Proposed Action is to address the needs described above. The project elements included in the Proposed Action serve to meet future growth in activity, comply with FAA standards, enhance airport efficiency, and meet future demand for fuel.

Proposed Action (2027)

Based on the SAMP forecast of future activity and the related analysis of the Airport's needs prepared in the SAMP, the Port of Seattle developed a suite of Near-Term Projects (see Exhibit 1, ***Near Term Projects - Proposed Action***). Each of the Near-Term Projects (Proposed Action for the environmental review) is described below and organized by its purpose in meeting the identified needs.

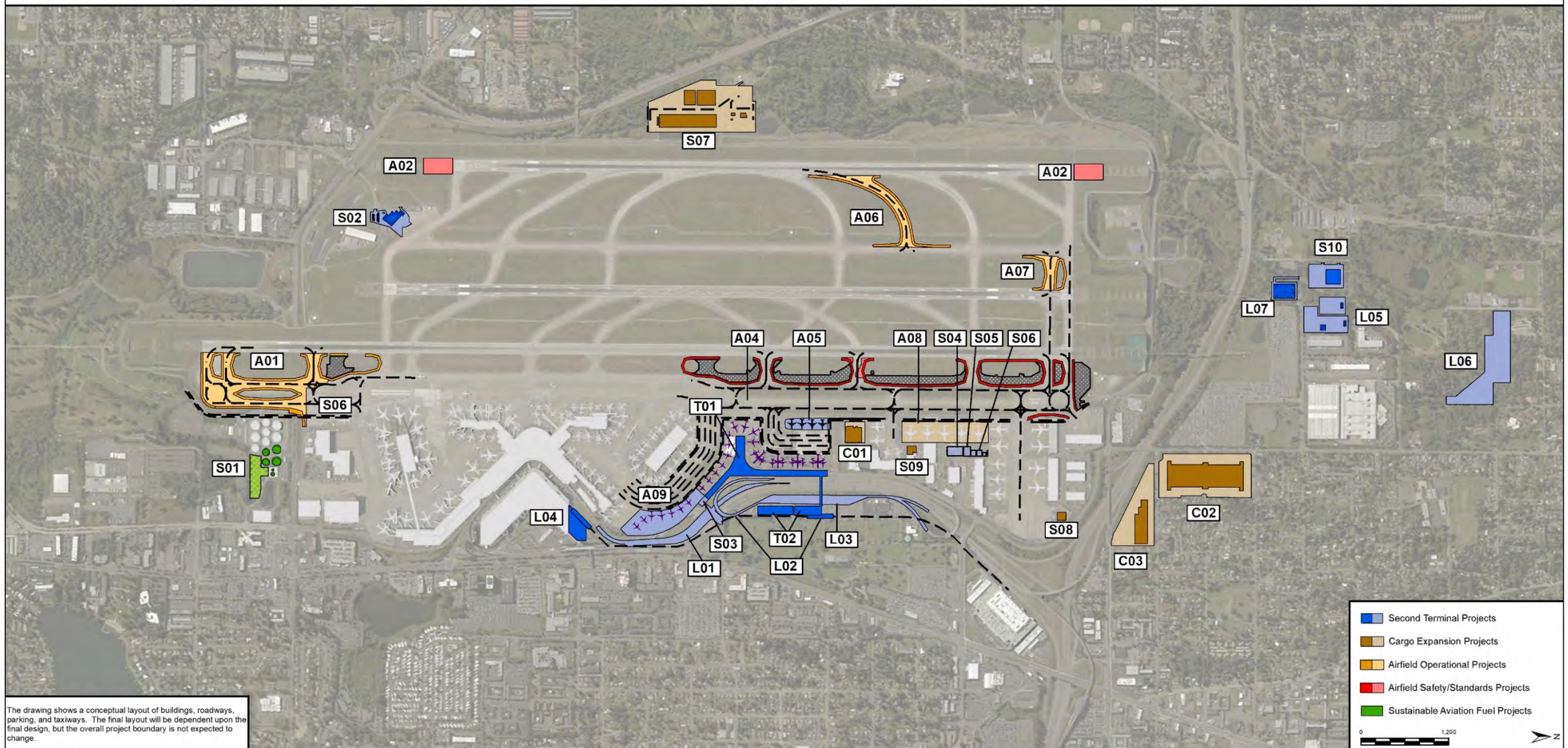
AIRSIDE
A01 - Taxiway A/B Extension
A02 - Runway 16R-34L Blast Pads
A04 - Taxiway B 500' Separation & RIM Mitigation
A05 - North Hold Pad
A06 - Runway 34L Highspeed Exit
A07 - Taxiway D Extension
A08 - Hardstand (north)
A09 - Hardstand (central)
A10 - Taxiway Fillets (not shown)

CARGO
C01 - Cargo 4 South Redevelopment
C02 - Off-site Cargo PH 1 (L-Shape)
C03 - Off-site Cargo PH 2 (L-Shape)

LANDSIDE
L01 - NAE Relocation (southbound lanes)
L02 - Elevated Busway & Stations
L03 - Second Terminal Roads/Curbside
L04 - Main Terminal North GT Lot
L05 - North GT Holding Lot
L06 - Employee Parking Surface Lot
L07 - Employee Parking Structure

TERMINAL
T01 - North Gates
T02 - Second Terminal & Parking

AIRPORT/AIRLINE SUPPORT
S01 - Fuel Farm Expansion
S02 - Primary ARFF
S03 - Secondary ARFF
S04 - Fuel Rack Relocation
S05 - Triculator
S06 - Consolidated De-icing Tanks
S07 - Westside Maintenance Campus
S08 - Airline Support (north)
S09 - Airline Support (west)
S10 - Centralized Rec. & Dist. Center



The drawing shows a conceptual layout of buildings, roadways, parking, and taxiways. The final layout will be dependent upon the final design, but the overall project boundary is not expected to change.

Sustainable Airport Master Plan (SAMP) Environmental Review
Port of Seattle — Seattle-Tacoma International Airport

Near Term Projects (Proposed Action)

EXHIBIT: **1**

1. Purpose: Meet Forecasted Passenger Demand

A new Second Terminal would be constructed to provide the necessary facilities to meet the projected passenger demand at the Airport. The Second Terminal would include the following Primary Elements, Connected Actions, and Similar Actions:

- New and modified Airport roadways to access the new Second Terminal (L03 – Second Terminal Roads & Curbside)
- New parking garage and passenger terminal facilities for passenger check-in; passenger and baggage screening; airline offices, baggage conveyance and claim; concessions; and restrooms (T02 – Second Terminal & Parking)
- New terminal concourse including typical functions such as baggage handling; passenger holdrooms, concessions, restrooms, etc.; office space; and walkway to the passenger terminal walkway (T01 – North Gates)
- New elevated busway to provide a way for passengers to transfer among the Main Terminal, New Second Terminal, and Rental Car Facility (L02 – Elevated Busway & Stations)
- New aircraft parking positions for aircraft waiting to park at a passenger gate, aircraft needing parking overnight, or remote aircraft gates where passengers are bussed to the airplane (A05 – North Hold Pad & A09 – Hardstand (central))
- Relocation of the southbound lanes of the North Airport Expressway to clear the site for construction of A09 Hardstand (central) and T01 North Gates (L01 – North Airport Expressway (NAE) Relocation (southbound lanes)). The southbound lanes would also be widened near the terminal to alleviate congestion.
- Construction of a new ground transportation lot on Port property north of State Route (SR) 518 to accommodate increased demand and replace the S 160th St. parking lot displaced by the L02 - Elevated Busway (L05 – North Ground Transportation Lot)
- Relocation of the Primary Aircraft Rescue and Firefighting (ARFF) station to clear the site for the new passenger concourse T01 North Gates (S02 – Primary Aircraft Rescue and Firefighting (ARFF) station & S03 – Secondary ARFF). The new ARFF would be larger than the existing ARFF to accommodate additional personnel.
- Relocation of the fuel rack from its current location in the Cargo 6 area to clear the site for construction of the new passenger concourse T01 North Gates (S04 – Fuel Rack Relocation).
- In an effort to consolidate storage of aircraft deicing fluid and to clear a site for the construction of the new passenger concourse T01 North Gates, sets of deicing fluid tanks are proposed on both the north and south end of the airfield (S06 – Consolidated De-icing Fluid Storage Tanks)
- Expansion of the existing north ground transportation lot to accommodate increased demand for charter and cruise passenger buses (L04 – Main Terminal North Ground Transportation Lot)

- A new surface parking lot would accommodate increased demand for employee parking. The surface lot would be constructed on Port-owned property north of SR 518 (L06 – Employee Parking Surface Lot)
- A new parking structure north of SR 518 would provide additional capacity to accommodate increased demand for employee parking. (L07 – Employee Parking Structure)
- A new Centralized Receiving & Distribution Center would be constructed on Port-owned property north of SR 518 to improve security and more efficiently screen and move supplies to concessionaires in the current and proposed future passenger terminals (S10 – Centralized Receiving & Distribution Center)

2. Purpose: Meet Forecasted Cargo Demand

Various cargo-related projects would be constructed to provide the necessary facilities to meet the projected cargo demand at the Airport. These include the following Primary Elements, Connected Actions, and Similar Actions:

- A new cargo aircraft parking area would be constructed in the North Cargo area east of Taxiway A. (A08 – Hardstand (north))
- The Cargo 4 South site would be redeveloped to address poor existing building conditions and configuration, and a larger building would be constructed to serve future demand. (C01 – Cargo 4 South Redevelopment)
- Two new cargo warehouse buildings with truck access would be constructed on the Port-owned L-Shape property. No aircraft would utilize the L-Shape property because it is not located on the airfield. (C02 – Off-site Cargo Phase 1 (L-Shape) & C03 – Off-site Cargo Phase 2 (L-Shape))
- The Port's Aviation Maintenance Facility (AMF) would be relocated from its current location in the North Cargo area to clear the site for construction of the A08 Hardstand (north) project. The AMF would be located on the west side of the airport in the West-side Maintenance Campus. (S07 – West-side Maintenance Campus)
- To accommodate displaced Ground Service Equipment (GSE) maintenance and aircraft maintenance functions from the United Airlines maintenance building and Swissport cargo facility, and aircraft maintenance functions from the United Airlines maintenance building, two airline support buildings/expansions are planned. The first is a new building located in the far northeast corner of the North Cargo area. The second is an expansion of the existing AMB/AFCO III building to the west. (S08 Airlines Support (north) & S09 – Airline Support (west)).

3. Purpose: Comply With FAA Airfield Standards/Guidance

Various improvements would be constructed to comply with FAA standards and guidance. These include the following elements:

- A runway blast pad is a surface adjacent to a runway intended to provide erosion protection from aircraft jet blast. The existing blast pads on RWY 16R-34L would be expanded to meet current standard dimensions. (A02 – Runway 16R-34L Blast Pads)
- To provide the standard 500' runway/taxiway separation, Taxiway B would be moved to the east between Taxiway C (at the north end of the airfield) and the approximate location of the existing Taxiway L. Shifting Taxiway B would also result in Taxiway A being shifted east. (A04 – Taxiway B 500' Separation & RIM Mitigation)
- Fillets are essentially rounded corners created with pavement and markings, and are used as part of taxiways to provide adequate distances between aircraft and the pavement edges. Fillets which do not meet current FAA standards would be improved when the fillet/area is in need of a reconstruction or impacted by another project. (A10 – Taxiway Fillets)

4. Purpose: Improve Airfield Operational Efficiency

Various improvements would be constructed to enhance the operational efficiency of the Airport. These include the following elements:

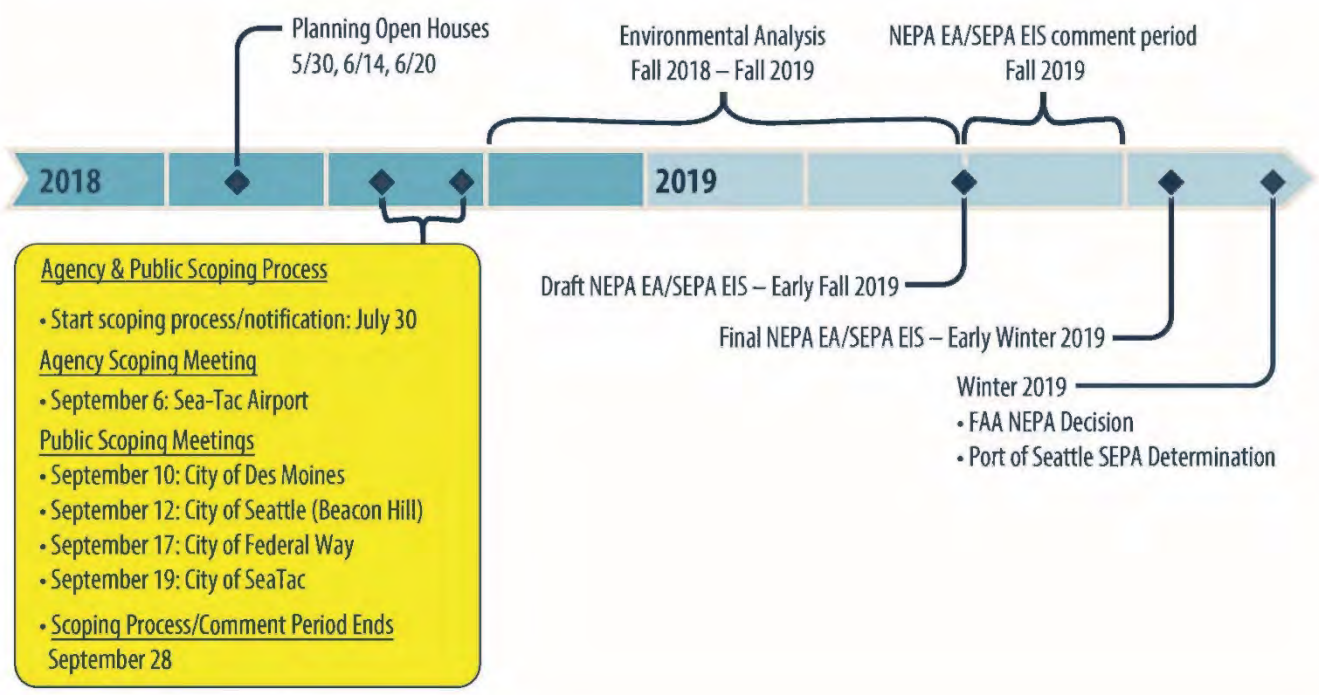
- Taxiway A would be extended south of Taxiway S to provide a parallel taxiway to Taxiway B. This taxiway will help reduce delay by providing additional pavement for ATCT to sequence aircraft.
- To facilitate the taxiway work, the Runway 34R glide slope antenna and shelter may need to be relocated to the west side of Runway 16L-34R because it would be displaced by the Taxiway B construction. Additional work that may be required to facilitate the taxiway construction includes a new Vehicle Service Road bridge over S 188 Street. (A01 – Taxiway A/B Extension)
- High-speed exits allow landing aircraft to exit the runway at relatively higher speeds, leading to less time on the runway. A new high-speed exit would be constructed for Runway 34L arrivals between Taxiway J and Taxiway E. (A06 – Runway 34L High-speed Exit)
- Taxiway D is currently a short taxiway between Runways 16C-34C and 16L-34R, and is used by aircraft waiting to take off from Runway 16C. This project would extend Taxiway D from Runway 16C-34C west to Taxiway T. (A07 – Taxiway D Extension)

5. Purpose: Provide Additional Fuel Capacity and Meet Port's Sustainable Aviation Fuel Initiative

Various improvements would be constructed to enhance the Airport's fueling capabilities. These include the following elements:

- Expansion of the fuel farm would include additional settling tank capacity and construction of infrastructure to support the Port's Sustainable Aviation Fuel (SAF) initiative. The addition of four settling tanks adding approximately 10 million gallons of storage capacity would require additional piping, expansion of the spill containment dike, and four above ground storage tanks. (S01 – Fuel Farm Expansion)

V. PRELIMINARY ENVIRONMENTAL REVIEW SCHEDULE



SEPA DETERMINATION OF SIGNIFICANCE AND REQUEST FOR COMMENTS ON SCOPE OF SEPA ENVIRONMENTAL IMPACT STATEMENT (SEPA EIS) AND NATIONAL ENVIRONMENTAL POLICY ACT ENVIRONMENTAL ASSESSMENT (NEPA EA)

Port of Seattle

Seattle-Tacoma
International Airport
P.O. Box 68727
Seattle, WA 98168

www.portseattle.org

SEPA DETERMINATION OF SIGNIFICANCE (DS) AND REQUEST FOR COMMENTS ON SCOPE OF SEPA ENVIRONMENTAL IMPACT STATEMENT (SEPA EIS) AND NATIONAL ENVIRONMENTAL POLICY ACT ENVIRONMENTAL ASSESSMENT (NEPA EA)

Seattle-Tacoma International Airport (Sea-Tac Airport) Sustainable Airport Master Plan (SAMP)

The Port of Seattle is initiating an environmental review process for the Near-Term Project improvements proposed as part of the Sustainable Airport Master Plan (SAMP). The SAMP includes Near-Term Projects for Seattle-Tacoma International Airport (Sea-Tac) that are planned for construction by 2027 that are the focus of this environmental review, which is being conducted to comply with the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA). The SAMP also includes a Long-Term Vision for Sea-Tac which includes projects that are not ripe for environmental review at this time, as they require further study and are not reasonably foreseeable. Before any of the Long-Term Vision projects are implemented, the appropriate environmental review process will be conducted. The Near-Term Projects (the Proposed Action) are the subject of a phased environmental review process to comply with SEPA. The Port and Federal Aviation Administration (FAA) anticipate conducting additional environmental review in the future regarding the Long-Term Vision projects identified in the SAMP.

The SAMP identifies facilities and roadway improvements that are needed to serve expected growth in passengers, aircraft operations and cargo activity through 2027. Approximately 30 projects at the Airport are needed to enhance efficiency, accommodate projected growth in activity, and alleviate congestion on the airfield, in the terminal, and on the roadway system.

Key elements of the Proposed Action include construction of a second terminal, a centralized maintenance campus, off-airport cargo handling facilities, realignment of airport roadways, and expansion of the fueling facilities. The Proposed Action would accommodate up to approximately 477,000 annual aircraft operations and 56 million annual passengers.

SEPA EIS Required. The Port of Seattle, as lead agency, acknowledges that there is public interest and concern about the potential environmental impacts of implementing the Proposed Action. Based on that level of concern and the potential for impacts that may occur with the implementation of the Proposed Action, the Port of Seattle has determined that a SEPA EIS will be prepared.

NEPA EA. The FAA will serve as the lead federal agency for the preparation of an Environmental Assessment to comply with NEPA. The NEPA regulations adopted by the Council for Environmental Quality (CEQ), 40 CFR § 1500 et seq., together with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, will guide the preparation of the NEPA Environmental Assessment (NEPA EA).

The lead agencies (FAA for NEPA and Port of Seattle for SEPA) have identified the following areas for discussion in the NEPA EA/SEPA EIS. In accordance with NEPA and SEPA, the environmental review will consider the potential effects of the Proposed Action and a range of alternatives on each of the environmental factors below.

SEPA Elements of the Environment

- Earth
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  - Soils
  - Topography
  - Unique physical features
  - Erosion/enlargement of land area
- Air
  - Air quality
  - Odor
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  - Public water supplies
- Plants and animals
  - Habitat for and numbers or diversity of species of plants, fish, or other wildlife
  - Unique species
  - Fish or wildlife migration routes
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  - Nonrenewable resources
  - Conservation and renewable resources
  - Scenic resources
- Environmental health
  - Noise
  - Risk of explosion
  - Releases or potential releases to the environment affecting public health, such as toxic or hazardous materials
- Land and shoreline use
  - Relationship to existing land use plans and to estimated population
  - Housing
  - Light and glare
  - Aesthetics
  - Recreation
  - Historic and cultural preservation
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NEPA Resource Categories

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- Farmlands
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  - Floodplains
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  - Groundwater
  - Wild and Scenic Rivers

Scoping. Scoping is an early and open process for determining the scope of issues that will be addressed in the environmental review document, soliciting input regarding the Proposed Action and reasonable alternatives, and for identifying concerns regarding the potential environmental effects of the Proposed Action. Comments received during Scoping will be reviewed and taken into consideration during the preparation of the NEPA and SEPA analyses.

Agencies, potentially affected tribes, and members of the public are invited to comment on the scope of the SEPA EIS/NEPA EA. A Scoping Information Packet has been prepared and is available at the website listed below. You may comment on the resource categories/elements of the environment that will be evaluated, alternatives to the proposed action, and licenses, permits, or other approvals that may be required.

It is requested that all comments include your name and address. Before including your name, address, telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information - may be made publicly available at any time. Comments may be submitted via:

- SAMP Environmental Review website (Click "Participate"): www.SAMPenvironmentalreview.org
- Email: SAMP@portseattle.org
- Regular mail to: Mr. Steve Rybolt
  Port of Seattle
  Aviation Environment and Sustainability
  P.O. Box 68727
  Seattle, WA 98168

All comments must be submitted or postmarked by September 28, 2018.

In addition to submitting comments on the website, or via email or regular mail, you may also submit comments in person at one of the scoping meetings listed below.

Scoping meetings for the public will be held:

September 10, 2018
City of Des Moines
5:30 PM – 8:30 PM
Highline College Student Union

September 12, 2018
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Tribes. FAA will conduct Government to Government Consultation with the potentially affected Tribes as part of this environmental review process.

At the scoping meetings information regarding the Proposed Action and the environmental review process will be available. For more information or for those unable to attend a Public Scoping Meeting, the same information will be available on the Port of Seattle's website: www.SAMPenvironmentalreview.org.

Responsible Official:

Ms. Arlyn Purcell
Port of Seattle
Director, Aviation Environment and Sustainability
(206) 787-6527
P.O. Box 68727
Seattle, WA 98168

July 30, 2018

ONLINE OPEN HOUSE

Sustainable Airport Master Plan (SAMP) Near-Term projects environmental review

View scoping video

"Scoping" is the first step in the SAMP Near-Term Project environmental review. This Online Open House is one way for you to provide input on the scope of issues that will be addressed in the environmental review document, the potential environmental effects of the Near-Term Projects, or reasonable alternatives.

- There are several other ways in which you may provide input. For more information about how to participate, **please click here**.
- Information is also available in العربية, **Somali, Español, and Tiếng Việt**
- To read the more detailed, formal Scoping Information Packet **please click here.**
- The Port of Seattle has issued a SEPA Determination of Significance (DS) for this project. To Read the SEPA Determination of Significance, **please click here.**

UPCOMING PUBLIC SCOPING EVENTS

All open houses will occur from 5:30 p.m. to 8:30 p.m.

September 10th

Highline College Student Union Building 8 (City of Des Moines)

** Attendees can park at Highline College's East, North or South Parking Lot. Port staff will be positioned at each lot's parking pay station to distribute free visitor parking passes to attendees.*

September 12th

New Holly Gathering Hall (City of Seattle – Beacon Hill)

September 17th

Federal Way Community Center (City of Federal Way)

September 19th

SeaTac Community Center (City of SeaTac)

BACKGROUND

What Is The Sustainable Airport Master Plan (SAMP)?

The Central Puget Sound region is expected to grow by another one million people by 2035. The Sustainable Airport Master Plan (SAMP) is the blueprint for changes at the Seattle Tacoma International Airport to meet future forecasted demand. On May 10 the Port launched a comprehensive, 10-week public awareness campaign to update the region on the status of the Airport's SAMP.

The SAMP includes Near-Term Projects for Seattle-Tacoma International Airport (Sea-Tac) that are planned for construction by 2037 that are the focus of this environmental review. The SAMP also includes a Long-Term Vision for Sea-Tac which includes projects that are not ripe for environmental review at this time, as they require further study and are not reasonably foreseeable. *Before any of the Long-Term Vision projects are implemented, additional planning studies and the appropriate* environmental review process will be conducted.

The Port is now beginning extensive study about potential environmental impacts of SAMP Near-Term Projects in compliance with State Environmental Protection (SEPA) and the National Environmental Preservation Act (NEPA). These laws require public involvement. The Port and FAA invite the public to provide input on the scope of issues that will be addressed in the environmental review document, the potential environmental effects of the Near-Term Projects, and reasonable alternatives. A 60-day scoping comment period is now open to provide public and agency stakeholders the earliest possible opportunity to engage during the environmental review process.

A snapshot of the processes can be found by viewing [redacted] and [redacted] [redacted].

THE SCOPING PUBLIC COMMENT PERIOD

During the scoping public-comment period from July 30, 2018 through September 28, 2018, the Port and FAA asks the public to provide comment provide input on the scope of issues that will be addressed in the environmental review document, the potential environmental effects of the Near-Term Projects, and reasonable alternatives.

PURPOSE AND NEED

The What and the Why

Purpose and Need statements are an essential part of the environment review process. The need defines the issue to be solved. The purpose is the solution to the problem. The purpose and need will be used to guide the development of alternatives to be studied during environmental review.

PURPOSE

Seattle-Tacoma International Airport (Sea-Tac) is an essential transportation resource serving as the primary air transportation facility for the region. The purpose of Near-Term Projects is to improve operational efficiency, accommodate future growth, and to provide more capacity for fuel, including sustainable aviation fuel.

NEED

Five primary needs for the Near-Term Projects have been identified:

- Insufficient passenger terminal capacity to accommodate projected passenger levels efficiently
- Insufficient facilities to accommodate projected cargo levels efficiently
- Non-compliance with Federal Aviation Administration airport design guidelines
- Excessive aircraft delays on the airfield
- Lack of fuel storage to meet projected demand and to meet Port of Seattle's Sustainable Aviation Fuel initiative

PROPOSED ACTION

SAMP Near-Term Projects

The Proposed Action is to implement the Near Term projects identified in the SAMP, which include approximately 30 projects that will improve efficiency, safety, access to the airport, and support facilities for airlines and the airport.

Key elements of the Proposed Action include construction of a second terminal, a centralized maintenance campus, off-airport cargo handling facilities, realignment of airport roadways, and expansion of the fueling facilities.

The Proposed Action would accommodate up to approximately 477,000 annual aircraft operations and 56 million annual passengers.

Near Term Projects will be complete or under construction by 2027.

IMPACTS

What Should Be Studied?

As part of the National Environmental Policy Act (NEPA) environmental review process and State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS), the Proposed Action will be evaluated for environmental impacts in several different categories. The discussion below summarizes the key considerations for the environmental categories for both NEPA and SEPA.

INSTRUCTIONS:

We have grouped the subjects required by NEPA and SEPA into twelve major categories. If you would like to provide input, click on the category area below and write your suggestion in the space provided. If not, move to the next category.

*For more information on the specific requirements, thresholds, and methodologies, see **FAA Order 1050.1F Desk Reference**, **FAA Order 5050.4B**, and **WAC 197-11-960**.*

Air Quality and Climate

Biological Resources

Climate

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 Uses

Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks

Visual Effects

Water Resources

Transportation

The construction and operation of the Near-Term Projects may impact air quality and climate.

What issues related to air quality and climate should be studied in this environmental review?

Are There Any Other Impacts We Should be Looking at?

Name *

Email *

Address

City

ZIP Code

Issues related to Air Quality and Climate

What issues related to air quality and climate should be studied in this environmental review?

Issues related to Biological Resources

What issues related to biological resources should be studied in this environmental review?

Issues related to Climate

What issues related to climate should be studied in this environmental review?

Issues related to Hazardous Materials, Solid Waste, and Pollution Prevention

What issues related to hazardous materials, solid waste, and pollution prevention should be studied in this environmental review?

Issues related to Historical, Architectural, Archeological, and Cultural Resources

What issues related to historical, architectural, archeological, and cultural resources should be studied in this environmental review?

Issues related to Land Use

What issues related to land use should be studied in this environmental review?

Issues related to Natural Resources and Energy Supply

What issues related to natural resources and energy supply should be studied in this environmental review?

Issues related to Noise and Noise-Compatible Land Use

What issues related to noise and noise-compatible land use should be studied in this environmental review?

Issues related to Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

What issues related to socioeconomics, environmental justice, and children's environmental health and safety risks should be studied in this environmental review?

Issues related to Visual Effects

What issues related to visual effects should be studied in this environmental review?

Issues related to Water Resources

What issues related to water resources should be studied in this environmental review?

Issues related to Transportation

What issues related to transportation should be studied in this environmental review?

Additional Comments

Tell us your general thoughts on what the Port should include during the environmental review.

Submit

For More Information

Read detailed document

Participate

Comment in person or in writing

DESTINATION SEA-TAC

More Information

Click below to get a full copy of the formal Scoping Information Packet and to find out the ways in addition to this online open house, to provide your scoping input.

DETAILED DOCUMENT

The Formal Scoping Information Packet

DETAILED DOCUMENT

The Determination of Significance

DETAILED DOCUMENT

Agency Scoping Presentation

How You Can Participate

Through the Site

Fill out the comment form to provide input on the scope of issues that will be addressed in the environmental review document, the potential environmental effects of the Near Term Projects, and reasonable alternatives. All NEPA and SEPA comments should be directed to the Port of Seattle.

Send your comment here →

In Writing

Submit written comments on the scope of the NEPA EA/SEPA EIS:

Email at SAMP@portseattle.org →

In Person

Participate in-person by attending an open house. All open houses will occur from 5:30 p.m. to 8:30 p.m.

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Regular Mail to

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

SEA-TAC

ATTACHMENT 2: AGENCY SCOPING MEETING

AGENCY INVITATION LETTER

Port of Seattle

Seattle-Tacoma
International Airport
P.O. Box 68727
Seattle, WA 98168

www.portseattle.org

SEPA DETERMINATION OF SIGNIFICANCE (DS) AND REQUEST FOR COMMENTS ON SCOPE OF SEPA ENVIRONMENTAL IMPACT STATEMENT (SEPA EIS) AND NATIONAL ENVIRONMENTAL POLICY ACT ENVIRONMENTAL ASSESSMENT (NEPA EA)

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The SAMP identifies facilities and roadway improvements that are needed to serve expected growth in passengers, aircraft operations and cargo activity through 2027. Approximately 30 projects at the Airport are needed to enhance efficiency, accommodate projected growth in activity, and alleviate congestion on the airfield, in the terminal, and on the roadway system.

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Responsible Official:

Ms. Arlyn Purcell
Port of Seattle
Director, Aviation Environment and Sustainability
(206) 787-6527
P.O. Box 68727
Seattle, WA 98168

July 30, 2018

AGENCY INVITATION LIST

Name	Agency	Adress	Room No.	City, State	Zip Code
David Allnutt	U.S. EPA – Region 10	1200 6th Avenue	Suite 900	Seattle, WA	98101
Eric Rickerson, State Supervisor	U.S. Fish and Wildlife Service	510 Desmond Drive SE	Suite 102	Lacey, WA	98503-1263
Barry Thorm, Regional Administrator	NOAA Fisheries, West Coast Region	7600 Sand Point Way NE		Seattle, WA	98115
Rory Lee, Regulatory Contact	Corps of Engineers, Seattle District	4735 E. Marginal Way S.		Seattle, WA	98134
Jacalen Printz Regulatory Branch Section Chief	US Army Corps of Engineers	P.O. Box 3755		Seattle, WA	98124-3755
Lindsey Handel, Urban Area Engineer	U.S. Federal Highway Administration	711 S. Capitol Way	Suite 501	Olympia, WA	98501-1284
Amy Changchien, Director, Office of Planning and Program Management	U.S. Federal Transit Administration	915 Second Avenue	Suite 3142	Seattle, WA	98174-1002
Sharon Loper, Deputy Regional Administrator, Region 10	Federal Emergency Management Agency (FEMA)	130 – 228th Street SW	Federal Regional Center	Bothell, WA	98201-8627
Virginia Cross, Chair	Muckleshoot Indian Tribe	39015 172nd Avenue SE		Auburn, WA	98092
Leonard Forsman, Chair	The Suquamish Tribe	P.O. Box 498		Suquamish, WA	98392
Bill Sterud, Chair	The Puyallup Indian Tribe of Indians	3009 E. Portland Avenue		Tacoma, WA	98404
JoDe Goudy, Tribal Council Chair	The Yakama Nation	401 Fort Road	P.O. Box 151	Toppenish, WA	98948
Cameron Kukes, Northwest Region Environmental Programs Manager	Washington State Department of Transportation	15700 Dayton Avenue N		Shoreline, WA	98133
Bobb Nolan	Department of Ecology Northwest Regional Office	3190 160th Avenue S.E.		Bellevue, WA	98008
Department of Ecology	SEPA Unit	P.O Box 47703		Olympia, WA	98504-7703
Department of Fish and Wildlife	SEPA Desk	P.O. Box 43200		Olympia, WA	98504-3155
Gretchen Kaehler	Department of Archeology and Historic Preservation	1063 S. Capitol Way	Suite 106 P.O. Box 48343	Olympia, WA	98504-8343
Steve Bottheim	King County DEPR Permitting	35030 SE Douglas Street	Suite 210	Snoqualmie, WA	98065
Ed Abbasi	King County Industrial Waste Program	201 S. Jackson St.	Room 513	Seattle WA	98104-3855
Peggy Rice	King County Industrial Waste Program	201 S. Jackson St., Room 513	Room 513	Seattle, WA	98104-3855
Kathleen Larrabee, Resource Management Manager	Pierce County	930 Tacoma Avenue S.		Tacoma, WA	98402
Barb Mock, Director Planning and Development Services	Snohomish County	3000 Rockefeller Avenue		Everett, WA	98201
Steven Heacock	Kitsap County Community Development	619 Division Street		Port Orchard, WA	98366
Carol V. Helland, Land Use Division Director	City of Bellevue	450 110th Avenue NE		Bellevue, WA	98004
Chip Davis, Director Community Development Department	City of Burien	400 SW 152nd Street	Suite 300	Burien, WA	98166
Susan Cezar, Chief Strategic Officer	City of Des Moines	21630 11th Avenue S.	Suite A	Des Moines, WA	98198
Robert "Doc" Hansen	City of Federal Way	33325 8th Avenue S.		Federal Way, WA	98003
Charlene Anderson	City of Kent	220 Fourth Avenue S.		Kent, WA	98032
Chad Tibbits, Senior Planner	City of Normandy Park	801 SW 174th Street		Normandy Park, WA	98166
Jennifer Henning, Planning Director	City of Renton	Department of Community & Economic Development, Planning Division	1055 South Grady Way	Renton, WA	98057
Josheph Scorcio, City Manager	City of SeaTac	4800 South 188th Street		SeaTac, WA	98188-8605
Stephanie Haines, Land Use Team Manager	City of Seattle Land Use Division	700 Fifth Avenue	Suite 2000	Seattle, WA 98124	98124-4019
Shirley Schultz	City of Tacoma Planning and Development Services	747 Market Street		Tacoma, WA	98402
City of Tukwila	Department of Community Development	6300 Southcenter Blvd.	No. 100	Tukwila, WA	98188
Erika Harris, Senior Planner	Puget Sound Regional Council	1011 Western Avenue	Suite 500	Seattle, WA	98104
Carole Cenci, Compliance Manager	Puget Sound Clean Air Agency	1904 Third Avenue	Suite 105	Seattle, WA	98101
Don Billen, Executive Director of Planning, Environment and Project Development	Sound Transit	401 S. Jackson Street		Seattle, WA	98104

AGENCY SCOPING PRESENTATION

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

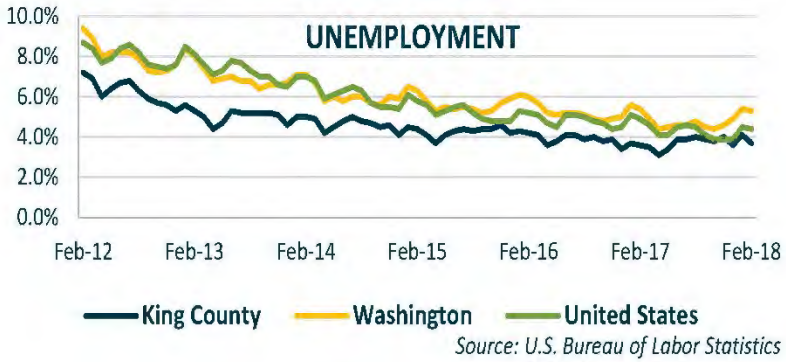
SAMP Near-Term Projects Environmental Review Agency Scoping Meeting

September 6, 2018

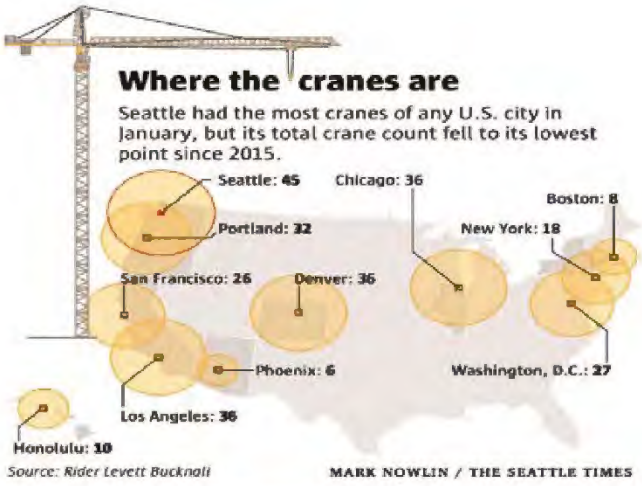
Regional Growth and Market Demand

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Robust regional economy drive Airport demand and sustainable practices



Source: U.S. Bureau of Labor Statistics



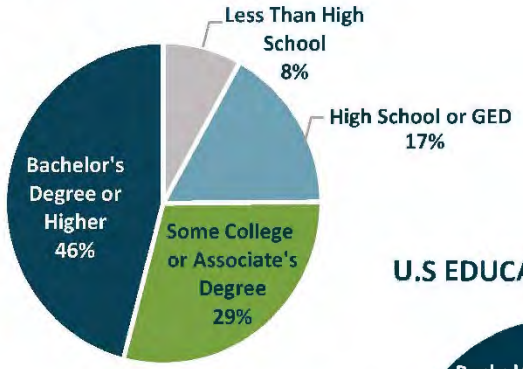
Puget Sound is home to a wide range of employers that contribute to the vibrant growth in the region.

T-Mobile
Weyerhaeuser
University of Washington
Boeing
Microsoft
Costco Wholesale
Nintendo
amazon
PACCAR
Nordstrom
Starbucks
Expedia

Puget Sound Demographics

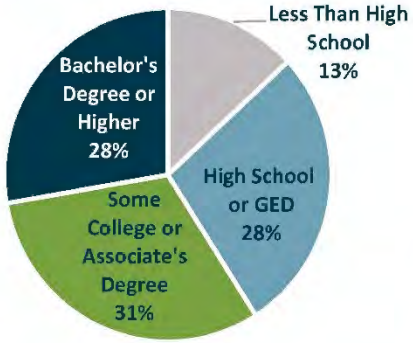
Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

KING COUNTY EDUCATION LEVELS, 2016

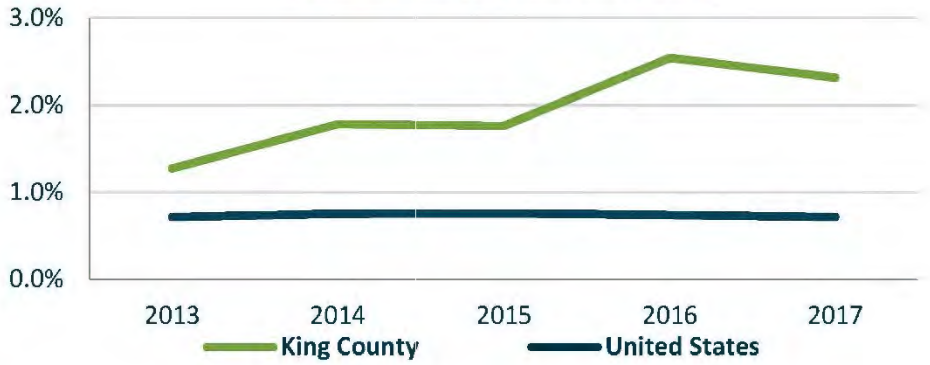


Source: U.S. Census Bureau

U.S EDUCATION LEVELS, 2016

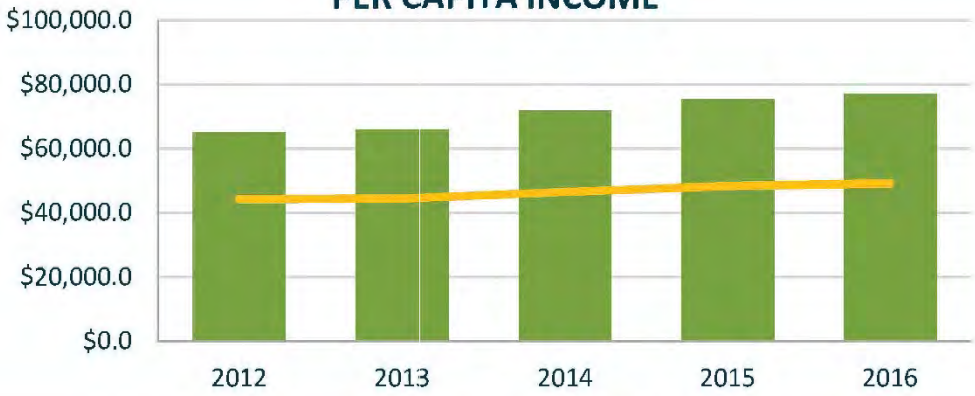


% CHANGE IN POPULATION



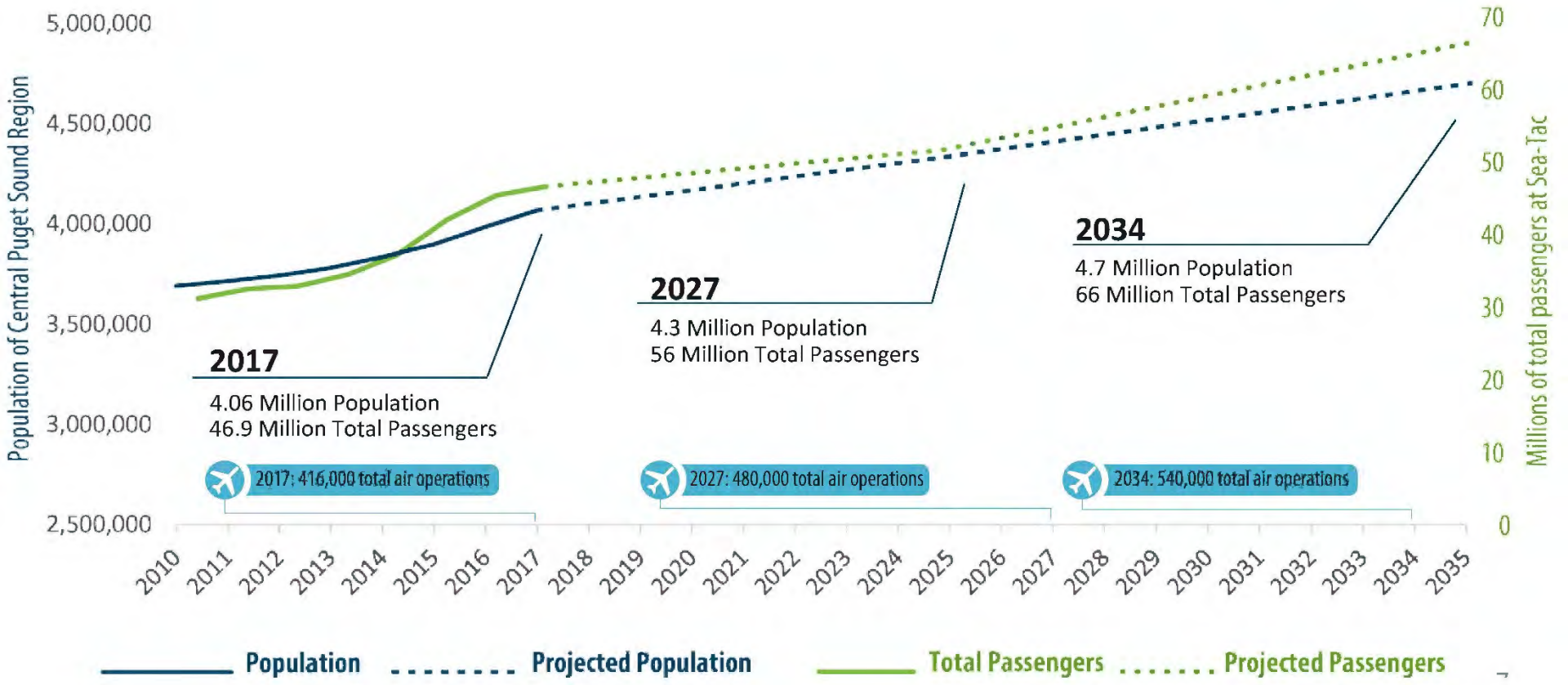
Source: U.S. Department of Commerce and Washingtan State Office of Financial Management

PER CAPITA INCOME



Sea-Tac Airport Growth

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT



How to Serve Market Demand

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Three Concurrent Strategies

Current Projects (46.9M Passengers Today)	SAMP Near-Term Projects (56M Passengers by 2027)	Long-Term Vision SAMP (Demand Beyond 2027)
• North Satellite • International Arrivals Facility • Concourse D Hardstand Holdroom • Baggage Modernization • Airport dining and retail Development	• Meet market demand • 19 additional gates & second terminal • Cargo facilities • Projects to improve safety, provide support facilities, improve efficiency, and access to the airport.	• PSRC regional aviation baseline study • Sea-Tac Airport airfield and airspace study • Additional environmental review

Scoping is for SAMP NTP environmental review

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

AIRSIDE

A01 - Taxiway A/B Extension

A02 - Runway 16R-34L Blast Pads

A04 - Taxiway B 500' Separation & RIM Mitigation

A05 - North Hold Pad

A06 - Runway 34L Highspeed Exit

A07 - Taxiway D Extension

A08 - Hardstand (north)

A09 - Hardstand (central)

A10 - Taxiway Fillets (not shown)

CARGO

C01 - Cargo 4 South Redevelopment

C02 - Off-site Cargo PH 1 (L-Shape)

C03 - Off-site Cargo PH 2 (L-Shape)

LANDSIDE

L01 - NAE Relocation (southbound lanes)

L02 - Elevated Busway & Stations

L03 - Second Terminal Roads/Curbside

L04 - Main Terminal North GT Lot

L05 - North GT Holding Lot

L06 - Employee Parking Surface Lot

L07 - Employee Parking Structure

TERMINAL

T01 - North Gates

T02 - Second Terminal & Parking

AIRPORT/AIRLINE SUPPORT

S01 - Fuel Farm Expansion

S02 - Primary ARFF

S03 - Secondary ARFF

S04 - Fuel Rack Relocation

S05 - Triculator

S06 - Consolidated De-icing Tanks

S07 - Westside Maintenance Campus

S08 - Airline Support (north)

S09 - Airline Support (west)

S10 - Centralized Rec. & Dist. Center

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Meet Forecasted Passenger Demand

A new Second Terminal would be constructed to provide the necessary facilities to meet the projected passenger demand at the Airport. The Second Terminal would include the following Primary Elements, Connected Actions, and Similar Actions:

- **New and modified Airport roadways** to access the new Second Terminal (L03 – Second Terminal Roads & Curbside)
- **New parking garage and passenger terminal facilities** for passenger check-in; passenger and baggage screening; airline offices, baggage conveyance and claim; concessions; and restrooms (T02 – Second Terminal & Parking)
- **New terminal concourse** including typical functions such as baggage handling; passenger holdrooms, concessions, restrooms, etc.; office space; and walkway to the passenger terminal walkway (T01 – North Gates)
- **New elevated busway** to provide a way for passengers to transfer among the Main Terminal, New Second Terminal, and Rental Car Facility (L02 – Elevated Busway & Stations)
- **New aircraft parking positions** for aircraft waiting to park at a passenger gate, aircraft needing parking overnight, or remote aircraft gates where passengers are bussed to the airplane (A05 – North Hold Pad & A09 – Hardstand (central))
- **Relocation of the southbound lanes of the North Airport Expressway** to clear the site for construction of A09 Hardstand (central) and T01 North Gates (L01 – North Airport Expressway (NAE) Relocation (southbound lanes)). The southbound lanes would also be widened near the terminal to alleviate congestion.

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Meet Forecasted Passenger Demand

A new Second Terminal would be constructed to provide the necessary facilities to meet the projected passenger demand at the Airport. The Second Terminal would include the following Primary Elements, Connected Actions, and Similar Actions:

- **Construction of a new ground transportation lot** on Port property north of State Route (SR) 518 to accommodate increased demand and replace the S 160th St. parking lot displaced by the L02 - Elevated Busway (L05 – North Ground Transportation Lot)
- **Relocation of the Primary Aircraft Rescue and Firefighting (ARFF) station** to clear the site for the new passenger concourse T01 North Gates (S02 – Primary Aircraft Rescue and Firefighting (ARFF) station & S03 – Secondary ARFF). The new ARFF would be larger than the existing ARFF to accommodate additional personnel.
- **Relocation of the fuel rack** from its current location in the Cargo 6 area to clear the site for construction of the new passenger concourse T01 North Gates (S04 – Fuel Rack Relocation).
- In an effort to consolidate storage of aircraft deicing fluid and to clear a site for the construction of the new passenger concourse T01 North Gates, **sets of deicing fluid tanks are proposed on both the north and south end of the airfield** (S06 – Consolidated De-icing Fluid Storage Tanks)
- **Expansion of the existing north ground transportation lot** to accommodate increased demand for charter and cruise passenger buses (L04 – Main Terminal North Ground Transportation Lot)

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Meet Forecasted Passenger Demand

A new Second Terminal would be constructed to provide the necessary facilities to meet the projected passenger demand at the Airport. The Second Terminal would include the following Primary Elements, Connected Actions, and Similar Actions:

- **A new surface parking lot** would accommodate increased demand for employee parking. The surface lot would be constructed on Port-owned property north of SR 518 (L06 – Employee Parking Surface Lot)

- **A new parking structure north of SR 518** would provide additional capacity to accommodate increased demand for employee parking. (L07 – Employee Parking Structure)

- **A new Centralized Receiving & Distribution Center** would be constructed on Port-owned property north of SR 518 to improve security and more efficiently screen and move supplies to concessionaires in the current and proposed future passenger terminals (S10 – Centralized Receiving & Distribution Center)

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Meet Forecasted Cargo Demand

Various cargo-related projects would be constructed to provide the necessary facilities to meet the projected cargo demand at the Airport. These include the following Primary Elements, Connected Actions, and Similar Actions:

- **A new cargo aircraft parking area** would be constructed in the North Cargo area east of Taxiway A. (A08 – Hardstand (north))
- **The Cargo 4 South site would be redeveloped** to address poor existing building conditions and configuration, and a larger building would be constructed to serve future demand. (C01 – Cargo 4 South Redevelopment))
- **Two new cargo warehouse buildings** with truck access would be constructed on the Port-owned L-Shape property. No aircraft would utilize the L-Shape property because it is not located on the airfield.(C02 – Off-site Cargo Phase 1 (L-Shape) & C03 – Off-site Cargo Phase 2 (L-Shape))
- **The Port's Aviation Maintenance Facility (AMF) would be relocated** from its current location in the North Cargo area to clear the site for construction of the A08 Hardstand (north) project. The AMF would be located on the west side of the airport in the West-side Maintenance Campus. (S07 – West-side Maintenance Campus)
- To accommodate displaced Ground Service Equipment (GSE) maintenance and aircraft maintenance functions from the United Airlines maintenance building and Swissport cargo facility, and aircraft maintenance functions from the United Airlines maintenance building, **two airline support buildings/expansions are planned.** The first is a new building located in the far northeast corner of the North Cargo area. The second is an expansion of the existing AMB/AFCO III building to the west. (S08 Airlines Support (north) & S09 – Airline Support (west)).

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Comply With FAA Airfield Standards/Guidance

Various improvements would be constructed to comply with FAA standards and guidance. These include the following elements:

- **A runway blast pad** is a surface adjacent to a runway intended to provide erosion protection from aircraft jet blast. The existing blast pads on RWY 16R34L would be expanded to meet current standard dimensions. (A02 – Runway 16R-34L Blast Pads
- **To provide the standard 500' runway/taxiway separation**, Taxiway B would be moved to the east between Taxiway C (at the north end of the airfield) and the approximate location of the existing Taxiway L. Shifting Taxiway B would also result in Taxiway A being shifted east. (A04 – Taxiway B 500' Separation & RIM Mitigation)
- **Fillets** are essentially rounded corners created with pavement and markings, and are used as part of taxiways to provide adequate distances between aircraft and the pavement edges. Fillets which do not meet current FAA standards would be improved when the fillet/area is in need of a reconstruction or impacted by another project. (A10 – Taxiway Fillets)

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Improve Airfield Operational Efficiency

Various improvements would be constructed to enhance the operational efficiency of the Airport. These include the following elements:

- **Taxiway A would be extended south of Taxiway S** to provide a parallel taxiway to Taxiway B. This taxiway will help reduce delay by providing additional pavement for ATCT to sequence aircraft.

- **To facilitate the taxiway work, the Runway 34R glide slope antenna and shelter may need to be relocated** to the west side of Runway 16L-34R because it would be displaced by the Taxiway B construction. Additional work that may be required to facilitate the taxiway construction includes a new Vehicle Service Road bridge over S 188 Street. (A01 – Taxiway A/B Extension)

- High-speed exits allow landing aircraft to exit the runway at relatively higher speeds, leading to less time on the runway. **A new high-speed exit would be constructed** for Runway 34L arrivals between Taxiway J and Taxiway E. (A06 – Runway 34L High-speed Exit)

- Taxiway D is currently a short taxiway between Runways 16C-34C and 16L-34R, and is used by aircraft waiting to take off from Runway 16C. This project would **extend Taxiway D from Runway 16C-34C west to Taxiway T.** (A07 – Taxiway D Extension)

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Provide Additional Fuel Capacity and Meet Port's Sustainable Aviation Fuel Initiative

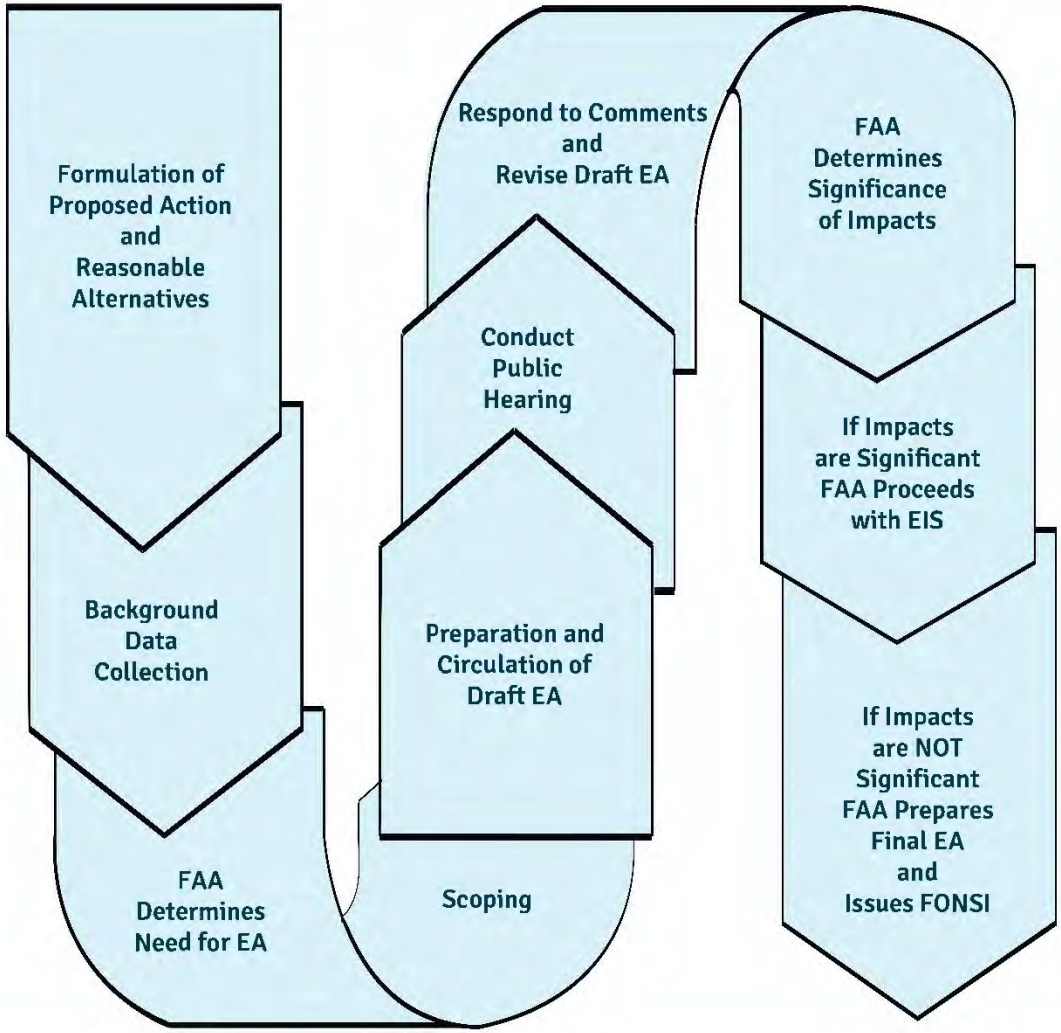
Various improvements would be constructed to enhance the Airport's fueling capabilities. These include the following elements:

- **Expansion of the fuel farm** would include additional settling tank capacity and construction of infrastructure to support the Port's Sustainable Aviation Fuel (SAF) initiative. The addition of four settling tanks adding approximately 10 million gallons of storage capacity would require additional piping, expansion of the spill containment dike, and four above ground storage tanks. (S01 – Fuel Farm Expansion)

NEPA EA Process

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Additional SAMP Near-Term Projects environmental review



NEPA Environmental Impact Categories

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

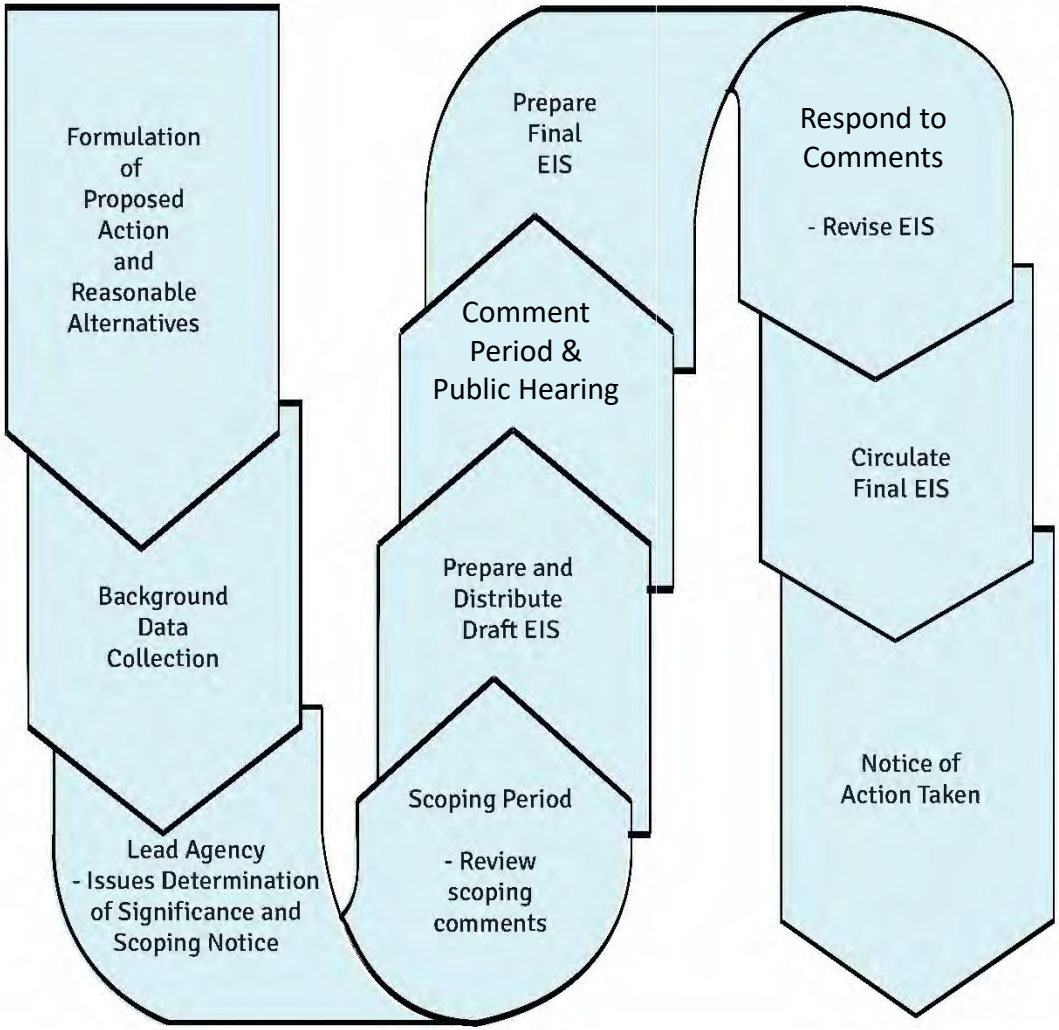
All to be considered in SAMP NTP Environmental Review

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

SEPA EIS Process: SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Additional



SEPA Elements of the Environment

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

All to be considered in SAMP NTP Environmental Review

Natural environment

- Earth
  - Geology
  - Soils
  - Topography
  - Unique physical features
  - Erosion/enlargement of land area (accretion)
- Air
  - Air Quality
  - Odor
  - Climate
- Water
  - Surface water movement/quantity/quality
  - Runoff/absorption
  - Floods
  - Groundwater movement/quantity/quality
  - Public water supplies
- Plants and animals
  - Habitat for and numbers or diversity of species of plants, fish, or other wildlife
  - Unique species
  - Fish or wildlife migration routes
- Energy and natural resources
  - Amount required/rate of use/efficiency
  - Source/availability
  - Nonrenewable resources
  - Conservation and renewable resources
  - Scenic resources

SEPA Elements of the Environment

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

All to be considered in SAMP NTP Environmental Review

Built environment

- Environmental health
  - Noise
  - Risk of explosion
  - Releases or potential releases to the environment affecting public health, such as toxic or hazardous materials
- Land and shoreline use
  - Relationship to existing land use plans and to estimated population
  - Housing
  - Light and glare
  - Aesthetics
  - Recreation
  - Historic and cultural preservation
  - Agricultural crops
- Transportation
  - Transportation systems
  - Vehicular traffic
  - Waterborne, rail, and air traffic
  - Parking
  - Movement/circulation of people or goods
  - Traffic hazards
- Public services and utilities
  - Fire
  - Police
  - Schools
  - Parks or other recreational facilities
  - Maintenance
  - Communications
  - Water/stormwater
  - Sewer/solid waste
  - Other governmental services or utilities

Land uses Adjacent to Sea-Tac

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Study area boundaries to be developed for each resource category

Air Quality And Climate

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Regulations and Guidance

NEPA

Air Quality and Climate

- National Environmental Policy Act (NEPA)
- FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions
- FAA Order 1050.1F, Environmental Impacts: Policies and Procedures
- Clean Air Act (1990 Amendments) 42 U.S.C. §§ 7401- 7671

SEPA

Air Quality and Climate

- Washington Clean Air Act
- Puget Sound Clean Air Agency and permit requirements

Aircraft Noise

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Regulations and Guidance

NEPA/SEPA

- FAA Order 1050.1F, Environmental Impacts: Policies and Procedures
- FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions
- 14 CFR Part 150 Land Use Compatibility Guidelines
    - Based on Day-Night Average Sound Level (DNL)
    - Noise-sensitive uses are considered non-compatible at or above 65 DNL
    - Residential
    - Schools
    - Places of worship
    - Hospitals
    - Nursing homes
    - Daycare facilities where licensed education occurs
    - Libraries
- FAA provides methodology for preparing noise analyses and determining impacts
    - Required use of Aviation Environmental Design Tool (AEDT)
    - Threshold for significant impacts is 1.5 DNL increase within a 65 DNL noise contour over noise sensitive land uses

Public Properties

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Regulations and Guidance

NEPA/SEPA

- Department of Transportation Act, Section 4(f)
- Land and Water Conservation Fund Act of 1965
- National Historic Preservation Act
- Executive Order 13175, Consultation and Coordination with Indian Tribal Governments
- Executive memorandum, Government-to-Government Relations with Native American Tribal Governments

Water Resources

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Regulations and Guidance

NEPA

Wetlands
- Clean Water Act
- Executive Order 11990, Protection of Wetlands
- Fish and Wildlife Coordination Act

Floodplains
- Executive Order 11988, Floodplain Management
- National Flood Insurance Act

Surface Waters
- Clean Water Act
- Fish and Wildlife Coordination Act
- Rivers and Harbors Act

Ground Water
- Clean Water Act

Coastal Resources
- Coastal Barrier Resources Act
- Coastal Zone Management Act
- National Marine Sanctuaries Act

Wild and Scenic Rivers
- Wild and Scenic Rivers Act

SEPA

- Washington Water Pollution Control Act
- National Pollutant Discharge Elimination System (NPDES) permit
- Growth Management Act
- Washington Hydraulic Code

Biological and Natural Resources

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Regulations and Guidance

NEPA/SEPA

Biological Resources

- Clean Water Act
- Endangered Species Act
- Bald and Golden Eagle Protection Act
- Magnuson-Stevens Fishery Conservation and Management Act
- Marine Mammal Protection Act
- Migratory Bird Treaty Act

Farmlands

- Farmland Protection Policy Act

Natural Resources and Energy Supply

- Energy Independence and Security Act
- Energy Policy Act

SEPA

Biological Resources

- Growth Management Act
- State Priority Habitats & Species
- Shoreline Management Act
- Forest Practices Act

Hazardous Materials, Solid Waste, and Pollution Prevention

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Regulations and Guidance

NEPA/SEPA

- Comprehensive Environmental Response, Compensation, and Liability Act
- Emergency Planning and Community Right to Know Act
- Federal Facilities Compliance Act
- Hazardous Materials Transportation Act
- Oil Pollution Act
- Pollution Prevention Act
- Resource Conservation and Recovery Act
- Toxic Substances Control Act
- Executive Order 12088, Federal Compliance with Pollution Control Standards
- Executive Order 12580, Superfund Implementations
- Executive Order 13423, Strengthening Federal Environmental, Energy, and Transportation Management
- Executive Order 13514, Federal Leadership in Environmental, Energy, and Economic Performance
- CEQ Memorandum on Pollution Prevention and the National Environmental Policy Act

Social and Community

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Regulations and Guidance

NEPA

Socioeconomics

- Uniform Relocation Assistance and Real Property Acquisitions Policy Act

Environmental Justice

- Title VI of the Civil Rights Act
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

Environmental Health

- Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks

SEPA

- Land Use and Building Permits
- Traffic and Transportation Approvals

Transportation

Regulations and Guidance

NEPA

- FAA Order 1050.1F, Desk Reference
- Provides factors to consider when determining impacts
- Disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities

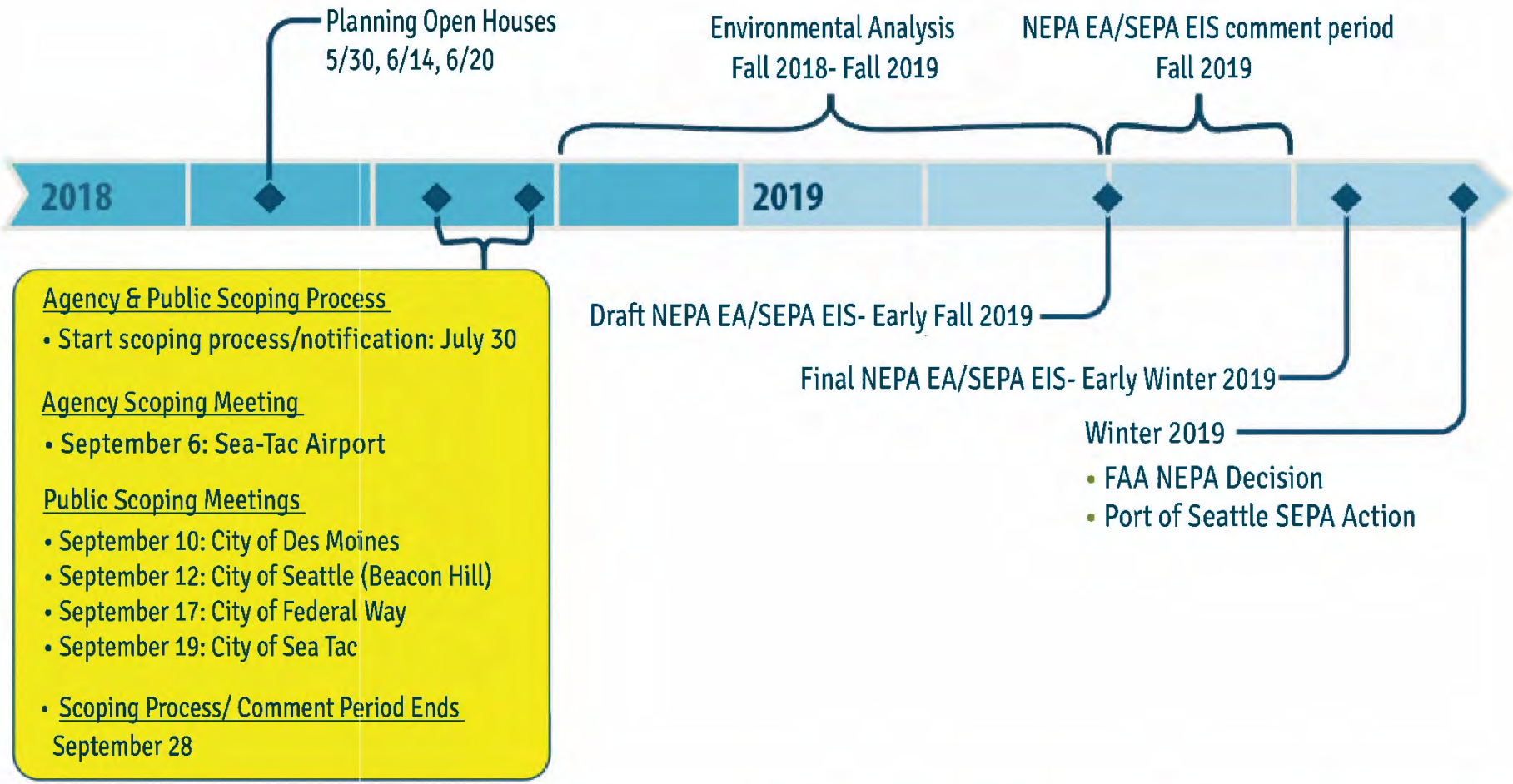
SEPA

- SEPA, Chapter 43.21C, RCW
- SEPA Guidelines and Rules, Chapter 197-11, WAC
- WSDOT guidelines and local guidelines.
  - Transportation operations guidelines from WSDOT and local agencies (Cities of Burien, SeaTac, and Des Moines) provide Operational standards and policies that determine levels of significance.
  - State and local transportation plans or comprehensive plans also provide guidance related to analysis of all transportation elements.
- SEPA, Chapter 36.70A, Washington Growth Management Act (GMA)

Anticipated NTP Environmental Review Schedule

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Additional



How to Comment

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

- Scoping comments may be submitted via:
  - SAMP Environmental Review website (Click "Participate"): www.SAMPNTPenvironmentalreview.org
  - Email: SAMP@portseattle.org
- Regular mail to: Mr. Steve Rybolt
  Port of Seattle
  Aviation Environment and Sustainability
  P.O. Box 68727 Seattle, WA 98168
- In person at a Scoping Meeting:
  - Submit written comments
  - Submit oral comments to court reporter
- All comments must be submitted or postmarked by September 28, 2018.

Scoping Meetings

Scoping is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action.

Scoping meetings for the public will be held:

September 10, 2018
City of Des Moines
5:30 PM - 8:30 PM
Highline College Student Union

September 12, 2018
City of Seattle (Beacon Hill)
5:30 PM - 8:30 PM
New Holly Gathering Hall

September 17, 2018
City of Federal Way
5:30 PM - 8:30 PM
Federal Way Community Center

September 19, 2018
City of SeaTac
5:30 PM - 8:30 PM
SeaTac Community Center

At the scoping meetings information regarding the Proposed Action and the environmental review process will be available. For more information or for those unable to attend a Public Scoping Meeting, the same information will be available on the Port of Seattle's website: www.SAMPNTPenvironmentalreview.org

ATTACHMENT 3:
PUBLIC SCOPING MEETINGS

ADVERTISEMENTS / NOTICES

Mailed

Media Releases

Social Media

Advertisements

Legal Affidavits

Sustainable Airport Master Plan (SAMP)
Near-Term Projects environmental review
October 9, 2018

POST SCOPING COMMENT PERIOD – UPDATE TO THE PUBLIC

Thank you for participating in the Sustainable Airport Master Plan (SAMP) Near-Term Projects environment review public scoping process. We appreciate your participation in the public scoping meetings and your comments.

Over 300 people attended the public scoping meetings and we received over 750 comment submittals via email, regular mail, the Online Open House, and in person at the public scoping meetings.

The Port of Seattle (Port) and the Federal Aviation Administration (FAA) are reviewing all comment submittals to inform the SAMP Near-Term Projects environmental review process. In the next few months, the Port and the FAA will prepare responses to the comments received.

It is anticipated that we will brief the Port of Seattle Commission in early 2019 on the outcome of the scoping process and next steps. A scoping report will be made available following the 2019 briefing to Port of Seattle Commission and be available for review online at www.SAMPNTPenvironmentalreview.org.

Following a detailed environmental analysis that will take most of 2019, in compliance with State Environmental Protection (SEPA) and the National Environmental Protection Act (NEPA), the draft environmental review of the SAMP Near-Term Projects is expected to be available for public review and comment in the Fall of 2019.

Stay tuned on the SAMP Near-Term Projects environmental review by visiting www.SAMPNTPenvironmentalreview.org, or subscribe to our e-newsletter via www.portofseattle.org, and check the “Sustainable Airport Master Plan” list.

Sustainable Airport Master Plan Environmental Review Scoping Begins July 30

The Sustainable Airport Master Plan (SAMP) is the blueprint for changes at Seattle-Tacoma International Airport to meet future forecasted demand. SAMP identifies over 30 Near-Term Projects that are needed to serve the expected growth in passengers, flights and cargo activity through 2027.

Today marks the launch of the 60-day environmental review scoping period for the SAMP Near-Term Projects. During this time, agency stakeholders and the public have the opportunity to provide input about the range of environmental categories to be studied in this environmental review process. All comments must be submitted or postmarked by September 28.

Visit the SAMP online open house (*www.SAMPenvironmentalreview.org*) to provide public comment and learn more about the SAMP environmental review process. The environmental categories and the SAMP Scoping Information Packet are available on the online open house.

Comments can be submitted through the online open house, by email, by USPS mail, and in person at any of the four public open houses:

- September 10 – Highline College Student Union/Building 8 (City of Des Moines)
- September 12 – New Holly Gathering Hall (City of Seattle – Beacon Hill neighborhood)
- September 17 – Federal Way Community Center (City of Federal Way)
- September 19 – SeaTac Community Center (City of SeaTac)

All public open houses will occur from 5:30 PM to 8:30 PM, will be widely advertised, will cover identical content, and will include subject matter experts on hand to answer questions. A stenographer will record verbal comments at each public open house. A scoping meeting for public agencies will be held on September 6 at Sea-Tac Airport. For more information on the public open houses and the various ways to provide comments, visit the SAMP Environmental Review website.

If you need the assistance of an interpreter, please call the Port's language help line at (206) 787-3797. If other accommodations are needed for any of the public meetings, please call (206) 787-5525.

Subject: SAMP Near-Term Projects environmental review post-scoping comment period update

Thank you for participating in the Sustainable Airport Master Plan (SAMP) Near-Term Projects environment review public scoping process. We appreciate your participation in the public scoping meetings and your comments.

Over 300 people attended the public scoping meetings and we received over 750 comment submittals via email, regular mail, the Online Open House, and in person at the public scoping meetings.

The Port of Seattle (Port) and the Federal Aviation Administration (FAA) are reviewing all comment submittals to inform the SAMP Near-Term Projects environmental review process. In the next few months, the Port and the FAA will prepare responses to the comments received.

It is anticipated that we will brief the Port of Seattle Commission in early 2019 on the outcome of the scoping process and next steps. A scoping report will be made available following the 2019 briefing to Port of Seattle Commission and be available for review online at www.SAMPNTPenvironmentalreview.org.

Following a detailed environmental analysis that will take most of 2019, in compliance with State Environmental Protection (SEPA) and the National Environmental Protection Act (NEPA), the draft environmental review of the SAMP Near-Term Projects is expected to be available for public review and comment in the Fall of 2019.

Stay tuned on the SAMP Near-Term Projects environmental review by visiting www.SAMPNTPenvironmentalreview.org.

Delivered to the following govdelivery listserv on September 27, 2018:

- *Environment*
- *Sea-Tac Airport*
- *Ecology Fund*
- *Sea-Tac Stakeholder Advisory Round Table (StART)*
- *SAMP*
- *Highline Forum*

Sustainable Airport Master Plan Near-Term Projects Environmental Review Scoping Concludes Friday, September 28, 2018

The Sustainable Airport Master Plan (SAMP) identifies Near-Term Projects (NTP) that are needed to serve the expected growth in passengers, flights and cargo activity through 2027.

Friday, September 28 marks the conclusion of the 60-day environmental review scoping comment period for the SAMP Near-Term Projects. During this time, which included four public open houses, agency stakeholders and members of the public have had the opportunity to comment on the evaluation of the potential impacts in the environmental resource categories and elements of the environment required under NEPA and SEPA, as well as the reasonable range of alternatives.

If you wish to provide comments by the deadline, please visit the SAMP online open house (www.SAMPNTPenvironmentalreview.org) to learn more about the SAMP NTP environmental review process and to provide comment. Additional information, including the SAMP NTP environmental review Scoping Information Packet, is available on the online open house.

Comments also can be submitted by email, SAMP@portseattle.org, and by USPS mail at the address below. All comments must be submitted or postmarked before midnight Friday, September 28.

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

Sustainable Airport Master Plan Near-Term Projects Environmental Review: September Public Scoping Meetings

SAMP identifies Near-Term Projects that are needed to serve the expected growth in passengers, flights and cargo activity through 2027.

The 60-day environmental review scoping period for the SAMP Near-Term Projects began on **July 30** and concludes on **September 28**. During this time, agency stakeholders and members of the public are invited to comment on the evaluation of the potential impacts in the environmental resource categories and elements of the environment required under NEPA and SEPA as well as the reasonable range of alternatives. Four public scoping meetings have been scheduled in September to allow members of the public to interact with subject matter experts. At the public scoping meetings, attendees can also either formally submit their comments in writing or have their verbal comments captured by a stenographer.

Public scoping meetings:

- **September 10** – Highline College Student Union/Building 8 **(2400 S. 240th Street - Des Moines)**
- **September 12** – New Holly Gathering Hall **(7054 32nd Avenue S. - Seattle - Beacon Hill neighborhood)**
- **September 17** – Federal Way Community Center **(876 S. 333rd Street - Federal Way)**
- **September 19** – SeaTac Community Center **(13735 24th Avenue S. - SeaTac)**

For the **September 10** meeting: Attendees can park at Highline College's East, North or South Parking Lot. Port staff will be positioned at each lot's parking pay station to distribute free visitor parking passes to attendees.

All meetings will occur from **5:30 PM to 8:30 PM**, are being widely advertised, will cover identical content and will offer translated materials, child care and food and beverages.

Visit the SAMP online open house (**https://sampntpenvironmentalreview.org**/) to learn more about the public scoping meetings and environmental review process. Formal comments can also be submitted through the online open house, by email and by USPS mail.

If you need the assistance of an interpreter, please call the Port's language help line at (206) 787-3797. If other accommodations are needed for any of the meetings, please call (206) 787-5525.

NEWS RELEASE

For Immediate Release

September 5, 2018
Contact: Perry Cooper/Sea-Tac Airport
206-787-4923
cooper.p@portseattle.org

Beginning September 10: Attend Public Meetings on Seattle-Tacoma International Airport's Sustainable Airport Master Plan Near-Term Projects Environmental Review

*Port inviting public comments in person at meetings, via mail, email, or through an online open house in English, العربية, Somali, Español, **and** Tiếng Việt*

(Seattle) -- The Port of Seattle will host four public meetings this month as part of the environmental review "scoping" process of the Sustainable Airport Master Plan (SAMP) Near-Term Projects for Seattle-Tacoma International Airport. During scoping, the public is invited to comment on the evaluation of the potential impacts in the environmental resources categories and elements of the environment required under NEPA and SEPA as well as the reasonable range of alternatives.

The public may provide comments through September 28, the end of an official 60-day public comment period.

The Port invites comments by email, regular mail, through an online open house, and during four public meetings scheduled during September. The online open house material is available in English, العربية, Somali, Español, **and** Tiếng Việt**.**

- **September 10** – Highline College Student Union Building 8, 2400 S 240th St, Des Moines, WA 98198 (City of Des Moines)
  - *Attendees can park at Highline College's East, North or South Parking Lot. Port staff will be at each lot's parking pay station to distribute free parking passes to attendees.*
- **September 12** – New Holly Gathering Hall, 7054 32nd Ave S, Seattle, WA 98118 (City of Seattle – Beacon Hill neighborhood)
- **September 17** – Federal Way Community Center, 876 S 333rd St, Federal Way, WA 98003 (City of Federal Way)
- **September 19** – SeaTac Community Center, 13735 24th Ave S, SeaTac, WA 98168 (City of SeaTac)

All public meetings will occur from 5:30 p.m. to 8:30 p.m. and all meetings have identical content.

SAMP Near-Term Projects planning identified projects to improve efficiency, safety, access to the airport, and support facilities for airlines and the airport to accommodate forecasted demand of 56 million passengers by 2027.

These Near-Term Projects will be studied in this environmental review process. The proposed SAMP Near-Term Projects purpose is to meet forecasted passenger and cargo demand, comply with FAA airfield standards/guidance, improve airfield operational efficiency, provide additional fuel capacity and meet the Port's sustainable aviation fuel initiative.

The SAMP includes a Long-Term Vision for Sea-Tac, which includes projects that are not ripe for environmental review at this time, as they require further study and are not reasonably foreseeable. Before any of the Long-Term Vision projects are implemented, the appropriate planning and environmental review process will be conducted.

About Seattle-Tacoma International Airport

Operated by the Port of Seattle, Seattle-Tacoma International Airport (SEA, KSEA) is ranked as the 9th busiest U.S. airport, serving 46.9 million passengers and more than 425,800 metric tons of air cargo in 2017. With a regional economic impact of more than $22.5 billion in business revenue, Sea-Tac generates more than 151,400 jobs (87,300 direct jobs), representing over $3.6 billion in direct earnings and more than $442 million in state and local taxes. Twenty-eight airlines serve 87 non-stop domestic and 23 international destinations.

# # #

NEWS RELEASE

For Immediate Release

July 30, 2018
Contact: Perry Cooper/Sea-Tac Airport
206-787-4923
cooper.p@portseattle.org

Sustainable Airport Master Plan Environmental Review Scoping Begins July 30th for Sea-Tac Airport

Port of Seattle asking for public input online and through meetings in September

(Seattle) -- The Port of Seattle is asking for public input beginning July 30th for the first phase of environmental review of the Sustainable Airport Master Plan (SAMP) for Seattle-Tacoma International Airport. The public is invited to comment for the next 60 days through an online open house and during four public meetings scheduled during the month of September.

This first phase of extensive studies about potential environmental impacts of SAMP is called 'scoping' which invites public input on what topics should be studied in the Environmental Review. In compliance with the State Environmental Protection Act (SEPA) and the National Environmental Protection Act (NEPA), scoping provides the earliest possible opportunity for public and agency stakeholders to provide input about the range of environmental issues to be studied during the environmental review.

Information on the SAMP environmental review, the scoping process and the opportunity to comment can be found at an online open house [link http://www.sampenvironmentalreview.org/]. Comments can also be summited by email, regular mail, and in person at the four public open houses occurring this September:

- September 10 – Highline College Student Union (City of Des Moines)
- September 12 – New Holly Gathering Hall (City of Seattle – Beacon Hill neighborhood)
- September 17 – Federal Way Community Center (City of Federal Way)
- September 19 – SeaTac Community Center (City of SeaTac)
    - *All open houses will occur from 5:30 p.m. to 8:30 p.m.*

What is SAMP?

The Central Puget Sound region is expected to grow by another one million people by 2035. The Sustainable Airport Master Plan (SAMP) is the blueprint for changes at Sea-Tac Airport to meet future forecasted regional demand. The first phase of SAMP recommends more than 30 projects that will improve efficiency, safety, access to the airport, and support facilities for airlines and the airport to accommodate a forecasted demand of 56 million passengers by 2027. Sea-Tac Airport served 46.9 million passengers in 2017, the seventh straight record year of passenger growth.

The first phase of projects includes a new north terminal with 19 gates and an automated people mover with three stations to connect the Rental Car Facility, a new terminal, and the main terminal.

Scoping Topics

To date the airport has identified 28 environmental categories such as environmental justice and children's environmental health, climate and greenhouse gases, light emissions, visual impacts and noise to study during the environmental review. The public and stakeholders are invited to add comments and ideas to the scoping categories.

About Seattle-Tacoma International Airport

Operated by the Port of Seattle, Seattle-Tacoma International Airport (SEA, KSEA) is ranked as the 9th busiest U.S. airport, serving 46.9 million passengers and more than 425,800 metric tons of air cargo in 2017. With a regional economic impact of more than $22.5 billion in business revenue, Sea-Tac generates more than 151,400 jobs (87,300 direct jobs), representing over $3.6 billion in direct earnings and more than $442 million in state and local taxes. Twenty-eight airlines serve 87 non-stop domestic and 23 international destinations.

# # #

Port of Seattle @PortofSeattle · Sep 5

The public is invited to participate in the @SeaTacAirport Sustainable Airport Master Plan Near-Term Projects environmental review during our scoping phase with four public meetings on Sept. 10, 12, 17, 19. Learn more: tinyurl.com/SAMPNTP

5 11

Port of Seattle @PortofSeattle · Sep 10

Don't miss the Public Scoping Meeting in @DesMoinesWA today from 5:30-8:30 p.m. Hope to see you there to participate in the @SeaTacAirport Sustainable Airport Master Plan Near-Term Projects Environmental Review! Learn more: tinyurl.com/SAMPNTP

3 4

Port of Seattle @PortofSeattle · Sep 12

Hey #Seattle! We're on Beacon Hill this evening for the @SeaTacAirport Sustainable Airport Master Plan Near-Term Projects environmental review Public Scoping Meeting from 5:30-8:30 p.m. Join us! Learn more: tinyurl.com/SAMPNTP

1

Port of Seattle @PortofSeattle · Sep 14

The public is invited to participate in our Sustainable Airport Master Plan Near-Term Projects environmental review during the scoping process at two remaining public scoping meetings on Sept. 17 in #federalway and Sept. 19 in #seatac. Learn more: tinyurl.com/SAMPNTP

1 3

Port of Seattle @PortofSeattle · Sep 17

Reminder that the public is invited to participate in the @SeaTacAirport Sustainable Airport Master Plan Near-Term Projects environmental review during the scoping process. We have a public meeting today in #FederalWay. Learn more: tinyurl.com/SAMPNTP

1 3 3

Port of Seattle @PortofSeattle · Sep 19

This evening is our final Public Scoping Meeting in the #cityofseatac for the @SeaTacAirport Sustainable Airport Master Plan Near-Term Projects environmental review. Get the details here: tinyurl.com/SAMPNT

1 3

Sea-Tac Airport @SeaTacAirport · Sep 5

The public is invited to participate in the @SeaTacAirport Sustainable Airport Master Plan Near-Term Projects environmental review during our scoping phase with four public meetings on Sept. 10, 12, 17, 19. Learn more: tinyurl.com/SAMPNTP

1 2

SEP 10

SAMP Near-Term Projects Environmental Review Scoping Meeting

Public · Hosted by Port of Seattle

Interested

Monday, September 10, 2018 at 5:30 PM – 8:30 PM PDT
about 1 month ago

Highline College Student Union Building 8, 2400 S 240th St, Des Moines, WA 98198

Details

The Sustainable Airport Master Plan (SAMP) is the blueprint for changes at Sea-Tac Airport to meet future forecasted demand for the proposed Near-Term Projects in 2027. "Scoping" is an early component in the environmental review of the SAMP Near-Term Projects.

The 60-day scoping comment period is open through Sept. 28. Scoping allows the public to comment on the evaluation of the potential impacts in the environmental resources categories and elements of the environment required under NEPA and SEPA as well as the reasonable range of alternatives. Participate in our upcoming public scoping events, or the online open house: https://sampntpenvironmentalreview.org/

Attend the public scoping meeting for the City of Des Moines to participate.

See More

About Port of Seattle

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Port · Seattle, Washington
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SEP 12

SAMP Near-Term Projects Environmental Review Scoping Meeting

Public · Hosted by Port of Seattle

Interested

Wednesday, September 12, 2018 at 5:30 PM – 8:30 PM PDT
about 1 month ago

New Holly Gathering Hall, 7054 32nd Ave S, Seattle, WA 98118

Details

The Sustainable Airport Master Plan (SAMP) is the blueprint for changes at Sea-Tac Airport to meet future forecasted demand for the proposed Near-Term Projects in 2027. "Scoping" is an early component in the environmental review of the SAMP Near-Term Projects.

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Attend the public scoping meeting for the City of Seattle to participate.

About Port of Seattle

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Port · Seattle, Washington
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SEP
17

SAMP Near-Term Projects Environmental Review Scoping Meeting

Public · Hosted by Port of Seattle

★ Interested

Monday, September 17, 2018 at 5:30 PM – 8:30 PM PDT
about 1 month ago

Federal Way Community Center (City of Federal Way) 876 S 333rd St, Federal Way, WA 98003

0 Went · 2 Interested
Share this event with your friends

Details

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Attend the public scoping meeting for the City of Federal Way to participate.

See More

About Port of Seattle

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Port · Seattle, Washington
Welcome to the official Facebook page of the Port of Seattle.

SEP
19

SAMP Near-Term Projects Environmental Review Scoping Meeting

Public · Hosted by Port of Seattle

★ Interested

Wednesday, September 19, 2018 at 5:30 PM – 8:30 PM PDT
about 1 month ago

SeaTac Community Center (City of SeaTac) 13735 24th Ave S, SeaTac, WA 98168

0 Went · 1 Interested
Share this event with your friends

Details

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Attend the public scoping meeting for the City of SeaTac to participate.

About Port of Seattle

Port of Seattle
Port · Seattle, Washington
Welcome to the official Facebook page of the Port of Seattle.

Port of Seattle
September 5 ·

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13735 24th Ave S, SeaTac, WA 98168

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SAMP | Online Open House
Sustainable Airport Master Plan (SAMP) Near-Term projects environmenta...

2 Likes 4 Shares

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Port of Seattle
September 14 ·

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SeaTac Community Center (City of SeaTac)
13735 24th Ave S, SeaTac, WA 98168

18 Likes 2 Comments 3 Shares

Seattle-Tacoma International Airport (Sea-Tac)
September 5 ·

The Sustainable Airport Master Plan (SAMP) is the blueprint for changes at Sea-Tac Airport to meet future forecasted demand for the proposed Near-Term Projects in 2027. "Scoping" is an early component in the environmental review of the SAMP Near-Term Projects.

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SeaTac Community Center (City of SeaTac)
13735 24th Ave S, SeaTac, WA 98168

SAMPNTPENVIRONMENTALREVIEW.ORG
SAMP | Online Open House
Sustainable Airport Master Plan (SAMP) Near-Term projects environmental review Sustainable Airport Master Plan (SAMP) Near-Term projects environmental review "Scoping" is the first step in the SAMP Near-Term Project environmental review. This Online Open House is one way for you to

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SEATTLE-TACOMA INTERNATIONAL AIRPORT
Your input counts.
Sustainable Airport Master Plan
Near-Term Projects
Environmental Review – Scoping
Open houses: September 10, 12, 17, and 19
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Near-Term Projects
Environmental Review – Scoping
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Open houses: September 10, 12, 17, and 19
Learn more

The Seattle Times

Port of Seattle Aviation
Environmental Programs
PO Box 68727

Seattle, WA 98168

Re: Advertiser Account # 484819

Ad #: 828506

Agency Account #: 0

Agency Name:

Affidavit of Publication

STATE OF WASHINGTON
Counties of King and Snohomish

The undersigned, on oath states that he/she is an authorized representative of The Seattle Times Company, publisher of The Seattle Times of general circulation publisbed daily in King and Snohomish Counties, State of Washington. The Seattle Times has been approved as a legal newspaper by others of the Superior Court of King and Snohomish Counties.

The notice, in the exact form annexed, was published in the regular and entire issue of said paper or papers and distributed to its subscribers during all of the said period.

Newspaper and Publication Date(s)	
Seattle Times	07/30/18
Seattle Times	08/30/18

Agent Ayan Abshir Signature Ayan Abshir

Subscribed and sworn to before me on AUG 30, 2018
DATE

Susan Callet Debbie Collantes
(Notary Signature) Notary Public in and for the State of Washington, residing at Seattle

DEBBIE COLLANTES
Notary Public
State of Washington
My Appointment Expires
Feb 15 2022

The Seattle Times

Re: Advertiser Account # 484819

Ad #: 828506

Agency Account #: 0

Agency Name:

AD TEXT

AFFIDAVIT OF PUBLICATION
STATE OF WASHINGTON)
COUNTY OF KING) ss.

Witness, being first duly sworn on oath, deposes and says: That she is the Principal Clerk of the **West Seattle Herald, White Center News, Ballard News Tribune, Highline Times, Des Moines News, Westside Seattle**, weekly Newspapers, which is now and at all times herein mentioned, has been published and printed in the office maintained at the place of publication at Seattle, King County, Washington; That by order of the Superior Court of the state of Washington, In and for King County, said newspaper is now, and at all times mentioned herein, has been approved as a legal newspaper for the publication of any advertisement, notice, summons, report, proceedings, or other official document required by law to be published; That said newspaper is published regularly, at least once a week, in the English language, as a newspaper of general circulation in the Seattle area, King County, Washington, and at the time of application for approval by the aforementioned Superior Court, was published at least six months prior to the date of said application.

That the annexed is a true copy of a **POS SEPA #18-01,** as it was published in regular issues of said newspaper each week for a period of TWO consecutive week(s), commencing on the 3rd day of August 2018, and ending on the 31st day of August 2018, inclusive; and that said newspaper was regularly distributed to its subscribers, as a newspaper of general circulation during all of said period.

That the full amount of the fee charged for the foregoing publication is the sum of $ 1,112.40

TM CR

Witness

Subscribed and sworn to before me this 31st day of August, 2018.

D. M. Lee

D. M. Lee
NOTARY PUBLIC. in and for the state of Washington
My commission expires: 11/22/2018

PUBLIC NOTICE
LEGAL NOTICE – JULY 30, 2018
SUSTAINABLE AIRPORT MASTER PLAN
ENVIRONMENTAL REVIEW

SEPA DETERMINATION OF SIGNIFICANCE (DS) AND REQUEST FOR COMMENTS ON SCOPE OF SEPA ENVIRONMENTAL IMPACT STATEMENT (SEPA EIS) AND NATIONAL ENVIRONMENTAL POLICY ACT ENVIRONMENTAL ASSESSMENT (NEPA EA). SEATTLE-TACOMA INTERNATIONAL AIRPORT (SEA-TAC AIRPORT) SUSTAINABLE AIRPORT MASTER PLAN (SAMP)

The Port of Seattle is initiating an environmental review process for the Near-Term Project improvements proposed as part of the Sustainable Airport Master Plan (SAMP). The SAMP includes Near-Term Projects for Seattle-Tacoma International Airport (Sea-Tac) that are planned for construction by 2027 that are the focus of this environmental review, which is being conducted to comply with the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA). The SAMP also includes a Long-Term Vision for Sea-Tac which includes projects that are not ripe for environmental review at this time, as they require further study and are not reasonably foreseeable. Before any of the Long-Term Vision projects are implemented, the appropriate environmental review process will be conducted. The Near-Term Projects (the Proposed Action) are the subject of a phased environmental review process to comply with SEPA. The Port and Federal Aviation Administration (FAA) anticipate conducting additional environmental review in the future regarding the Long-Term Vision projects identified in the SAMP. The SAMP identifies facilities and roadway improvements that are needed to serve expected growth in passengers, aircraft operations and cargo activity through 2027. Approximately 30 projects at the Airport are needed to enhance efficiency, accommodate projected growth in activity, and alleviate congestion on the airfield, in the terminal, and on the roadway system. Key elements of the Proposed Action include construction of a second terminal, a centralized maintenance campus, off-airport cargo handling facilities, realignment of airport roadways, and expansion of the fueling facilities. The Proposed Action would accommodate up to approximately 477,000 annual aircraft operations and 56 million annual passengers. *SEPA EIS Required.* The Port of Seattle, as lead agency, acknowledges that there is public interest and concern about the potential environmental impacts

NOTARY PUBLIC
STATE OF WASHINGTON
D M LEE
t Expires November 22, 2018

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City of Des Moines, 5:30 PM – 8:30 PM, Highline College Student Union. September 12, 2018, City of Seattle (Beacon Hill), 5:30 PM – 8:30 PM, New Holly Gathering Hall. September 17, 2018, City of Federal Way, 5:30 PM – 8:30 PM, Federal Way Community Center. September 19, 2018, City of SeaTac 5:30 PM – 8:30 PM, SeaTac Community Center. A scoping meeting for government agencies will be held: September 6, 2018, Sea-Tac Airport, 1:00 PM – 4:00 PM, Central Auditorium. Tribes: FAA will conduct Government to Government Consultation with the potentially affected Tribes as part of this environmental review process. At the scoping meetings information regarding the Proposed Action and the environmental review process will be available. For more information or for those unable to attend a Public Scoping Meeting, the same information will be available on the Port of Seattle's website: www.SAMPenvironmentalreview.org. Responsible Official: Ms. Arlyn Purcell, Port of Seattle, Director, Aviation Environment and Sustainability, (206) 787-6527, P.O. Box 68727, Seattle, WA 98168

Published in the Westside Seattle on August 3, 31, 2018

#281

STATE OF WASHINGTON, COUNTY OF KING }
AFFIDAVIT OF PUBLICATION
PUBLIC NOTICE
Polly Shepherd, being first duly sworn on oath that she is the Publisher of the

Federal Way Mirror

a weekly newspaper, which newspaper is a legal newspaper of general circulation and is now and bas been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a weekly newspaper in King County, Washington. The Federal Way Mirror has been approved as a Legal Newspaper by order of the Superior Court of the State of Washington for King County.
The notice in the exact form annexed was published in regular issues of the Federal Way Mirror (and not in supplement form) which was regularly distributed to its subscribers during the below stated period. The annexed notice, a:

Public Notice

was published on **August 3, 2018 & August 31, 2018** .
The full amount of the fee charged for said foregoing publication is the sum of **$2331.00** .

Polly Shepherd
Publisher, Federal Way Mirror
Subscribed and sworn to me this **31st day of August, 2018** .

Jennifer Tribbett, Notary Public for the State of Washington, Residing in Orting, Washington

JENNIFER D TRIBBETT NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES JUNE 25, 2020

SEPA DETERMINATION OF SIGNIFICANCE (DS) AND REQUEST FOR COMMENTS ON SCOPE OF SEPA ENVIRONMENTAL IMPACT STATEMENT (SEPA EIS) AND NATIONAL ENVIRONMENTAL POLICY ACT ENVIRONMENTAL ASSESSMENT (NEPA EA). Seattle-Tacoma International Airport (Sea-Tac Airport) Sustainable Airport Master Plan (SAMP)

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Source/availability, Nonrenewable resources, Conservation and renewable resources, Scenic resources; Environmental health, Noise, Risk of explosion, Releases or potential releases to the environment affecting public health, such as toxic or hazardous materials; Land and shoreline use, Relationship to existing land use plans and to estimated population, Housing, Light and glare, Aesthetics, Recreation, Historic and cultural preservation, Agricultural crops; Transportation, Transportation systems, Vehicular traffic, Waterborne, rail, and air traffic, Parking, Movement/circulation of people or goods, Traffic hazards; Public services and utilities, Fire, Police, Schools, Parks or other recreational facilities, Maintenance, Communications, Water/stormwater, Sewer/solid waste. *NEPA Resource Categories.* Air Quality, Biological Resources, Climate, Coastal Resources, Department of Transportation (DOT) 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 Environmental Health and Safety Risks, Visual Effects, Water Resources; Wetlands, Floodplains, Surface Waters, Groundwater, Wild and Scenic Rivers. *Scoping.* Scoping is an early and open process for determining the scope of issues that will be addressed in the environmental review document, soliciting input regarding the Proposed Action and reasonable alternatives, and for identifying concerns regarding the potential environmental effects of the Proposed Action. Comments received during Scoping will be reviewed and taken into consideration during the preparation of the NEPA and SEPA analyses. Agencies, potentially affected tribes, and members of the public are invited to comment on the scope of the SEPA EIS/NEPA EA. A Scoping Information Packet has been prepared and is available at the website listed below. You may comment on the resource categories/elements of the environment that will be evaluated, alternatives to the proposed action, and licenses, permits, or other approvals that may be required. It is requested that all comments include your name and address. Before including your name, address, telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information - may be made publicly available at any time. Comments may be submitted via: SAMP Environmental Review website (Click "Participate"): www.SAMPenvironmentalreview.org. Email: SAMP@portseattle.org. Regular mail to: Mr. Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168. All comments must be submitted or postmarked by September 28, 2018. In addition to submitting comments on the website, or via email or regular mail, you may also submit comments in person at one of the scoping meetings listed below. Scoping meetings for the public will be held: September 10, 2018
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LEGAL NOTICES

PUBLIC NOTICE - In accordance with Sec.106 of the Programmatic Agreement, T-Mobile West, LLC plans to upgrade an existing telecommunications facility at 601 3rd Avenue Seattle, WA 98104 . Please direct comments to Gavin L. at 818-898-4866 regarding site SE03521A.
Published in the Federal Way Mirror 7/27, 8/3/18 #2177401

Donovan Brothers, Dave Kessler, 1801 W Valley Hwy N Ste 101 Auburn, WA 98001, is seeking coverage under the Washington State Department of Ecology's Construction Stormwater NPDES and State Waste Discharge General Permit.
The proposed project, Northshore Heated Storage, is located at 2010 SW 356th St in Federal Way in King county.
This project involves 2.21 acres of soil disturbance for Commercial construction activities.
The receiving waterbody is City of Federal Way Stormwater System.
Any persons desiring to present their views to the Washington State Department of Ecology regarding this Application, or interested in Ecology's action on this Application, may notify Ecology in writing no later than 30 days of the last date of publication of this notice. Ecology reviews public comments and considers whether discharges from this project would cause a measurable change in receiving water quality, and, if so, whether the project is necessary and in the overriding public interest according to Tier II antidegredation requirements under WAC 173-201A-320.
Comments can be submitted to:
Department of Ecology
Attn: Water Quality Program, Construction Stormwater
P.O. Box 47696, Olympia, WA 98504-7696
818107
7/27/18, 8/3/18

PUBLIC NOTICE
FEDERAL WAY SCHOOL DISTRICT #210
Federal Way, WA 98003
OFFICIAL NOTICE OF
THE 2018-19 BUDGET HEARING
AND 2018-19 BUDGET ADOPTION
This is to notify patrons of the Federal Way Public Schools that the Board of Directors
will meet on Tuesday, August 14, 2018 at 6:00 p.m. for the purpose of fixing and
adopting the 2018-19 budget. The location for this meeting will be at the FWPS
Education Service Center, 33330 8th Avenue S., Federal Way, WA 98003.
Interested citizens may appear at the hearing and speak for or against any part of the
budget, which includes the General Fund; the Transportation Vehicle Fund; the Capital
Projects Fund; the Debt Service Fund; and the Associated Student Body Fund.
Information is available at the Educational Service Center.
Dr. Tammy Campbell, Superintendent
Published in Federal Way Mirror
On August 3 and August 10.
819674

Federal Way

Updated Notice of Funds Available (NOFA)
2019 Community Development Block Grant (CDBG)
Community Economic Revitalization Funding

The City of Federal Way will be seeking applications from non-profit and public agencies for projects that benefit Federal Way low- and moderate-income residents. The focus of this funding is job creation, economic development, and community revitalization in the approved, designated Neighborhood Revitalization Strategy Area (NRSA). The designated NRSA in Federal Way is bordered by Interstate 5 on the east, Pacific Highway South on the west, South 288th Street on the north, and primarily South 296th, South 298th, and Military Road S on the south. The approved NRSA Plan should be consulted for the exact area; it includes all bordering streets and a map of the area. The approved NRSA plan is available at http://www.cityoffederalway.com/node/1674.

Proposed projects must be eligible for Community Development Block Grant (CDBG) funds appropriated to Federal Way under the Housing and Community Development Act of 1974, as amended. Projects must serve Federal Way residents that qualify as presumed benefit or qualify as low- and moderate-income and reside within the catchment area of the NRSA. Proposed projects must be in alignment with the approved NRSA Plan, available at http://www.cityoffederalway.com/node/1674 and address one or more of the goals and strategies outlined in the plan.

What types of projects are eligible for CDBG funds? Any CDBG project must meet one of the three national objectives:

- National Objective #1: Activities Benefiting Low- and Moderate-Income Persons
- National Objective #2: Activities Which Aid in the Prevention or Elimination of Slums or Blight
- National Objective #3: Activities Designed to Meet Community Development Needs Having a Particular Urgency

For more information on eligible activities, please visit the following website and review 24 CFR 570.200-207: http://www.ecfr.gov/cgi-bin/text-idx?SID=b3ffbda85913afc0f01503b1f0f97185&mc=true&node=sp24.3.570.c&rgn=div6

CDBG funds may be used to provide assistance to carry out revitalization activities, including job creation and community revitalization. Examples of eligible projects include, but are not limited to:

- Business attraction and retention
- Education, training, and technical assistance programs that create new jobs that increase living wages
- Programs that support job growth for low- or moderate- low income individuals
- Community revitalization
- Building construction or acquisition and redevelopment
- Community or neighborhood facilities
- Street improvements such as sidewalks, lighting in low- to moderate- low neighborhoods

Who can apply? Qualifying nonprofit organizations and public agencies serving Federal Way residents who are presumed benefit or qualify as low- and moderate-income. If applying to provide public services, the organization must be a Community Based Development Organization (24 CFR 570.204(c)(1)). All applicants must be eligible to receive federal funding and must be registered in the System for Award Management at https://sam.gov.

Required Project Eligibility Review? All potential applicants are required to have a conversation with staff prior to submitting. The meeting and/or conversation must take place not later than August 31, 2018. Staff will work with applicants to determine eligibility and provide technical assistance.

When and where will applications be available? Applications will be available beginning Friday, August 3, 2018, at City Hall and on the City website at http://www.cityoffederalway.com/node/1674.

When and where will the NOFA guidelines be available? The NOFA guidelines will be available beginning Friday, August 3, 2018, at City Hall and on the City website at http://www.cityoffederalway.com/node/1674.

Technical workshop? A technical assistance workshop will be held on Wednesday, August 15, 2018 from 10:00 a.m. – 12:00 p.m. at Federal Way City Hall, City Council Chambers (second floor). Technical assistance includes answering questions about CDBG regulations; application requirements; discussing the proposed project's compliance with program regulations; and eligibility for funding. We have reserved time at the end of the workshop for individual conferences with prospective applicants, if needed. Attendance at the workshop is recommended, but not mandatory for submitting an application. You do not need to RSVP to attend the workshop.

Deadline to Apply? No later than 4:00 pm on Friday, September 7, 2018.

Contact: Jeff Watson at (253) 835-2650 or jeff.watson@cityoffederalway.com for more information.

For TDD relay service, call 1-800-833-6388/TDD or 1-800-833-6384/voice. This notice is available in alternate formats for individuals with disabilities and will be translated upon request.
Published in the Federal Way Mirror on August 3, 2018. #2182726.

LEGAL NOTICE – July 30, 2018 - Sustainable Airport Master Plan Environmental Review
SEPA DETERMINATION OF SIGNIFICANCE (DS) AND REQUEST FOR COMMENTS ON SCOPE OF SEPA ENVIRONMENTAL IMPACT STATEMENT (SEPA EIS) AND NATIONAL ENVIRONMENTAL POLICY ACT ENVIRONMENTAL ASSESSMENT (NEPA EA). Seattle-Tacoma International Airport (Sea-Tac Airport) Sustainable Airport Master Plan (SAMP)

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8/3/18, 8/31/18

Did you hear?
When it comes to employment, Sound Classifieds has it all... the latest job openings, educational opportunities and more.
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call toll free 1-800-388-2527
email classifieds@soundpublishing.com

STATE OF WASHINGTON -- KING COUNTY

--ss.

364322 No.

PORT OF SEATTLE:AV ENVIRONMENT

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

PN:SEPA SAMP ENV REVIEW

was published on

07/30/18 08/30/18

The amount of the fee charged for the foregoing publication is the sum of $1,088.00 which amount has been paid in full.

Subscribed and sworn to before me on

08/30/2018

Notary public for the State of Washington,
residing in Seattle

JENNIFER A. [illegible]
NOTARY PUBLIC
STATE OF WASHINGTON
19-24-19

State of Washington, King County

Port of Seattle

LEGAL NOTICE – July 30, 2018 - Sustainable Airport Master Plan Environmental Review SEPA DETERMINATION OF SIGNIFICANCE (DS) AND REQUEST FOR COMMENTS ON SCOPE OF SEPA ENVIRONMENTAL IMPACT STATEMENT (SEPA EIS) AND NATIONAL ENVIRONMENTAL POLICY ACT ENVIRONMENTAL ASSESSMENT (NEPA EA). Seattle-Tacoma International Airport (Sea-Tac Airport) Sustainable Airport Master Plan (SAMP)

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The Proposed Action would accommodate up to approximately 477,000 annual aircraft operations and 56 million annual passengers. *SEPA EIS Required.* The Port of Seattle, as lead agency, acknowledges that there is public interest and concern about the potential environmental impacts of implementing the Proposed Action. Based on that level of concern and the potential for impacts that may occur with the implementation of the Proposed Action, the Port of Seattle has determined that a SEPA EIS will be prepared. *NEPA EA.* The FAA will serve as the lead federal agency for the preparation of an Environmental Assessment to comply with NEPA. The NEPA regulations adopted by the Council for Environmental Quality (CEQ), 40 CFR § 1500 et seq., together with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, will guide the preparation of the NEPA Environmental Assessment (NEPA EA). The lead agencies (FAA for NEPA and Port of Seattle for SEPA) have identified the following areas for discussion in the NEPA EA/SEPA EIS. In accordance with NEPA and SEPA, the environmental review will consider the potential effects of the Proposed Action and a range of alternatives on each of the environmental factors below. SEPA Elements of the Environment. Earth, Geology, Soils, Topography Unique physical features, Erosion/enlargement of land area; Air, Air quality, Odor, Climate; Water, Surface water movement/quantity/quality, Runoff/absorption, Floods, Groundwater movement/quantity/quality, Public water supplies; Plants and animals, Habitat for and numbers or diversity of species of plants, fish, or other wildlife, Unique species, Fish or wildlife migration routes; Energy and natural resources, Amount required/rate of use/efficiency, Source/availability, Nonrenewable resources, Conservation and renewable resources, Scenic resources; Environmental health, Noise, Risk of explosion, Releases or potential releases to the environment affecting public health, such as toxic or hazardous materials; Land and shoreline use, Relationship to existing land use plans and to estimated population, Housing, Light and glare, Aesthetics, Recreation, Historic and cultural preservation, Agricultural crops; Transportation, Transportation systems, Vehicular traffic, Waterborne, rail, and air traffic, Parking, Movement/circulation of people or goods, Traffic hazards; Public services and utilities, Fire, Police, Schools, Parks or other recreational facilities, Maintenance, Communications, Water/stormwater, Sewer/solid waste. *NEPA Resource Categories.* Air Quality, Biological Resources, Climate, Coastal Resources, Department of Transportation (DOT) 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 Environmental Health and Safety Risks, Visual Effects, Water Resources; Wetlands, Floodplains, Surface Waters, Groundwater, Wild and Scenic Rivers. *Scoping.* Scoping is an early and open process for determining the scope of issues that will be addressed in the environmental review document, soliciting input regarding the Proposed Action and reasonable alternatives, and for identifying concerns regarding the potential environmental effects of the Proposed Action. Comments received during Scoping will be reviewed and taken into consideration during the preparation of the NEPA and SEPA analyses. Agencies, potentially affected tribes, and members of the public are invited to comment on the scope of the SEPA EIS/NEPA EA. A Scoping Information Packet has been prepared and is available at the website listed below. You may comment on the resource categories/elements of the environment that will be evaluated, alternatives to the proposed action, and licenses, permits, or other approvals that may be required. It is requested that all comments include your name and address. Before including your name, address, telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information - may be made publicly available at any time. Comments may be submitted via: SAMP Environmental Review website (Click "Participate"): www.SAMPenvironmentalreview.org. Email: SAMP@portseattle.org. Regular mail to: Mr. Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168. All comments must be submitted or postmarked by September 28, 2018. In addition to submitting comments on the website, or via email or regular mail, you may also submit comments in person at one of the scoping meetings listed below. Scoping meetings for the public will be held: September 10, 2018

City of Des Moines, 5:30 PM – 8:30 PM, Highline College Student Union. September 12, 2018, City of Seattle (Beacon Hill), 5:30 PM – 8:30 PM, New Holly Gathering Hall. September 17, 2018, City of Federal Way, 5:30 PM – 8:30 PM, Federal Way Community Center. September 19, 2018, City of SeaTac

5:30 PM – 8:30 PM, SeaTac Community Center. A scoping meeting for government agencies will be held: September 6, 2018, Sea-Tac Airport, 1:00 PM – 4:00 PM, Central Auditorium. Tribes. FAA will conduct Government to Government Consultation with the potentially affected Tribes as part of this environmental review process. At the scoping meetings information regarding the Proposed Action and the environmental review process will be available. For more information or for those unable to attend a Public Scoping Meeting, the same information will be available on the Port of Seattle's website: www.SAMPenvironmentalreview.org. Responsible Official: Ms. Arlyn Purcell, Port of Seattle, Director, Aviation Environment and Sustainability, (206) 787-6527, P.O. Box 68727. Seattle, WA 98168

Dates of publication in the Seattle Daily Journal of Commerce, July 30, August 30, 2018.

8/30(364322)

PUBLIC SCOPING MEETINGS SIGN IN SHEETS

Public Scoping Meeting Sign In Sheets

Public Scoping Meeting Speaker Sign In Sheets

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 10, 2018

Port of Seattle

SIGN-IN SHEET

Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Bob & Sandy Bisordi	560 S 239th St Des Moines	206 592-6030	slbisordi@gmail.com	✓
2. Carl Craven	2501 SW 149th St Burien, WA 98166	—	carl.craven033@gmail.com	✓
3. Phil Yohann	1300 So 250th Des Moines 98198	206 799 6456	phil@seafoodassociates.com	✓
4. Kristin Scott	24730 43rd Ave. S. Kent, WA	206-592-6970	meredithandmorley@yahoo.com	✓
5. Judith Grande	737 S. 232nd Ct. Des. Moines 98198	206.824.6766	Kgrande@msn.com	✓
6. John Smythe	29011 7th Pl S. Fed Way 98003	424 394 8418	VERBLENDER@GMAIL	✓
7. Susan Davis	20622 4th Place S Des Moines, WA 98198	209-324-2432	sna.susan6@gmail.com	✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

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1. Ronald Miller	Federal Way WA 98001 29404 7th PLS	253-946-4975	RdandJMiller@AOL.com	✓
2. ~ Elizabeth Malcolm Buren	1204 S 258th St Des Moines WA 98198	253 839 1981	elizabeth.buren@gmail.com	✓
3. Nancy Leveson	2410 4th Ave S Des Moines WA 98198	206-870-0352	NANCYLEVESON@gmail.com	✓
4. Deborah Yohann	1300 So. 250th Des Moines, WA. 98198	206-799-6456	motherocean630gmail.com	✓
5. Matt Mauay	✓	206-622-3500	on list already	✓
6. Pat Barnett	24438 11th Ave S Des Moines 98198	206-235-8541		
7. Marcia Wollam	P.O. Box 64580 Burien, WA 98166	206 246-0098	hnrmmw@gmail.com	✓

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Jim Jobe	924 S. 245th PL	206-878-8906	jim.paula.jobe@comcast.net	
2. David Sharpe	822 So 231st	206 7950030	Sharpe4boyz@hotmail.com	
3. Sally Semler	215 SW 192nd St. Normandy Park WA 98166	206-819-7869	sjsemler@msn.com	✓
4. KEN OLSEN	28140 Redondo Back Dr S Des Moines WA 98198	206-851-7852	Ken-Olsen@Comcast.net	✓
5. ROBERT BACK	23840 16th LNS DES MOINES 98198	206 824 8401	ROBBIEBACK@HOTMAIL.COM	
6. LEE Tomlin	700 So. 282nd St 98198	—	—	
7. VIC Pennington	823 So 223rd Dm	—	—	

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 10, 2018

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1. CAROL OLIVIER	2451 S Kent-Des Moines	206 5999400	sagefeathers@yahoo.com	
2. Rose Hall	21404 – 3rd Ave So	206 824-8392	None	
3. Anne Kroeker	27915 10th Ave S Des Moines	425-260-7100	already on	
4. BEV MAHONEY Matt Mahoney	21036 4th Ave S Des Moines	425-941-0070	mmahoney@desmoineswa.gov	✓
5. DON & Sheila Murray	815 S. 216th St Des Moines	206 870-2074	SMouse@Seanet.com	
6. Amy France	1719 S. 232nd St	206-779-2823	afrance1959@comcast.net	✓
7. Iris Hernandez	29011 7th Pl S.	424-394-8419	iris.hernandez.77@gmail.com	✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

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5. Robert Biddle	30643 28th Av S, Federal Way 98003	253-815-0327	DKSprit22 (at) Gmail.com	✓
6. BILL CORBIN	25643 MARINEVIEW DR S DESMOINES WA 98198	253-732-8980		
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SUSTAINABLE AIRPORT MASTER PLAN
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NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

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Port of Seattle

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. ANDY WILSON	17229 Sylvester Rd. SW Normandy Park WA 98166	425-241-8149	wilson.tandrew@gmail.com	✓
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5. Scott Kennedy				
6. Michelle McAliskey	25828 15th Ave S Des Moines, WA 98198	206 657-7830	lexus193c msn.com	✓
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Knutson Larry & Diane				
2. BRUCE WOLFF	26219 MARINEVIEW DES MOINES	206 601 5745		
3. OLGA DRAYTON	DES MOINES, WA		olgakovganeyahoo.com	✓
4. CHRISTOPHER MITCHELL	22712 10TH AVE DES MOINES			
5. Jane Davis	19612 5TH Ave S DES Moines WA	206-849-0038	alan.jane@goneagain.com	✓
6. Sue Petersen	29805 6th Ave So Fed Way WA 98003			
7. Karen Keiser	23001 Marine View Dr. S. #A202 Des Moines ~~WA~~		Karenkeiser@comcast.net	✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

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SUSTAINABLE AIRPORT MASTER PLAN
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2. Patrick D. Smith	916 S. Marine Hills Way Federal Way, WA 98003	—	—	
3. DONALD NEWMAN	25130 MARINE VIEW DR S. DES MOINES, WA 98198	206)870-1753	ZZNEWMAN@YAHOO.COM	✓
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5. Bill LINSCOTT	22335 6th Ave So Des Moines WA 98198	206 445-2099	Bill.linscott@yahoo.com	✓
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7. Virg Staiger	27003 - 8th Ave. So Des Moines, WA 98198	206-853-8635	[redacted]rofos@comcast.net	✓
Eric Staiger	27003 8th Ave S Des Moines WA 98198	253-839-3139	Eric.Staiger@gmail.com	—

SUSTAINABLE AIRPORT MASTER PLAN
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NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 10, 2018

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SUSTAINABLE AIRPORT MASTER PLAN
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NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 10, 2018

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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

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6. Patti Linscott	22335 6th Ave S Des Moines 98198	206-212-0568	On list	NA
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
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5. KEN BOROUGHS	15422 21st AVE SW BURIEN 98166	(206) 2445075		✓
6. HUE NHAN	15222 21st AVE SW Burien, WA 98166	(206) 244-5075	vinh.hue.ai@gmail.com	✓
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SUSTAINABLE AIRPORT MASTER PLAN
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3. Glen E. Sanky	12818-24TH Ave S.	206 2480490	gesanky@comcast.net.	✓
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SUSTAINABLE AIRPORT MASTER PLAN
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SUSTAINABLE AIRPORT MASTER PLAN
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2. Carol Brandt	1532 S. 258th Ct Des Moines WA 98198	253-941-9203	cbrandt3745@comcast.net	✓
3. N. Curtis	27319 10TH Pl S DES MOINES WA 98198			
4. Nancy K. Deden	~~876~~ 216th DES MOINES	~~876~~		
5. Sue Cornell	25128 25th Ave S. Kent, WA 98032	206-212-6263	seltcir57@hotmail.com	✓
6. Lucisa Bangs			lbangs@desmoineswa.gov	
7. Kaylynn Griffee	19432 Normandy Park Dr. S.W. Normandy Park 98166		Am receiving it now!	

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NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
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3. Earnest Thompson	625 SW. 189th St.	206-355-1077	EcoE69@hotmail.com	
4. Virginia Wettr	601 S 227th #205S	206 824 0674	r-v-wettr@msn.com	
5. Eloise Lauritsen	815 S. 216th #417			
6. Molly Cone	815 S 216th #410	(206) 870-4410	N/A	
7. Stephanie Leftwich	24517 8th Ave S			

SUSTAINABLE AIRPORT MASTER PLAN
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2. B Davidson	12209 Shorewood Dr SW Burien WA 98146			
3. ROBERT WETLI	601 S 227th #205 DES MOINES 98198			
4. Roberta Needles	816 So. 216th St. Des Moines, WA. 7323	206-870-8323		
5. Frank Needles	" " "	" " "		
6. MICHAEL K. WELCH	2947 S. 296TH PL FED WAY	253-334-3499	WELCHFAMILY45@HOTMAIL.COM	✓
7. Paul J Beeman	815 So. 216th St #442 Des Moines 98198	206-870-4442	Paulbettybeeman@gmail.com	✓

SUSTAINABLE AIRPORT MASTER PLAN
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4. Joan Bailey	22621 12th Ave S Des Moines, Wa 98198		joanb222@msn.com	✓
5. DANA HOLLAWAY	2020 SW 304TH ST FEDERAL WAY WA 98023	—	—	—
6. Marlene Allbright	11816 Occidental Ave. S. 98168			—
7. Blanche Hill	16806 8th Ave SW Normandy Park 98166		bthill1946@comcast.net	✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 10, 2018

Port of Seattle

SIGN-IN SHEET

Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Lauren Frederick	433 S. 207th St Des Moines 98198	206 356 7866	lauren.e.frederick@gmail	✓
2. WILLIAM DAMATO	1827 246th PL. SO. DES MOINES, 98198			
3. Scott Logan	2410 16th AVE. S. DES Moines, WA		Scott.Logan@highlineschools.org	
4. Karen Anthony	409 S. 284th St DesMoines WA 98198	206-406-5325	Kanthony57@gmail.com	
5. Cara Zemanek	805 S 265th St Des Moines 98198	253-569-4516	zemaneks@yahoo.com	✓
6. John Johnsn	12424-12th AVE S. Burien WA 98146	206-246-6436		✓
7. Heather Bibby	23222 10th Ave S Des Moines, WA	206 478 1396	hmsbibby@gmail.com	

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 10, 2018

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. George C Scott	22220 7th Ave S. 98198	206 2712113	gcscott93@hotmail.com	✓
2. Scott Schaefer	15106 10th SW Burien 98166	206 248-2565	scott@southkingsmmedia.com	✓
3. Sam Warren	900 S. 242nd St Des Moines	253-569-~~2532~~3569	OSWARRE@MSN.COM	
4. Jesse Hart	625 S 147th Pl Burien, WA. 98168	206-306-5710	jesserhart@gmail.com	✓
5. Judy Badgley	24608 13th S. Des Moines 98198	206-592-2229		
6. DAVID CLARK	1034 S 234th Pl DM 98198	206 280 7121	cmpared2what@aol.com	✓
7. Peter & Denise Philips	19679 Marine View Dr SW Normandy Park, WA 98166	206-779-2746	Peter@philipspublishing.com	✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 10, 2018

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. CARMINE RUGGIERO	838 S 232ND ST DES MOINES WA 98198	206-953-9343	CARMINE@THERUGGIERO.COM	
2. PATTI PETRUSKA	PO BOX 98218 DES MOINES WA 98198	206-817-8349	pp516@hotmail.com	✓
3. Morgan Bell	625 S. 147th Pl. Burien WA 98168	206 390.1305	mb2photo@gmail.com	✓
4. KEVIN ANTHONY	409 So 284TH ST DES MOINES 98198	206-412-0989	KBANTHONY2000@HOTMAIL.COM	✓
5. Kerry Janet Allmen	25651 Marine View Dr S Des Moines 98198	253-941-6049	Kerry25651@yahoo.com	✓
6. Stuart Jenner			already on list	
7.				

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 10, 2018

Port of Seattle

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Cindy Codon	17014 40th Ave	206 242 7855	CindyCodoni@yahoo	✓
2. Rosa Stratton	17014 40th Ave S	(206) 246-7859	—	✓
3. Peter Kwon	Seatac	on file	—	—
4. Bruce & Debby Dennis	Burien	on file	—	—
5. Vicky Hartley	Burien			
6. Hillary Brita	1205 S. 236th Pl.	206-459-1253	hillarystein@hotmail.com	✓
7.				

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 10, 2018

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. David Zemanek	805 S. 265th ST Des Moines	253-569-6525	david.a.zem@gmail.com	✓
2.				
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 12, 2018

Port of Seattle

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Chris D. Johnson	1100 University St. 98101	303-437-1112	Christopher.d.johnson@parsons.com	NO!
2. Nghi Lan. Nguyen	7251 38TH Ave S Seattle WA-98118	(206) 722-6845		
3. NICK GREGORIC	1105 S HUDSON CT		NICKGREGORIC425@GMAIL.COM	✓
4. Nancy Kiser	6737 Shaffer Ave S			✓
5. Gerin Sparrman		425 301-8724	gsparrman@huitb.com	
6. Sung Yang	1403 Third Ave Suite 300		Sung@pacificpub.com	Yes
7. Chi Chen	10215 wallace		chichenchi.shelley@hotmail.com	✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 12, 2018

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. SCOTT MURASE			Smurase@murase.com	
2. SIDNEY CARTER	6740 - SHAFFER Ave. So. Sea. 98108	206-369-3762	NONE	✓
3. Dale Clark	15375 SE 30TH PL Bellevue, WA 98007	206-455-4535	dclark1@chenselphelps.com	✓
4. Amy Kaminishi			aKaminishi@aol.com	✓
5. DAN MOORE	2715 19th AVE S SEATTLE 98144	206 709 0286	dintystew@gmail.com	✓
6.				
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 12, 2018

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Tamara Harris	6883 Holly Park Dr So.	(206) 639-8428	yeswecanflagger@gmail.com	✓
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3. Justin Kalm	3100 S Frontenac St Seattle, WA 98108	206-420-1310	justin.kalm@gmail.com	✓
4. Ellis O'Neill (KUOW)			eoneill@kuow.org	
5.				
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 12, 2018

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
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2. Martha Cadena	13039 24TH Ave S Seatac Wa 98168	206 [illegible]879251		
3. Ludivina Cigarroa	1006 S. 130th Pl Burien WA 98168	206. 353.5632		
4. Eduardo De la Cruz	130 SW 112th St Seattle, Wa 98146 Apt F102	206-766 6595		
5. Martha Americano	500 SW 148th St Burien	206 376 8325		
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 12, 2018

Port of Seattle

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Yun Pitre	14246 28th Ave S Seatac, WA 98168		yun.pitree@comcast.net	—
2. Laura Raymond	2715 19th Ave S. Seattle, WA 98144		eatkale@hotmail.com	
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 12, 2018

Port of Seattle

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Cayla Morgan				
2. Steven Roberson	6603 30th So	2066730763		
3.				
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 17, 2018

Port of Seattle

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Steve Lewis	28843 1st Ave S. FW	253-670-4824		
2. Paul Cook	28612 13TH AVE S. Federal Way Wa 98383	2539735688		
3. John Rayhter	4221 SW 323rd FW	253 661 9137		
4. Tina Musselman	1655 293rd St	253-334-7621	tcmusselman@yahoo.com	
5. Susan M. Dolland	822 So. 301st Place FW 98003	206 / 914-2126		
6. Jim Burbidge	2824 SW 300th Pl. FW, 98023	206-951-9650	jimburbidge@comcast.net	—
7. Mark Kopping	1600 SW Dash Point RD #15 FW 98023	253 250 8022	mark.kopping@cityoffederalway.com	

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 17, 2018

Port of Seattle

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2. Jeanette Siburg	806 S. 295th Pl Federal Way 98003	206-947-8780	jsiburg@hotmail.com	✓
3. Jim Siburg	" " " "	253-225-6631	" " "	
4. Gyda LaGrange	28612 13th Ave S Federal Way WA 98003	253.347.8989	ggyda@hotmail.com	
5. DINI DUCLOS	2618 SW 343rd ST Fed. Way 98023	City Hall Council Member	Email To City Hall	
6. Daniel Sadowitz	29030 7th Pl S Federal Way 98003	203-228-1929	sadowitz93@gmail.com	✓
7. Karen Feldt	601 South 291 ST Federal Way WA 98003	253 839 0665	karenfeldt@comcast.net	✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 17, 2018

Port of Seattle

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Pat & Dan Kinney	312 So. 295th pl. Federal Way	253-839-6325		
2. DANA HOLLAWAY	2020 SW 304TH ST FEDERALWAY WA 98023			
3. Susan White	28742 Redondo Beach DR Des Moines, WA 98198	253-670-6096	SUSANRdo@aol.com	
4. MICHAEL KUN	33113 10TH PL SW Fed. Way, WA 98023	253-925-1274		
5. CAROL SABOTKA	30213 - 33rd Ave SW Federal Way, WA 98023	253) 838-1569	CAROLSABOTKA@COMCAST.NET	
6. Orlando Samora	32864 40th CT SW Federal Way 98023	253-797-4059	orlandosamora54@gmail.com	
7. VALERIE DALA	Federal Way			

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 17, 2018

Port of Seattle

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
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3. Bill Hamilton	1077 SW 326th FW			
4. John Schnelder	36008 3rd Av. S, FW 98003			
5. Linda Purlee	2618 SW 313st			
6. Woody Woods	32515 17th Ave SW		woodyWood1234@Gmail.com	
7. Margaret Nelson			oldrosen@gmail.com	✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 17, 2018

Port of Seattle

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Jeanne Burbidge	2824 SW 300Pl.	206-650-1489	jeanneburbidge@comcast.net	✓
2. V. Kay Pedersen	620 SW 293 St.	253-941-4359	stevenpedersen@comcast.net	✓
3. Eileen Stauss	32634 7th Ave SW	206-399-2046	eileenstauss@earthlink.net	✓
4. Martin A. Moore	City Hall	255-835-2446	Martin.Moore@cityoffederalway.com	✓
5. Edna Toner + David	305 SW 313th	2069534485	edtoner@earthlink.net	✓
6. Chris Hall	823 S. Marine Hills Way	206-249-3280	ENZOSPEED@GMAIL.Com	✓
7. John Burdine	1413 S. 237th Ct	206-824-7571	EVANSburdine@msn.com	✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
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2. Bill Small	747 S. 295th Pl.	(253)941-2031	blpw2@msn.com	✓
3. Louise Wessel	P.O. Box 3555 Federal Way WA. 98063	2539416667	LLwessel@gmail.com	✓
4. Mary Mukhtar	5841 S. 325th ct - Auburn, WA 98001	253-249-7279	valentine.mukhtar@gmail.com	✓
5. Yarden F. Weidenfeld	City of Federal Way Mayor's office 33325 8th Avenue South Federal Way, WA 98003-6325	253-835-2420	yarden.weidenfeld@cityoffederalway.com	✓
6. Kris Agers	8013 NE 147th LN Kenmore, WA 98028	425-429-5780	krismagers@hotmail.com	
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 17, 2018

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
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2. Robin Rawlings	726 S. 294th Pl.	510-541-5921	robinrawlings@sbcglobal.net	✓
3. Wasim Azzam (Joe)	963 S. 293rd ST	206-403-6463	Wasima66@yahoo.com.	✓
4. Meschell Miloscia	30720 19th Ave S Federal Way WA	~~253-946-0207~~	cougarmomtwice@hotmail.com	✓
5. Jim Paige	29655 8th Ave S F.W.	253-946-0207	JZPAIGE@yahoo.com	—
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
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2. Steve Edmiston	Des Moines			
3. Louise Forthun	20th Ave. S		L4THUN@msn.com	✓
4. James McCartney	27842 38th PL S Auburn	253854-7727		
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

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3. Bill Feldt	601 S. 291st Federal Way, WA	253-839-0665	billfeldt@comcast.net	✓
4. Bernaline Lund	824 S. 296th Place Federal Way	253-839-3729	philandbernaline2002@yahoo.com	✓
5. Susan Honda	City Council	253293 8885		
6. David Reynolds	421 S 289 St. FW, 98003	206-265-3582	davey929@gmail.com	✓
7. Katrina Sandeen	27842 38th Pl S Auburn 98001	360-773-8489	Sandeenk@gmail.com	✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
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2. Melody Edmiston	Des Moines			
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Monday, September 17, 2018

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
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2. Becky Crompton	27044 10th Ave S Des Moines, WA 98198		rwccorps@gmail.com	X
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

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2. Robert Herzog	29020 - 7th PL S FW 98003	253-941-4448	robertherzog@juno.com	✓
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 19, 2018

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
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2. Kendra Wight	1218 S Sullivan St Seattle WA		kendrawight@rocketmail.com	✓
3. Joey Olmos	3126 S 279th St Auburn WA			
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

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3. John Schindler	27021 12th Ave S Des Moines		what_list@yahoo.com	
4. Kent Palosaari	17034 35th SeaTac, WA			
5. Lydia Assefa-Dawson	City of Federal Way			
6. Sandra McLees	2440 S. 138th St	206-246-4832	———	✓
7. Tom Sitterley Erin Sitterley	3718 S. 164th	253 350 0758	esitterley@seatacwa.gov.	✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
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4. Ray Valpey		206-243-5566	rayvalpey@gmail.com	
5. Ralph Christopherson		206-246-4832		
6. John Fenedick		206-949-9199	jdfenedick@gmail.com	
7. Jamie Jamison				

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
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2. Norma Ahartz	20604 14th Ave So Seatac WA	206 824-6942	nahartz@Comcast.net	✓
3. LAWRENCE HOLLIDAY	20628 10th Pl So 98198	206-251-6652		
4. Austin Smith	702 SW Colewood Ln Normandy Park, WA	206-235-9777		
5. NANCY TOSTA	City of Burien	206 886.5591		
6. CAROL SABOTA	30213 33rd Ave SW F.W.	253) 838-6569		
7. Virginia Olsen	3815 So. 179th St SeaTac	206)243-7218		

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

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2. Lynnelle McDaniel	Burien	" 242-8624	lynnelle mcd @ comcast.net	✓
3. Stanley Tombs	Seatac	206 300 2630	stombs2000@earthlink.net	✓
4. Steve Pilcher	SeaTac		spilcher@ci.seatac.wa.us	✓
5. JOE SCORCIO	SEATAC		JSCORCIO@CI.SEATAC.WA.US	
6. MARK HOSKEN	NORTHAMPTON PARK	253 279-2415	mhogen@northampton.gov	✓
7. RYAN CARSON	SHORELINE			

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
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2. Joel Wachtel	Seatac 34505 176 St	———	JLWachtel@verizon.net	
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4. Warren Johnson	17560 12th Ave NW Shoreline	206-276-6994	warjohnson@walshgroup.com	
5. ROGER KADES			rkades@comcast.net	
6. Jama Musse	East African Community	206 355-6343	jamamusse6@gmail.com	
7. Kevin Christopherson	Burien			

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
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2. Otto Randolph	Burien	415-300-6490		
3. Peter Kwon	SeaTac			
4. Debra Valpey	18225 Terrace Ct SW Normandy Park 98166	206 243-5566	debravalpey@comcast.net	✓
5. Takele Gobena	SeaTac	206.794-0959	takele2015@gmail.com	✓
6. MARIANNE MARKKANEN	SEATAC	206-225-1941	MMARKKANEN@COMCAST.NET	✓
7. JIM DALLMORE	DES MOINES	206 878-8520		✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 12, 2018

Port of Seattle

SIGN-IN SHEET

Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Chris D. Johnson	1100 University St. 98101	303-437-1112	Christopher.d.johnson@parsons.com	NO!
2. Nghi Lan. Nguyen	7251 38TH Ave S Seattle WA-98118	(206) 722-6845		
3. NICK GREGORIC	1105 S HUDSON ST		NICKGREGORIC425@GMAIL.COM	✓
4. Nancy Kiser	6737 Shaffer Ave S			✓
5. Gerin Sparrman		425 301-8724	gsparrman@hntb.com	
6. Sung Yang	1403 Third Ave Suite 300		Sung@pacificpub.com	Yes
7. Chi Chen	10215 wallace		chichenstudy@hotmail.com	✓

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 12, 2018

Port of Seattle

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1. SCOTT MURASE			Smurase@murase.com	
2. SIDNEY CARTER	6740 - SHAFFER Ave. So. Sea. 98108	206-369-3762	NONE	✓
3. Dale Clark	15375 SE 30TH PL Bellevue, WA 98007	206-455-4535	dclark1@chenselphelps.com	✓
4. Amy Kaminishi			aKaminishi@aol.com	✓
5. DAN MOORE	2715 19th AVE S SEATTLE 98144	206 709 0286	dintystew@gmail.com	✓
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7.				

SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 12, 2018

Port of Seattle

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Tamara Harris	6883 Holly Park Dr So.	(206) 639-8428	YesWeCanflagger@gmail.com	✓
2. Ashok Mudholkar	1218 S. Sullivan St Seattle 98108	(206) 799-8551	ashokmudholkar@gmail.com	✓
3. Justin Kalm	3100 S Frontenac St Seattle, WA 98108	206-420-1310	justin.kalm@gmail.com	✓
4. Ellis O'Neill (KUOW)			eoneill@kuow.org	
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 12, 2018

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. David Goelel	12412 Ambaum Hwy SW	(206)499-5139	davidgoe@hotmail.com	
2. Martha Cadena	13039 24TH Ave S Seatac Wa 98168	206 [illegible]879251		
3. Ludivina Cigarroa	1006 S. 130th Pl Burien WA 98168	206. 353.5632		
4. Eduardo De la Cruz	130 SW 112th St Seattle, Wa 98146 Apt F102	206-766 6595		
5. Martha Americano	500 SW 148th St Burien	206 376 8325		
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 12, 2018

Port of Seattle

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Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Yun Pitre	14246 28th Ave S Seatac, WA 98168		yun.pitree@comcast.net	✓
2. Laura Raymond	2715 19th Ave S. Seattle, WA 98144		eatkale@hotmail.com	
3. Maria Batayola	15353 49th PLSE Bellevue 98006		mbjumpstart@msn.com	✓
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING

Wednesday, September 12, 2018

Port of Seattle

SIGN-IN SHEET

Name (Please Print)	Address	Phone No.	Email Address (to receive SAMP updates)	Check to receive Port Updates
1. Cayla Morgan				
2. Steven Roberson	6603 30th So	2066730763		
3.				
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING
Monday, September 10, 2018

Port of Seattle

SPEAKER SIGN UP SHEET

	Name (Please Print)
1.	Paul Beeman
2.	Keith Weir
3.	~~Ron Paul Beeman~~ CAROL OLIVER
4.	David Elliott
5.	Jill Aldrich
6.	Becky Casperson
7.	MARIANNE MARKKANEN
8.	Mary Eun
9.	BRUCE WOLFE
10.	Earnest Thompson
11.	Daylynn Griffee
12.	Steve Edmisten
13.	JEFF LEWIS
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING
Wednesday, September 12, 2018

Port of Seattle

SPEAKER SIGN UP SHEET

	Name (Please Print)
1.	Christopher D. Johnson 1100 University St. #705 Seattle WA 98101
2.	Sidney L. Carter 6740 - Shaffer Ave So. Seattle, Wa. 98108
3.	Steven L Roberson 6003 30TH AVE Sea WA 98108
4.	DANIEL K. MOORE 2715 19th AVE S SEATTLE 98144
5.	Laura Raymond 2715 19th Ave S. Seattle 98144
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING
Monday, September 17, 2018

Port of Seattle

SPEAKER SIGN UP SHEET

	Name (Please Print)
1.	JAN ANDERSON 27036 8th Ave. So. Des Moines WA 98198
2.	DANA HOLLAWAY 2020 SW 304TH ST FEDERAL WAY WA 98023
3.	State Senate, Mark Miloscia, 30th District
4.	CAROL [illegible] 30213-33rd Ave SW. Federal Way 98023
5.	State Senate Mark Miloscia
6.	John Raymond 4221 SW 323rd ST FW
7.	E. Daniel Kinsey 312 S. 295th Pl, FW
8.	Susan White 28142 Redondo Beach DR S DM
9.	Wasim Azzam 963 S. 293rd ST Federal way 98003.
10.	John BURDINE 1413 S237th CT. DES MOINES, WA 98198
11.	Orlando Samora 32864 40th CT SW Federal way 98023
12.	Meg Reynolds 421 S. 289th St. FW. WA 98003
13.	Jim Burtidge 2824 SW 300th PL, F.W. 98023
14.	James McCartney. 27842 38th. Pl. S. Auburn WA 98001
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SUSTAINABLE AIRPORT MASTER PLAN
NEAR-TERM PROJECTS ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETING
Wednesday, September 19, 2018

Port of Seattle

SPEAKER SIGN UP SHEET

	Name (Please Print)
1.	David A. Berger - 917 S 294th Pl. Federal Way 98003
2.	Joel Wachtel - 3450 S 176th St. SeaTac 98188
3.	JOE SCORCIO 4860 S 188TH CITY OF SEATAC SEATAC 98188
4.	CHRISTOPHER MITCHELL DES MOINES PO Box 13647 98198
5.	MARIANNE MAEKKANEN 20613 11~~2th~~ 8th Ave S Burien 98198
6.	Ralph Christopherson 2440 S 138th St SeaTac 98168
7.	Sandra McLees 2440 S. 138th St. SeaTac 98168
8.	Aleksandr Yeremeyev
9.	Kent Palosaari 17034 35th Ave. S., SeaTac 98188
10.	Mira Palosaari " " "
11.	Trina Palosaari " " "
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PRESENTATION BOARDS

WELCOME!

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

SAMP Near-Term Projects Environmental Review

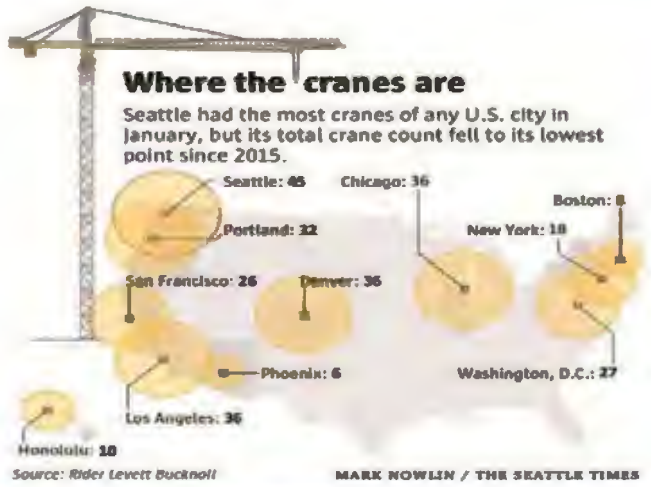
Scoping Meeting

Regional Growth and Market Demand

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Robust regional economy drives Airport demand and sustainable practices

Source: U.S. Bureau of Labor Statistics



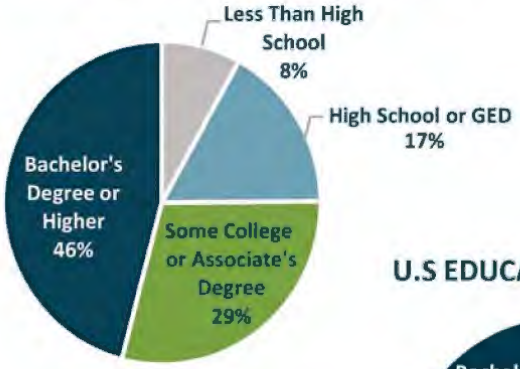
Puget Sound is home to a wide range of employers that contribute to the vibrant growth in the region.

T-Mobile
Weyerhaeuser
University of Washington
Boeing
Microsoft
Costco Wholesale
Nintendo
amazon
PACCAR
Nordstrom
Starbucks
Expedia

Puget Sound Demographics

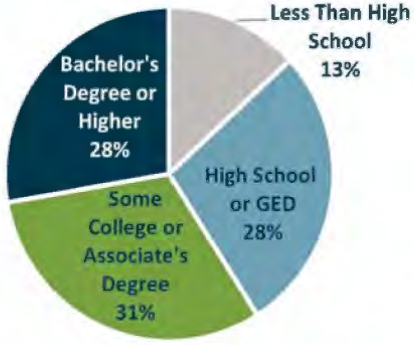
Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

KING COUNTY EDUCATION LEVELS, 2016

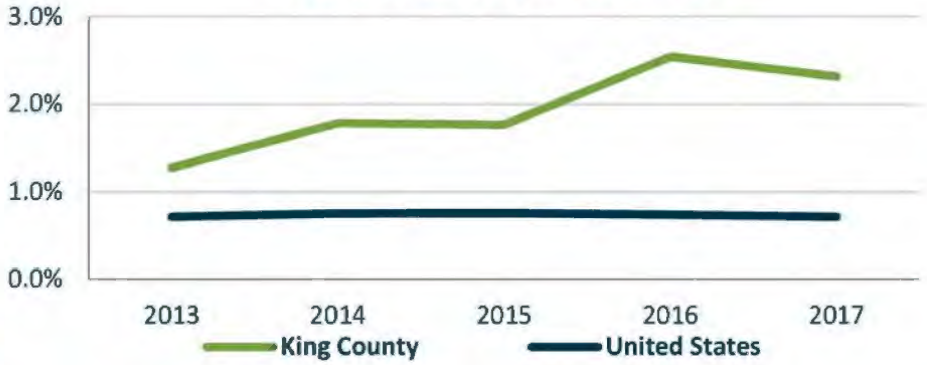


Source: U.S. Census Bureau

U.S EDUCATION LEVELS, 2016



% CHANGE IN POPULATION

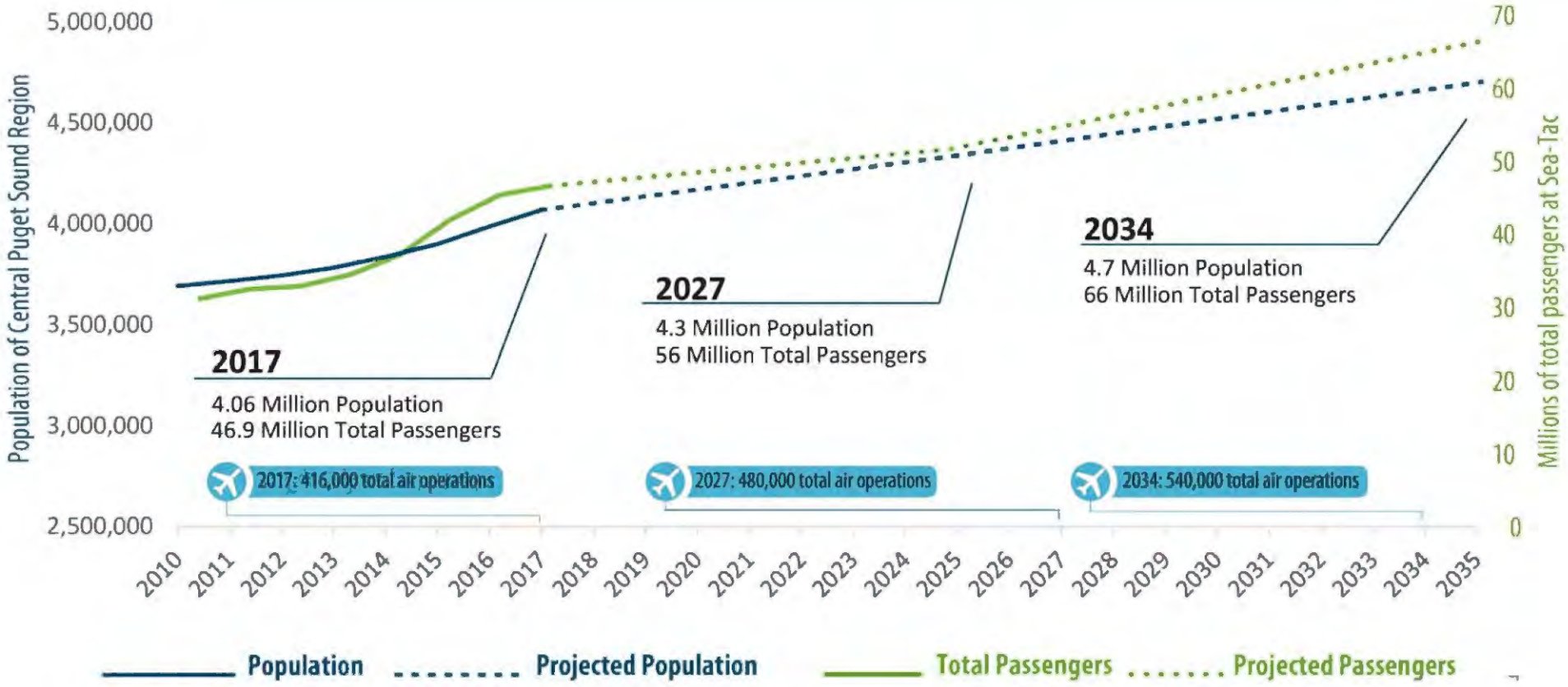


Source: U.S. Department of Commerce and Washington State Office of Financial Management

PER CAPITA INCOME

Sea-Tac Airport Growth

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT



How to Serve Market Demand

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Three Concurrent Strategies

Current Projects (46.9M Passengers Today)	SAMP Near-Term Projects (56M Passengers by 2027)	Long-Term Vision SAMP (Demand Beyond 2027)
• North Satellite • International Arrivals Facility • Concourse D Hardstand Holdroom • Baggage Modernization • Airport dining and retail Development	• Meet market demand • 19 additional gates & second terminal • Cargo facilities • Projects to improve safety, provide support facilities, improve efficiency, and access to the airport.	• PSRC regional aviation baseline study • Sea-Tac Airport airfield and airspace study • Additional environmental review

Scoping is for SAMP NTP environmental review

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

AIRSIDE

A01 - Taxiway A/B Extension

A02 - Runway 16R-34L Blast Pads

A04 - Taxiway B 500' Separation & RIM Mitigation

A05 - North Hold Pad

A06 - Runway 34L Highspeed Exit

A07 - Taxiway D Extension

A08 - Hardstand (north)

A09 - Hardstand (central)

A10 - Taxiway Fillets (not shown)

CARGO

C01 - Cargo 4 South Redevelopment

C02 - Off-site Cargo PH 1 (L-Shape)

C03 - Off-site Cargo PH 2 (L-Shape)

LANDSIDE

L01 - NAE Relocation (southbound lanes)

L02 - Elevated Busway & Stations

L03 - Second Terminal Roads/Curbside

L04 - Main Terminal North GT Lot

L05 - North GT Holding Lot

L06 - Employee Parking Surface Lot

L07 - Employee Parking Structure

TERMINAL

T01 - North Gates

T02 - Second Terminal & Parking

AIRPORT/AIRLINE SUPPORT

S01 - Fuel Farm Expansion

S02 - Primary ARFF

S03 - Secondary ARFF

S04 - Fuel Rack Relocation

S05 - Triculator

S06 - Consolidated De-icing Tanks

S07 - Westside Maintenance Campus

S08 - Airline Support (north)

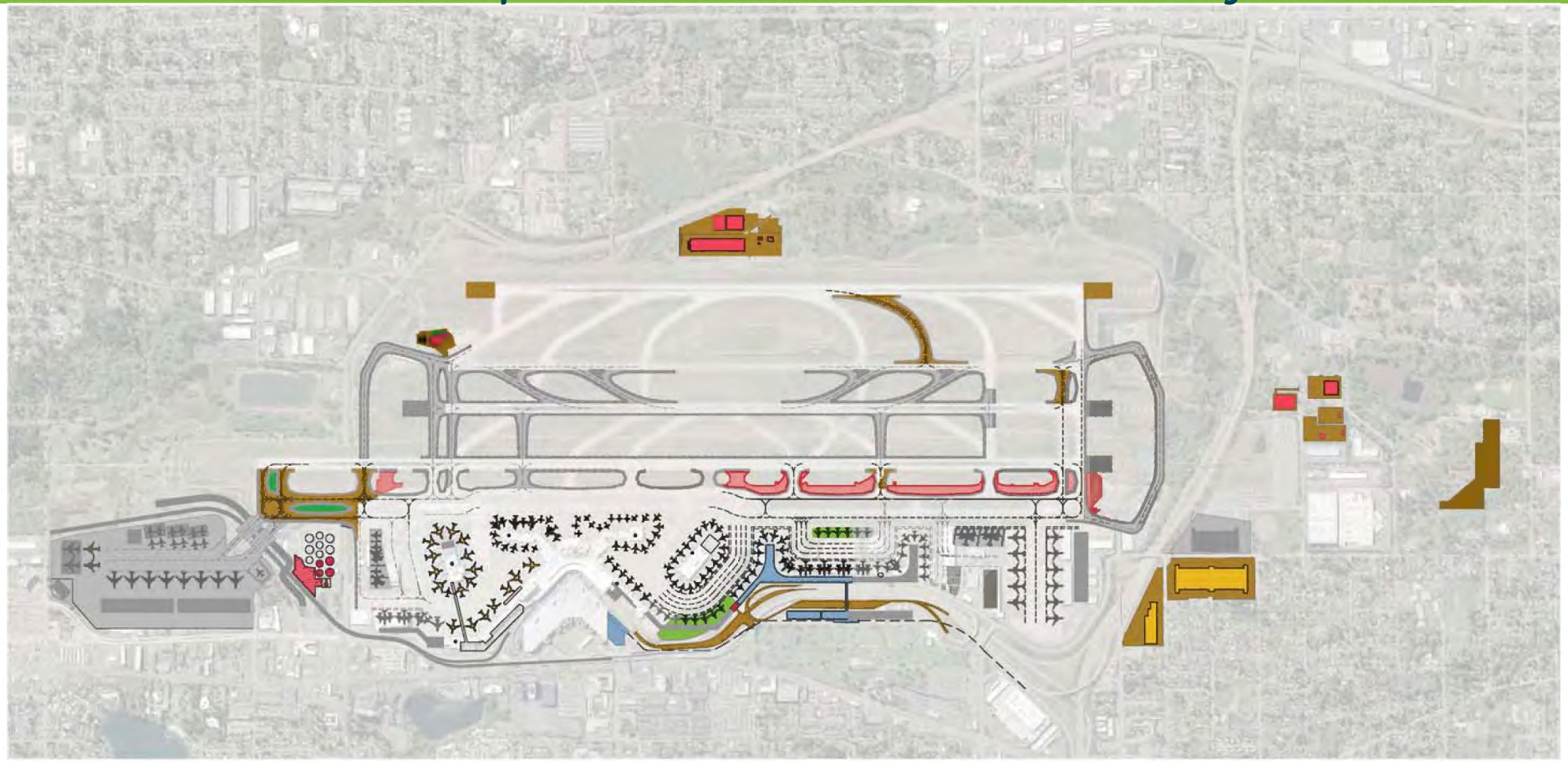
S09 - Airline Support (west)

S10 - Centralized Rec. & Dist. Center

Long-Term Vision

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Additional development needed to meet demand beyond 2027

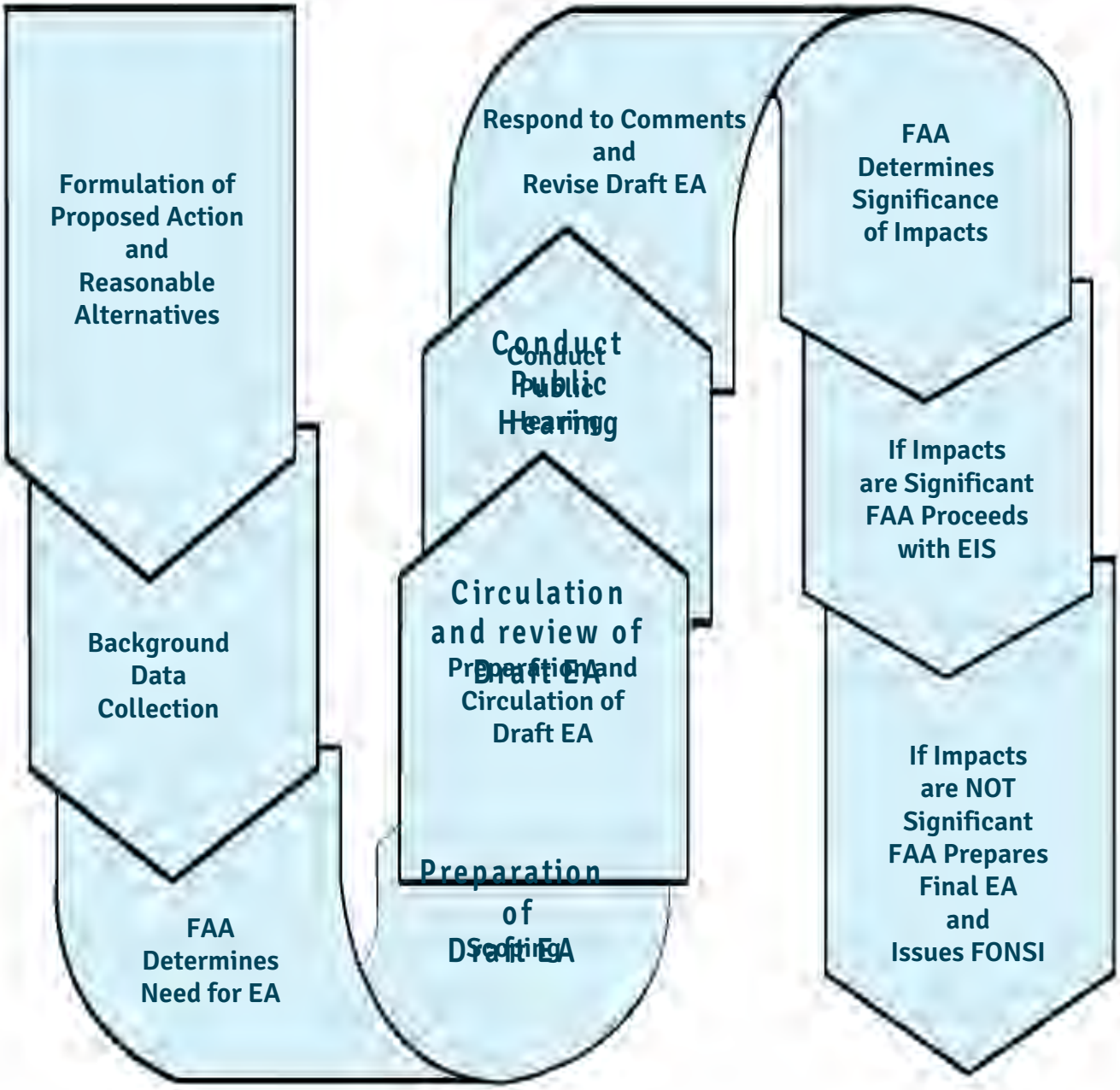


Long-Term vision not ripe for environmental review

NEPA EA Process

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

SAMP Near-Term Projects environmental review



NEPA Environmental Impact Categories

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

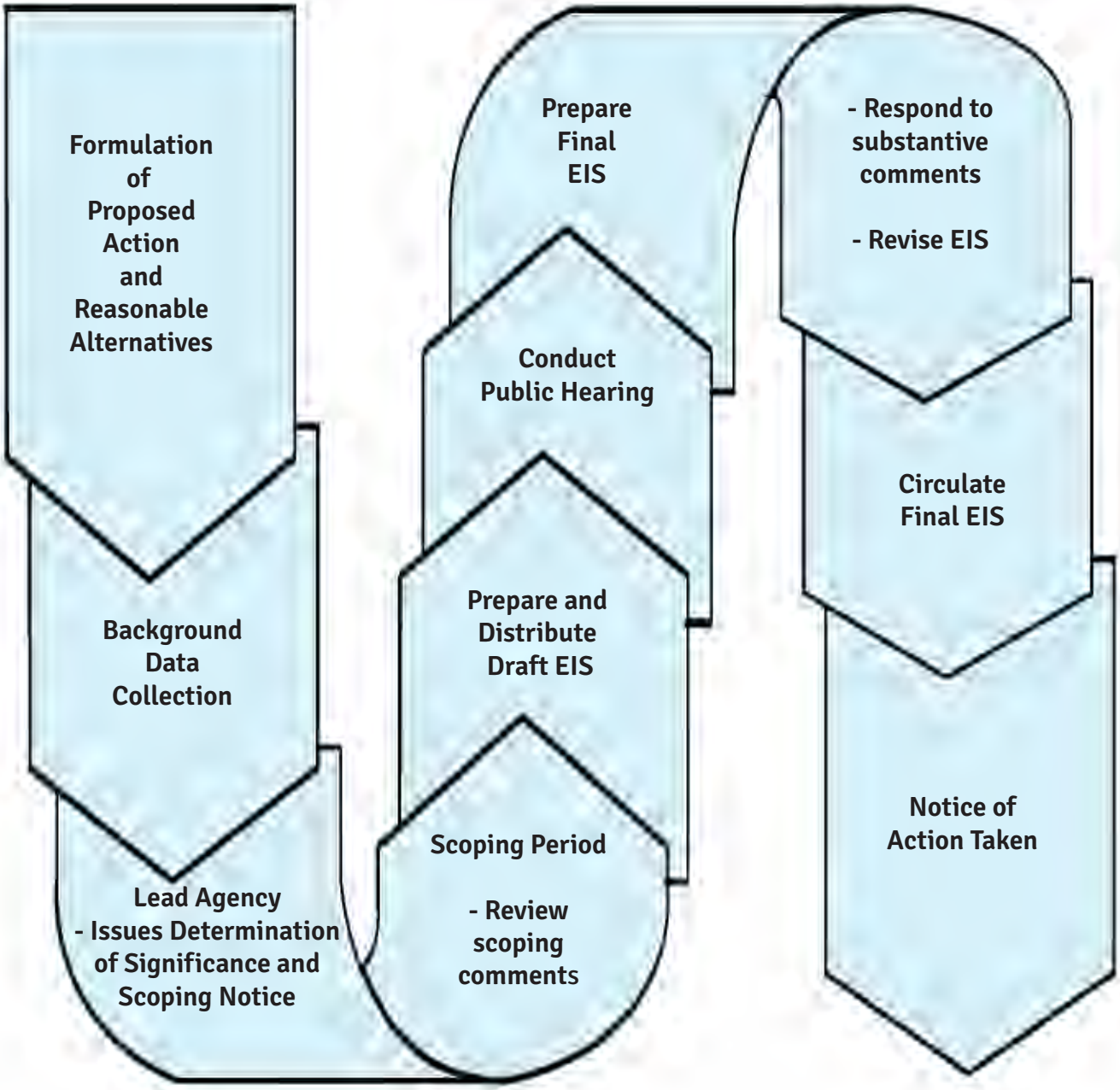
All to be considered in SAMP NTP Environmental Review

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

SEPA Process:
SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

SAMP Near-Term Projects environmental review



SEPA Elements of the Environment

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

All to be considered in SAMP NTP Environmental Review

- **Natural environment**
  - Earth
    - Geology
    - Soils
    - Topography
    - Unique physical features
    - Erosion/enlargement of land area (accretion)
  - Air
    - Air Quality
    - Odor
    - Climate
  - Water
    - Surface water movement/quantity/quality
    - Runoff/absorption
    - Floods
    - Groundwater movement/quantity/quality
    - Public water supplies
  - Plants and animals
    - Habitat for and numbers or diversity of species of plants, fish, or other wildlife
    - Unique species
    - Fish or wildlife migration routes
  - Energy and natural resources
    - Amount required/rate of use/efficiency
    - Source/availability
    - Nonrenewable resources
    - Conservation and renewable resources
    - Scenic resources

SEPA Elements of the Environment

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

All to be considered in SAMP NTP Environmental Review

- **Built environment**
  - Environmental health
    - Noise
    - Risk of explosion
    - Releases or potential releases to the environment affecting public health, such as toxic or hazardous materials
  - Land and shoreline use
    - Relationship to existing land use plans and to estimated population
    - Housing
    - Light and glare
    - Aesthetics
    - Recreation
    - Historic and cultural preservation
    - Agricultural crops
  - Transportation
    - Transportation systems
    - Vehicular traffic
    - Waterborne, rail, and air traffic
    - Parking
    - Movement/circulation of people or goods
    - Traffic hazards
  - Public services and utilities
    - Fire
    - Police
    - Schools
    - Parks or other recreational facilities
    - Maintenance
    - Communications
    - Water/stormwater
    - Sewer/solid waste
    - Other governmental services or utilities

Anticipated NTP Environmental Review Schedule

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Agency & Public Scoping Process
- Start scoping process/notification: July 30

Agency Scoping Meeting
- September 6: Sea-Tac Airport

Public Scoping Meetings
- September 10: City of Des Moines
- September 12: City of Seattle (Beacon Hill)
- September 17: City of Federal Way
- September 19: City of Sea Tac

- **Scoping Process/ Comment Period Ends** September 28

Draft NEPA EA/SEPA EIS- Early Fall 2019

Final NEPA EA/SEPA EIS- Early Winter 2019

Winter 2019
- FAA NEPA Decision
- Port of Seattle SEPA Action

How to Comment

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

- **Scoping comments may be submitted via:**
  - SAMP Environmental Review website (Click "Participate"): www.SAMPNTPenvironmentalreview.org
  - Email: SAMP@portseattle.org
- Regular mail to: Mr. Steve Rybolt
  Port of Seattle
  Aviation Environment and Sustainability
  P.O. Box 68727
  Seattle, WA 98168
- In person at a Scoping Meeting:
  - Submit written comments
  - Submit oral comments to court reporter
- **All comments must be submitted or postmarked by September 28, 2018.**

Scoping Meetings

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Scoping is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action.

Scoping meetings for the public will be held:

September 10, 2018
City of Des Moines
5:30 PM - 8:30 PM
Highline College Student Union

September 12, 2018
City of Seattle (Beacon Hill)
5:30 PM - 8:30 PM
New Holly Gathering Hall

September 17, 2018
City of Federal Way
5:30 PM - 8:30 PM
Federal Way Community Center

September 19, 2018
City of SeaTac
5:30 PM - 8:30 PM
SeaTac Community Center

At the scoping meetings information regarding the Proposed Action and the environmental review process will be available. For more information or for those unable to attend a Public Scoping Meeting, the same information will be available on the Port of Seattle's website: www.SAMPNTPenvironmentalreview.org

Public Hearing Protocol

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

1. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects.

2. The purpose of this scoping meeting is to give all interested people the opportunity to put their comments and questions regarding the scope of the environmental review on the record. Written responses to all comments and questions will be prepared for the record and will be available for public review in the Draft NEPA EA/SEPA EIS

3. People wishing to make comments will do so by writing their comments on a form, sending an email to SAMP@portseattle.org, or making an oral statement to the court reporter.

4. People wanting to have their comments taken by the court reporter
    a. must register at the sign-in table. Please be courteous and respect the rights of all commenters.

5. Each commenter will be allotted 3 minutes with the court reporter.

6. People desiring more time may register to speak again with the court reporter. They will be given another opportunity to speak after all other registered commenters have had their chance.

7. You may either complete the forms today and leave them in the Comment Box or take them with you and mail them to the indicated address.

All written comments must be postmarked by September 28, 2018

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Meet Forecasted Passenger Demand

A new Second Terminal would be constructed to provide the necessary facilities to meet the projected passenger demand at the Airport. The Second Terminal would include the following Primary Elements, Connected Actions, and Similar Actions:

- **New and modified Airport roadways** to access the new Second Terminal (L03 – Second Terminal Roads & Curbside)

- **New parking garage and passenger terminal facilities** for passenger check-in; passenger and baggage screening; airline offices, baggage conveyance and claim; concessions; and restrooms (T02 – Second Terminal & Parking)

- **New terminal concourse** including typical functions such as baggage handling; passenger holdrooms, concessions, restrooms, etc.; office space; and walkway to the passenger terminal walkway (T01 – North Gates)

- **New elevated busway** to provide a way for passengers to transfer among the Main Terminal, New Second Terminal, and Rental Car Facility (L02 – Elevated Busway & Stations)

- **New aircraft parking positions** for aircraft waiting to park at a passenger gate, aircraft needing parking overnight, or remote aircraft gates where passengers are bussed to the airplane (A05 – North Hold Pad & A09 – Hardstand (central))

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Meet Forecasted Passenger Demand

A new Second Terminal would be constructed to provide the necessary facilities to meet the projected passenger demand at the Airport. The Second Terminal would include the following Primary Elements, Connected Actions, and Similar Actions:

- **Relocation of the southbound lanes of the North Airport Expressway** to clear the site for construction of A09 Hardstand (central) and T01 North Gates (L01 – North Airport Expressway (NAE) Relocation (southbound lanes)). The southbound lanes would also be widened near the terminal to alleviate congestion.

- **Construction of a new ground transportation lot** on Port property north of State Route (SR) 518 to accommodate increased demand and replace the S 160th St. parking lot displaced by the L02 - Elevated Busway (L05 – North Ground Transportation Lot)

- **Relocation of the Primary Aircraft Rescue and Firefighting (ARFF) station** to clear the site for the new passenger concourse T01 North Gates (S02 – Primary Aircraft Rescue and Firefighting (ARFF) station & S03 – Secondary ARFF). The new ARFF would be larger than the existing ARFF to accommodate additional personnel.

- **Relocation of the fuel rack** from its current location in the Cargo 6 area to clear the site for construction of the new passenger concourse T01 North Gates (S04 – Fuel Rack Relocation).

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Meet Forecasted Passenger Demand

A new Second Terminal would be constructed to provide the necessary facilities to meet the projected passenger demand at the Airport. The Second Terminal would include the following Primary Elements, Connected Actions, and Similar Actions:

- In an effort to consolidate storage of aircraft deicing fluid and to clear a site for the construction of the new passenger concourse T01 North Gates, **sets of deicing fluid tanks are proposed on both the north and south end of the airfield** (S06 – Consolidated De-icing Fluid Storage Tanks)

- **Expansion of the existing north ground transportation lot** to accommodate increased demand for charter and cruise passenger buses (L04 – Main Terminal North Ground Transportation Lot)

- **A new surface parking lot** would accommodate increased demand for employee parking. The surface lot would be constructed on Port-owned property north of SR 518 (L06 – Employee Parking Surface Lot)

- **A new parking structure north of SR 518** would provide additional capacity to accommodate increased demand for employee parking. (L07 – Employee Parking Structure)

- **A new Centralized Receiving & Distribution Center** would be constructed on Port-owned property north of SR 518 to improve security and more efficiently screen and move supplies to concessionaires in the current and proposed future passenger terminals (S10 – Centralized Receiving & Distribution Center)

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Meet Forecasted Cargo Demand

Various cargo-related projects would be constructed to provide the necessary facilities to meet the projected cargo demand at the Airport. These include the following Primary Elements, Connected Actions, and Similar Actions:

- **A new cargo aircraft parking area** would be constructed in the North Cargo area east of Taxiway A. (A08 – Hardstand (north))

- **The Cargo 4 South site would be redeveloped** to address poor existing building conditions and configuration, and a larger building would be constructed to serve future demand. (C01 – Cargo 4 South Redevelopment))

- **Two new cargo warehouse buildings** with truck access would be constructed on the Port-owned L-Shape property. No aircraft would utilize the L-Shape property because it is not located on the airfield.
(C02 – Off-site Cargo Phase 1 (L-Shape) & C03 – Off-site Cargo Phase 2 (L-Shape))

- **The Port's Aviation Maintenance Facility (AMF) would be relocated** from its current location in the North Cargo area to clear the site for construction of the A08 Hardstand (north) project. The AMF would be located on the west side of the airport in the West-side Maintenance Campus. (S07 – West-side Maintenance Campus)

- To accommodate displaced Ground Service Equipment (GSE) maintenance and aircraft maintenance functions from the United Airlines maintenance building and Swissport cargo facility, and aircraft maintenance functions from the United Airlines maintenance building, **two airline support buildings/expansions are planned**.
The first is a new building located in the far northeast corner of the North Cargo area. The second is an expansion of the existing AMB/AFCO III building to the west.
(S08 Airlines Support (north) & S09 – Airline Support (west)).

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Comply With FAA Airfield Standards/Guidance

Various improvements would be constructed to comply with FAA standards and guidance. These include the following elements:

- A **runway blast pad** is a surface adjacent to a runway intended to provide erosion protection from aircraft jet blast. The existing blast pads on RWY 16R34L would be expanded to meet current standard dimensions.
  (A02 – Runway 16R-34L Blast Pads)

- **To provide the standard 500' runway/taxiway separation**, Taxiway B would be moved to the east between Taxiway C (at the north end of the airfield) and the approximate location of the existing Taxiway L. Shifting Taxiway B would also result in Taxiway A being shifted east.
  (A04 – Taxiway B 500' Separation & RIM Mitigation)

- **Fillets** are essentially rounded corners created with pavement and markings, and are used as part of taxiways to provide adequate distances between aircraft and the pavement edges. Fillets which do not meet current FAA standards would be improved when the fillet/area is in need of a reconstruction or impacted by another project.
  (A10 – Taxiway Fillets)

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Improve Airfield Operational Efficiency

Various improvements would be constructed to enhance the operational efficiency of the Airport. These include the following elements:

- **Taxiway A would be extended south of Taxiway S** to provide a parallel taxiway to Taxiway B. This taxiway will help reduce delay by providing additional pavement for ATCT to sequence aircraft.

- **To facilitate the taxiway work, the Runway 34R glide slope antenna and shelter may need to be relocated** to the west side of Runway 16L-34R because it would be displaced by the Taxiway B construction. Additional work that may be required to facilitate the taxiway construction includes a new Vehicle Service Road bridge over S 188 Street. (A01 – Taxiway A/B Extension)

- High-speed exits allow landing aircraft to exit the runway at relatively higher speeds, leading to less time on the runway. **A new high-speed exit would be constructed** for Runway 34L arrivals between Taxiway J and Taxiway E.
(A06 – Runway 34L High-speed Exit)

- Taxiway D is currently a short taxiway between Runways 16C-34C and 16L-34R, and is used by aircraft waiting to take off from Runway 16C. This project would **extend Taxiway D from Runway 16C-34C west to Taxiway T.**
(A07 – Taxiway D Extension)

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Provide Additional Fuel Capacity and Meet Port's Sustainable Aviation Fuel Initiative

Various improvements would be constructed to enhance the Airport's fueling capabilities. These include the following elements:

- **Expansion of the fuel farm** would include additional settling tank capacity and construction of infrastructure to support the Port's Sustainable Aviation Fuel (SAF) initiative. The addition of four settling tanks adding approximately 10 million gallons of storage capacity would require additional piping, expansion of the spill containment dike, and four above ground storage tanks.
  (S01 – Fuel Farm Expansion)

Air Quality / Climate

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Noise and Compatible Land Use

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Public Properties

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Water Resources

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Biological and Natural Resources

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Hazardous Materials

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Social and Community Resources

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Transportation

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

VIDEO

A video was prepared for the Online Open House and can be accessed at https://youtu.be/dd9C73hqv88

ATTACHMENT 4a-c:
SCOPING COMMENTS RECEIVED

Comment Organization
Index of Comments by Commentor
Index of Comments by Topic
Actual Comments with Assigned Topic Code

COMMENTS RECEIVED DURING SCOPING

Within each comment letter or oral statement from the public and agency scoping meetings, brackets are used to identify the specific items commented on within each comment letter or oral statement. The bracketed comments in each letter or transcript are labeled by number to provide an identifier for each comment. Additionally, comments were given an alpha identifier denoting whether they were directly related to the scope of the environmental review for the SAMP Near Term Projects or not. Comments related to the scope of environmental review for the SAMP Near Term Projects are denoted with an 'S', comments that were not directly related to the SAMP Near Term Projects are denoted with an 'N'. Comments were organized into a total of 22 topical categories:

SAMP Near Term Project Scoping Topics

Comment Topic	Description
S1	Master Plan/Purpose & Need/Proposed Project
S2	Alternatives
S3	Air Quality/Climate
S4	Noise
S5	Human Health
S6	Transportation
S7	Water Resources
S8	Socioeconomic
S9	Biological and Natural Resources
S10	Public Property and Resources
S11	NEPA/SEPA Process
S12	General Scoping Comments

Other Topics

Comment Topic	Description
N1	Master Plan
N2	Air Quality/Climate
N3	Noise
N4	Human Health
N5	Effects of 3rd Runway
N6	Socioeconomic
N7	Biological/Natural Resources
N8	Water Resources
N9	Public Property & Resources
N10	General

For all comments the first numerical digit is the Comment Topic. The second numerical digit behind the decimal is the specific comment within that topic. Each

comment submitted was reviewed, summarized, and identified with a Comment Topic from one of the categories above.

For example, Comment S3-1 was "Concerned about increased flights and air emissions as a result of the proposed action." This issue was commented on by numerous individuals in both written and oral testimony. This comment is directly related to the scope of the environmental review process for SAMP so it is denoted with an 'S'. Additionally, it focuses on the broader topic of Air Quality, which is denoted by the '3'. In every written or oral comment, this specific comment is identified as S3-1 and is addressed in the response to Topic 3 – Air Quality/Climate.

Agencies and organizations that submitted comments were given a unique alpha identifier before the comment number. For example, Comment PS-1 was submitted by Puget Sound Regional Council, and Comment AA-1 was submitted by Alaska Airlines. There were 12 agencies and organizations that submitted written comments, and their unique alpha identifiers are as follows:

Comment Identification	Agency/Organization
AA	Alaska Airlines
CST	City of SeaTac
DM	City of Des Moines
DoE	State of Washington, Department of Ecology
ECR	El Centre de la Raza
EPA	US Environmental Protection Agency
FW	City of Federal Way
JC	Joint City Comments (Des Moines, Burien, Normandy Park, and Sea-Tac)
PS	Puget Sound Regional Council
ST	Sound Transit
TU	City of Tukwila
WSD	Washington State Department of Transportation

Written and oral comments appear in the following order:

Agency and organization comments
Public comments

- Handed in at public scoping meeting, provided through oral testimony, emailed, or mailed
- Online comments
- Fight the Flight form letter
- Vashon Island Fair Skies form letter

This summary includes agency, organization and individual comments that were received during the Scoping period. The Scoping period extended from July 30, 2018 to September 28, 2018 and included four public meetings, one agency/organization meeting, and an online open house. In total, 344 people

attended the public meetings. The Port and FAA received approximately 760 comments from the public, agencies and organizations regarding the SAMP Near Term Projects environmental review. One hundred thirty-three comment sheets were handed in and 43 people provided oral testimony at the public meetings. An additional 141 comments were submitted online through the Online Open House. Fight the Flight and Vashon Island Fair Skies also created form letters for individuals to submit, with 360 and 16 respectively emailing or mailing those to the Port. In addition to the public comment, 12 agencies/organizations submitted written comments to the Port and the FAA.

Below is an index of commenters with their comment codes. Following that is a matrix of topical comments, along with responses to the most common comments.

Name/Organization	Comment Numbers
Alaska Airlines	AA-1, AA-2, AA-3, AA-4
City of SeaTac	CST-1, CST-2, CST-3, CST-4, CST-5, CST-6, CST-7
City of Des Moines	DM-1, DM-2, DM-3, DM-4, DM-5
State of Washington, Department of Ecology	DoE-1, DoE-2, DoE-3, DoE-4
El Centro de la Raza	ECR-1, ECR-2, ECR-3
Environmental Protection Agency	EPA-1
City of Federal Way	FW-1, FW-2, FW-3, FW-4, FW-5, FW-6, FW-7, FW-8, FW-9, FW-10, FW-11, FW-12
Joint City Comments (Des Moines, Burien, Normancy Park, and Sea-Tac)	JC-1, JC-2, JC-3, JC-4, JC-5, JC-6, JC-7, JC-8, JC-9, JC-10, JC-11, JC-12, JC-13, JC-14, JC-15, JC-16, JC-17, JC-18, JC-19
Puget Sound Regional Council	PS-1, PS-2, PS-3, PS-4, PS-5
Sound Transit	ST-1, ST-2
City of Tukwila	TU-1, TU-2, TU-3, TU-4, TU-5, TU-6, TU-7, TU-8
Washington State Department of Transportation	WED-1, WSD-2, WSD-3, WSD-4, WSD-5, WSD-6, WSD-7, WSD-8, WSD-9, WSD-10, WSD-11, WSD-12, WSD-13, WSD-14, WSD-15, WSD-16, WSD-17, WSD-18, WSD-19, WSD-20
Aaron Virshup	N3-1, S4-5
Ace Harrison	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Adelle Comfort	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1, S9-1
Aimee Schantz	N3-3
Alan Davis	N1-5, S11-1, S11-2, S11-3, S11-4, S2-1, S4-4, S5-1
Alan R. Green	N3-6
Aleksandr Yeremeyev	S6-2, S6-3
Allen (no last name)	N10-25, S2-2
Allen Nelson	S11-1, S11-4, S2-1, S4-4, S5-2
Alli Larkin	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Amanda Hodges	N3-7, S4-3
Amie Rolfes	N3-1
Amy and Roy France	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Amy Glassman	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Amy Hitchens	N3-1, N4-3, S1-6, S2-1, S3-1, S3-2, S3-3, S4-5, S6-2, S7-1, S7-2, S8-4
Amy Kaminishi	N10-2, S12-31, S12-7, S1-3, S2-2, S3-1, S4-8, S5-1, S6-8
Andrew Wiesnet	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Andrew Wood	N2-1, N3-15, N3-16, N3-2, N3-5, S11-1, S11-12, S11-2, S11-3, S11-4, S2-1, S2-7, S3-4, S4-10, S5-1
Andy Wilson	N3-20, N3-4, N3-6, N6-1, S11-1, S11-2, S11-3, S11-4, S12-23, S2-1, S4-10, S4-11, S4-3, S5-1

Anet Fox	N10-3, N2-1, N3-1, N3-2, N6-1, S11-9, S2-1, S6-1
Angela Griffin	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Ann Dunn	S2-2, S3-1, S3-4, S4-3, S8-2
Anne Burkland	S3-1, S4-3
Anne Kroeker	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Anne Kroeker and Richard Leeds	S11-1, S11-2
Annie Phillips	S1-6
Ariana Nicoli	N3-1, S5-1, S5-4
Armond Swanson II	N3-7, N5-5
Ashley Baker	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Audrey Ise	N3-1, N3-2
Austin Smith	S8-3
Ayumi Luke	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Barbara Chin	N3-25
Barbara Cornwall	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Barbara Doornink	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Barry Smith	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Becky Casperson	N2-1, N3-1, S2-1
Becky Crompto	N1-4, N3-7, N5-2, N5-4, S2-1
Bernadine Lund	N10-16, N10-28, N3-1, N3-2, N3-3, N3-7, N4-1, S11-1, S11-2, S11-3, S11-4, S12-28, S2-1, S5-1, S8-6
Beth Anne Freiling	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Beth McCasland	N3-4, N3-7, S6-2
Bette Allen	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Beverly Ching	N3-1, N3-3, N3-6, N4-1, N5-5, N6-1, S11-1, S11-2, S11-3, S11-4, S2-1, S4-12, S4-5, S4-8, S5-1, S5-3
Bill (Billy) Small	N5-3, N5-5, N3-6, N3-7
Bill Adams	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Bill Morgan	N10-8, N10-9
Blanche Hill	N4-3, S12-26, S2-6, S2-7, S3-4
Bobby Stratton	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Bonnie Baker	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Bonnie Crawford	N3-1, S7-2
Bonnie West-Armstrong	N2-1, N6-1, S12-27, S2-2
Brad Jurkovich	S11-2, S11-8, S12-20, S12-37, S6-3
Brad McKeown	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Brett Piper	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Brian Bennett	N3-1, N3-7, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1

Brieana Paice	N10-37
Bruce Davidson	N10-10, S11-1, S11-3, S4-4, S4-5, S4-6, S5-1
Bruce Dennis	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Bruce Perham	S2-2, S2-5
Calumi Gligorea	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Calvin Falter	N10-20, N6-4, S2-1, S4-6, S5-1, S7-2
Calvin Gligorea	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Candace Urquhart	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Cara Zemanek	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Carl Craven	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Carla Anderson	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Carla Rosen	N3-1, N3-3
Carol & Rod Sterley	N3-2
Carol Allread	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Carol Belland	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Carol Parsons	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Carol Ramey	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Carol Sabotka	N3-1, N4-1, N5-2, S3-1, S3-4, S4-3, S7-2, S9-1
Carol Stream	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Carole Kirkpatrick	N10-10, N3-1, N4-1, S2-1, S2-2, S3-6
Carolyn Corbin	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Carolyn Hale	S2-7, S3-1, S6-8, S8-1
Carey Huffman	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Caryl Utigard	N8-1, S11-1, S11-2, S11-3, S11-4, S2-1, S3-4, S4-4, S5-1, S7-2, S8-4
Catherine Grady	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Catherine Milne	N10-6, N5-2, S11-1, S11-2, S11-3, S11-4, S2-1, S2-5, S4-7, S5-1, S6-2
Cathy Barton	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Charles Michael	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Chely Robles	N2-1
Cheryl Evans	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Chestine Edgar	N10-37, N1-3, S11-26, S11-27, S11-4, S3-4, S5-1, S8-3
Chris Barbarossa	S11-1, S11-2, S2-1, S5-1
Chris DeBoer	N3-1, S2-2
Chris Hall	N3-1, N3-7, N4-1, N5-2, N6-1, S11-1, S11-2, S11-3, S11-4, S11-8, S2-1, S4-3, S5-1
Chris Mitchell	N10-10, N2-1, N3-3, S2-6, S6-8
Christine Burdine	S12-35, S2-1, S9-1
Christopher Johnson	S10-2, S12-5, S12-6

Cindy (no last name)	S5-4
Cindy Codoni	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Cindy Cripe	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Constance Ace	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Craig Newman	S12-22, S1-6, S4-1, S4-4, S4-6, S5-1, S5-2, S5-3, S8-2
Cyndi White	S2-2
Dale & Linda Peterson	N10-37
Dan (no last name)	S4-3, S5-1, S8-2
Dan Schwartz	N3-4, N3-9, N7-1, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Dan Simmons	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Dana Hollaway	N10-15, N10-42, N3-15, N3-17, N3-28, N3-5, S10-2, S10-3, S11-1, S11-2, S11-26, S11-3, S11-32, S11-33, S11-34, S11-4, S11-8, S12-32, S2-1, S3-4, S4-4, S5-1, S5-2, S5-5, S6-3, S6-8, S8-1, S8-2, S8-3
Daniel Eulberg	S2-11
Daniel Kinney	S4-4, S4-8
Daniel Moore	N10-26, N10-27, N3-1, S12-10, S1-3, S2-5
Daniel Sadowitz	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Danylle Edson	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Darcy Battershell	N3-1, N3-2, N3-4, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Dave Juberg	N10-4, N5-2, N6-1, N6-2, S5-1
Dave Ramey	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
David Berger	S2-1, S11-3, N3-1, S4-3, S11-8
David Burger	S12-22
David Clark	S1-1, S11-1, S11-2, S2-1
David Dedrickson	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
David Elliott	N3-3, N3-9, S2-5
David Goebel	S11-6, S11-7, S1-8, S4-1, S4-2
David Ortman	N10-38, N10-39, N6-1, S11-20, S12-30, S12-31, S2-1, S2-10
David Reynolds	S2-1
David Scarselk	S10-1, S11-19, S11-22, S4-14, S8-4
David Schmidt	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
David Sharpe	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
David Stanford	N10-35, N3-4, N6-1
David Stevson	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
David Toner	S12-14, S12-15
David Zemanek	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Dawn Lemmel	N3-20, S11-1, S11-2, S11-3, S11-4, S12-23, S2-1, S4-11, S5-1

Dayna Anderson	N10-8, N2-1, N3-1, N3-6, N4-4, N5-2, N6-1, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Deb Yohann	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Debi Wagner	N10-1, N10-40, N10-41, N2-1, N2-7, N2-8, N2-9, S11-27, S11-31, S12-2, S12-36, S3-1, S3-2, S3-8, S5-1, S8-3
Deborah Dennis	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Deborah Harvey	N3-3, N3-6, S10-1, S2-1, S4-3, S8-2
Debra Seiler	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Debra Valpey	S11-18
Deirdre Curle	N3-1, S3-1, S3-2, S4-4
Denise Furman	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Denise Philips	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Denise Reinke	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Denman Smith	S11-1, S11-3, S2-1, S5-1
Dennis & Tammy Wallick	S2-2, S3-4, S3-6, S5-3, S8-2, S9-1
Dennis Maupin	S12-10
Dennis Wallick	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Derek Dexheimer	S3-7
Diane Bishop-Gullikson	N2-1, N3-1, N3-6, N6-1, S2-2
Diane Collier	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Diane Evans	N10-1, N3-1, S3-1, S4-4, S8-2
Diane Knutson	N3-1, N5-5, S11-1, S11-2, S11-3, S11-4, S2-1, S3-1, S5-1
Diane Numrich	N10-8, N2-6, N3-7, N4-1, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Dianne Hoerle	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Dini Duchos	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Don Murray	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Donald Newman	N3-6, N3-7, N5-5, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Donna Tarabochia	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Doreen Harper	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Dorothee Maces	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Dorothy Fish	S2-2, S3-1, S8-2
Dorothy Griffin	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Dorothy Ison	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Dorothy Pederson	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Douglas Wetz	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Earl Harper	N10-37, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Earnest Thompson	N10-10, N4-1, S10-3, S11-3, S12-26, S2-6, S3-4, S5-3, S8-7
Eden Toner	S12-14, S3-1, S4-3

Edie Staiger	N10-37, N2-1, N3-1, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Edward Plumlee	N2-1, N3-1, S4-3
Ehlisha Heckathorne	S2-1
Eileen Stauss	N10-5, N3-1, N3-6
Elissa Stern	N3-2, S11-1, S11-12, S11-2, S11-3, S11-4, S2-1, S5-1
Elizabeth Bermel	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Elizabeth Burn	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Elizabeth Cook	S2-1, S3-1, S3-2, S4-1, S4-4, S5-5, S7-1
Elizabeth Heidner	S4-1
Ellen McCammon	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Emily Lo	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Erica Schindler	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Erik Peterson	S11-1, S11-14, S11-2, S11-3, S11-4, S2-1, S5-1
Eunbok Sadowitz	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Frank & Elaine Young	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Frank Crosswhite	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Frank Needles	N10-27, S12-19
Frank Peto	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Gail Labanara	S3-1, S4-3
Gary Gibson	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Gary Kriedt	S1-11, S1-12, S12-28, S2-1, S3-3
George Scott	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Georgina Wickland	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Gerald Wieder	S11-1, S11-2, S11-3, S11-4, S2-1, S4-4, S5-1
Gigi Sather	N3-1, N5-2, S11-1, S11-2, S11-3, S11-4, S11-8, S2-1, S4-3, S5-1
Gina Mutter	S2-1, S6-2, S8-5
Glen & Rhond Smith	N2-1, N3-1, N3-2
Glen Sankey	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Glen Urquhart	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Gloria Crepeau	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Gordon Gray	S2-1
Gregory Peters	N3-2
Han Lee	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Harry Steinmetz	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Heather Biddy	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Heather Glen	N3-24, S2-1, S3-2, S5-1
Helen Plosky and Kevin Allen	S11-2, S11-3, S11-4, S2-1, S5-1, S5-2

Hillary Britt	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
I Hart	N3-3
Ian D Curry	S4-14
Iris Hernandez	N3-2, N3-5, N6-1, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1, S8-5
J.S. Hutmacher	N3-1
Jacqueline Benster	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
James Carisle	S12-11
James McCartney	N2-1, N3-1, N3-2, N3-5, N3-6, N3-7, N4-1, S11-1, S11-2, S11-3, S11-4, S2-1, S4-3, S5-1
James Thomson	S12-20
Jamie Scatena	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Jan Anderson	N3-3, N4-3, S2-1, S5-4
Jane Bentley	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Jane Davis	N10-33, N1-4, S11-1, S11-2, S11-3, S11-4, S2-1, S3-1, S3-2, S5-1
Jane Riordan	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Janet Allman	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Janet Large	S2-1, S2-2, S5-3, S6-8
Janet Paige	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Janet Slezak	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Janet Smith	S11-1, S11-2, S11-3, S2-1, S5-1
Jason Erskine	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Javier Tordable	S11-1, S11-2, S11-3, S11-4, S2-1, S4-3, S5-1
Jay Hasbrouck	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
JC Harris	N10-10, N3-14, S10-2, S10-3, S11-18, S11-19, S11-21, S11-3, S12-3, S2-1, S3-2, S4-4, S5-1, S5-4, S9-1
Jean Hilde	S11-2, S1-9, S2-2, S2-7, S4-3, S4-4, S4-5, S4-8
Jean Higgins	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Jeanette Siburg	N2-1, N3-3, N3-6, N3-9, N4-1, N6-3, S11-1, S11-2, S11-3, S11-4, S2-1, S3-2, S4-3, S5-1, S5-3, S8-1, S8-2
Jeanne Polk	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Jeff Lewis	N10-23, N1-2, S1-10, S12-1, S12-13, S12-2, S12-27, S1-9
Jeffrey Sewell	N3-1, S3-1, S4-3
Jenn Ross	N10-1, N3-19, S3-1, S4-3, S8-1
Jennifer Johnson	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Jennifer Stanton	N2-1, N3-6, S12-7
Jennifer Stock	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Jenny Smith	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Jerald Pederson	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1

Jeremy Trivelas	S3-1
Jesse Hart	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Jill Aldrich	N10-36, N8-2
Jill Tinker	S11-1, S11-2, S11-3, S11-4, S12-1, S12-21, S2-1, S5-1
Jill-Morgan Fisher	N3-1, S10-5, S1-3, S2-2, S3-1, S4-3, S6-8, S7-1, S8-1, S8-2
Jim & Paula Jobe	N5-2
Jim Burbidge	N3-6, N9-1, S2-1, S2-2, S6-6
Jim Jobe	N2-1, N3-3, N3-5, S2-1, S3-1, S4-3
Jim Paige	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Jim Siburg	N3-1, N3-6, N3-9, S11-1, S11-2, S11-3, S11-4, S2-1, S3-2, S5-1, S5-3
Joan Baily	N3-1, N3-19, N3-22, N4-5, N5-5, S1-4
Joan Seidel	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Joan Zatloukal	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
JoAnn Pasek	N3-3, N3-6, N10-10, S3-1, S7-1
Joanne Meyers	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Joe Scorcio	S11-10
Joe Teeples	N10-31, N3-19, N5-5, S3-1, S4-3, S6-8
Joel Walters	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
John Burdine	N3-11, S3-1
John Johnson	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
John Raymer	N10-4, N3-2, S11-1, S11-2, S11-3, S11-4, S12-21, S2-1, S2-2, S3-2, S5-1
John Rizzardi	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
John Schindler	N10-8, N3-1, N3-6, N3-7, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
John Schneider	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
John Smythe	N3-15, N3-2, N3-3, N3-6, N3-7, S2-1
Jon Struss	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Joni Baily	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Joseph Albert	N3-1, S2-2
Joseph Radmacher	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Josephine Bayan	S12-17
Joyce Bernal	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Joyce Stratton	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Judi Armer	S11-1, S11-2, S11-3, S11-4, S2-1
Judith Grande	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Judy Beste	S2-9
Judy Grande	N10-18, N10-20, N10-32, N10-34, S12-2, S2-1, S5-1
Julia Sennewald	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1

Julie Fluke	N3-9, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Julie Pangilinan	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Justin Kalm	S10-5, S12-24, S2-1, S2-5, S3-3, S5-1, S6-2, S7-1, S8-8, S9-1
Jyl Poehlman	N3-3, N3-4, N3-6, S2-1, S6-7
Karen Anthony	N10-30, N3-2, S2-1
Karen Campbell Wood	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Karen Connelly	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Karen Feldt	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1, N10-11, N10-22, N3-5, N5-5
Karen Pischel	N2-1, N3-1
Kate (no last name)	N10-37
Kate Hudson	N10-37
Kate Nelson	S11-1, S4-5
Kathryn Conlbourn	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Kathryn Enlow	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Kathryn Rathke	S3-2, S4-4
Kathy Roeder	N10-37
Katie Jules	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Katrina Sandeen	N2-4, N3-7, S11-1, S11-2, S11-20, S11-3, S11-4, S2-1, S5-1
V. Kay Pedersen	N2-1, N3-3, N3-6, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1, S5-3
Kaye Pierson	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Kaylynn Griffee	N10-11, N10-18, N3-1, N3-7, N4-1, N4-3, N5-1, N5-2, S11-11, S2-1, S6-5, S6-6
Keith Weir	N2-5, N3-3, N3-7, N5-2, N8-1, S12-9
Kelsie Maney	N10-1
Ken Boroughs	N3-4, S12-2, S12-3, S2-1
Ken Olson	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Kendra Wight	N3-1, N5-2, S2-1
Kenneth van Gerpen	N3-2
Kerry Allman	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Kerry Hutchins	N3-1, S1-3, S3-2, S4-5, S8-7
Keshjon Smith	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Kevin Carlton	N10-9, N2-5, N3-7
Kevin Dallosto	N3-7
Kevin Edy	N3-1
Kevin Jones	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Keyondre McDonald	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Kim Losnegard	N5-2, N6-1
Kimo Douglas	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1

Krista Scott	N3-1, N3-5, N6-1
Kristi Brewer	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Kristin Tregillus	S2-2
Kurt Moss	N3-1, N5-2, S11-1, S11-2, S11-3, S11-4, S11-8, S2-1, S4-3, S5-1
Kyhra Hessel	N2-1, N3-1, N5-5, S2-1, S7-2
Lacey Swain	N3-7, S4-6
Larry Cripe	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Larry Knutson	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Larry Mcdonald	S11-3
Larry Zuberbier	S11-31
Laura Bienen	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Laura Feinstein	N10-37
Laurel Anne Bettridge	N10-4, N3-7, S3-1, S3-2, S8-2
Lauren Frederick	N10-1, N10-37, S11-1, S11-18, S11-2, S11-22, S11-3, S11-4, S12-16, S1-3, S2-1, S3-1, S5-1
Laurie Marum	N10-32, N4-2, S9-1
Laurie McEachern	N10-37, N10-4, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Laurie Sherwin	S12-4, S4-6, S5-1, S5-3
Linda Bagley	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Linda Castillo	S11-1, S11-2, S11-4, S5-1
Linda Gardner	S2-2
Linda Pappas	N4-1
Linda Purle	N10-24, N3-18, N3-3, N3-7, S2-1
Linda Schwab	N2-1, N5-3, N3-6
Linola Purle	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Lisa Meinecke	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Lisa Patton	N3-1, N9-2, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Liz Coleman	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Lorie Lucky	N3-3, S2-1, S4-3, S8-2, S9-2
Louise Wessel	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Lynette Andrews	N5-2, S11-8, S2-2, S3-1, S4-5, S5-1, S6-7, S8-2
Lynn (no last name)	N3-3
Lynn Meyer	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Malcolm Burn	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Marcia Wollam	N2-1, N2-2, N5-1, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Margaret Ess	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Margaret Jeffers	S3-1, S4-3, S7-2

Margaret Nelson	N2-1, N3-1, N3-14, N5-3, N5-4, S11-1, S11-16, S11-2, S11-3, S11-4, S12-13, S12-3, S1-8, S2-1, S3-4, S4-9, S5-1
Margo Rolf	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Marian Julum-Weaver	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Marianne Markkanen	N10-1, N10-37, N10-5, N10-7, N2-1, N3-7, N5-1, N5-2, S10-3, S11-1, S11-2, S11-23, S11-3, S11-4, S12-22, S2-1, S3-1, S5-1, S8-2
Marilyn Jones	S2-2, S4-3
Marilyn Onstott	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Marjie Witman	S3-1, S4-3, S5-3
Mark Koppang	N10-19, N2-1, N3-1, N3-15, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Mark Lyke	N3-1
Mark Miloscia	S12-7, S2-2, S5-3
Mark Proulx	N10-10, S11-1, S11-25, S11-7, S12-2, S12-25, S12-30, S3-4, S4-13, S4-6, S5-1
Marsha Sutton	N3-20, N3-4, S11-1, S11-2, S11-3, S11-4, S2-1, S4-11, S5-1
Martin Moore	N10-18, N3-6, N5-3, S11-1, S11-2, S11-3, S11-4, S1-3, S2-1, S5-1
Mary & Kamran Mukhtar	N3-1, N4-1, S12-21, S2-1, S3-2, S8-2
Mary Connelly	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Mary Eun	N3-1, N3-3, S11-1, S11-2, S11-3, S11-4, S12-1, S2-1, S4-3, S5-1
Matthew Mahoney	N10-1, N8-1, S10-3, S11-1, S11-2, S11-3, S11-4, S2-1, S3-1, S3-4, S4-4, S4-5, S5-1
Matthew Phillips	S12-16, S2-7, S3-1
Meg Reynolds	N10-12, N3-1, N3-3, N5-2, N10-14
Megan Campbell	N5-2, S8-2
Melody Edmiston	S5-1
Meschell Miloscia	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Micha Kang Kampe	N3-1, N3-3, N3-6, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Michael Kun	N10-15, N10-8, N2-1, N3-1, N3-13, N3-2, N3-9, S11-1, S11-2, S2-1, S5-1
M. Mizumoto	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Michelle Chaves	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Michelle McAlister	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Mike McDowell	N2-1, N3-1, N3-2, N3-3, N3-6, S11-7, S3-1, S4-3
Mike Welch	N10-2, S11-5, S2-3, S2-4
Mimi Matlack	N10-1, N3-5, S11-22, S3-7, S6-2, S7-2
Ming-Dao Wu	N10-37
Mira Palosaari	N10-1, N4-1, S3-1, S3-3
Misty (no last name)	S2-1
Mitzi Gligorea	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1

Molly Cone	S2-1, S3-1, S4-3, S5-3
Monique Cherrier	N3-1, N3-14, N3-5, N3-6, S4-4, S4-8
Morgan Bell	S11-1, S11-2, S11-26, S11-3, S11-4, S2-1, S5-1, S7-1
Vicki and Brian Lord	N5-2, S10-1, S10-2, S10-3, S11-2, S11-4, S4-3, S5-1, S5-2, S8-2, S8-3
Mr. Christopherson	S2-2
Mr. Lewis	S1-2, S12-10
Mr. McLees	N3-1, S2-2
Mr. Moore	N3-1
Mr. Palosaari	N10-1, N4-1, S3-3, S5-1
Mr. Roberson	N4-1, S2-1
Mr. Wachtel	N4-4, S11-10, S11-3, S12-11, S2-1
Ms. Oliver	N10-5, N3-1, N4-1, N5-1, N6-1, N9-2
Ms. Raymond	S4-8, S5-1, S5-3
Muriel Haegele	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Nancy Corr	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Nancy Kennedy	N5-2, N8-1, S2-1
Nancy Leveson	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Nancy Robertson	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Nancy Stephan	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Nancy Teeples	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Nancy Tosta	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Neva Welch	N3-5, S4-3
Nicolas Garcia	S2-2, S3-1
Nicole Green	S2-2, S2-7, S3-4, S4-3, S4-5
Nikolai Gregoric	N2-1, N3-2, N3-3
No Name 1	N10-8, N3-1, S2-1
No Name 2	N3-1, N3-21, N3-3, N3-6, N4-1
No Name 3	S2-1
No Name 4	N10-1, N10-23, N10-27, N2-1, N3-1, N3-2, N3-20, N3-5, N3-6, N6-2, S12-29
No Name 5	N10-25
No Name 6	S2-1
Noelle Royer	S11-2, S3-1, S3-3, S3-4, S4-5, S6-2, S8-1, S9-1
Norah Sullivan	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Norma Jean O'Mallley	N10-8, S2-2, S3-1, S6-4
Olga Drayton	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
OP Mark	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Ophelia Mcdonald	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1

Orlando Samora	N3-6, N3-9, N4-1, S12-2, S4-8
Pam Fernald	N2-1, N3-1, N9-3, S2-9
Pat Kinney	S11-1, S11-2, S11-3, S2-1
Patricia Denniston	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Patricia James	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Patricia Moss	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Patrick Montgomery	N3-2
Patrick Smith	N3-15, N3-5, N3-6, S11-1, S11-2, S11-3, S11-4, S12-25, S2-1, S4-4, S5-1
Patti Linscott	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Patti Petruska	N10-8, S11-1, S11-2, S11-3, S11-4, S2-1, S3-3, S4-2, S5-1, S6-2, S7-1
Paul Beeman	N3-4, N5-1, N5-2
Paul Mocha	S4-3
Paul Wilson-Grills	N3-1, N3-2, N3-26, N3-27, N3-28, N3-29
Paula Jobe	N10-21, N3-6, N5-5, N6-1, S2-1
Paula McDonald	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Pauline Cheslock	N2-2, N3-1, N3-2, N3-7, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Peggy Jeffcoat	N2-1, N3-1, N4-1, N4-2
Penelope Edlund	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Penelope Mabie	S1-4, S3-1, S3-7, S4-5, S7-1, S9-1
Perry Kent	N3-5, S11-3, S11-4, S5-1
Peruana	N10-13, N10-14
Pete Stream	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Peter (no last name)	N3-1, N4-2
Peter Holder	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Peter Leveson	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Peter Philips	S11-1, S11-2, S11-3, S11-4, S2-1, S4-3, S5-1, S5-3, S8-2
Peter Wang	S2-2, S2-3
Phil Yohann	N2-1, N3-1, N6-4, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Phillip Sell	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
R Wagner	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
R. Kathleen Oljar	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Randall Parsons	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Raphael Sadowitz	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Ray (no last name)	N2-4, S10-5, S1-12, S2-1, S3-1, S3-2, S4-5, S4-8, S5-1, S6-3, S7-1, S8-6, S9-1
Ray Miryekta	N3-1, N5-2, S11-1, S11-2, S11-3, S11-4, S11-8, S2-1, S4-3, S5-1
Raymond M Hayes	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1

Rayne Beaudoin	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Rebecca Maltos	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Rebecca Megal	S11-24
Regan Erskine	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Renee Brown	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Rhonda Cavanaugh	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Richard Beutz	N6-1, S2-2
Richard Connelly	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Richard Tarabochia	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
RJ Skiliman	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Robbie Howell	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Robert Bisordi	S11-6
Robert Herzog	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Robert Luke	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Robert Maurus	S11-18, S12-24, S3-1, S4-3, S7-2
Robert McMurry	N3-1
Robert Wetli	N3-6
Roberta Needles	N10-1, N10-26, N3-3, N3-6, N4-1, S11-1, S11-2, S11-3, S11-4, S12-1, S2-1, S5-1
Robin Rawlings	N5-5, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1, S6-8
Roger Kadeg	N3-6, N3-7, S11-13, S11-14, S11-15, S11-2, S11-28, S1-13, S12-13, S3-1, S3-4, S3-5, S4-3, S4-4, S5-1, S6-2, S6-7, S9-1
Rolando Alcantara	S4-3, S6-2
Rolf Amundson	N10-37
Romy Pirotte	S4-14, S6-4
Ron Michaels	S4-3
Ronald Glen	N10-4, N3-2, S3-2, S8-2, S9-1
Rorie Zajac	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Rose Clark	S2-1
Rose Hill	N2-1, N3-1, N3-17, N4-1
Rose Stratton	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Rosemary Mastro	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Rusty Zainoulline	S2-1
Ryan Crompton	S12-35, S2-1, S2-11, S3-1, S3-7, S4-3, S4-4, S6-2
S. Ashurst	N10-29, S1-5, S2-1, S3-1, S4-12, S4-3, S5-1, S6-8, S7-1, S9-2
Samantha Good	S3-2, S4-6
Sandra Bisordi	N3-8, S11-1, S11-2, S11-3, S11-4, S2-1, S4-3, S5-1
Sandra Darby	N3-1, N3-6

Sandra Mock	N10-10, N2-5, S11-24
Sara Aguilar	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Scott Carey	N3-4
Scott Schaefer	N3-1, N3-4, S11-2, S11-4, S4-4, S5-1
Scott Stallman	N10-7, N3-3
Shari Sewell	N6-1, S12-7, S3-2, S3-6, S4-1, S6-2, S9-1
Sharon Morehouse	N10-37, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Sharyn Parker	N10-10, N3-7, S11-1, S11-2, S11-3, S11-4, S1-2, S2-1, S5-1
Sheila Brush	N10-10, N3-7, S10-4, S1-1, S11-1, S11-10, S1-12, S11-25, S11-3, S11-2, S12-32, S2-1, S3-1, S3-2, S3-4, S3-6, S3-7, S4-3, S4-4, S4-6, S5-1, S5-5, S6-2, S8-5, S8-6, S11-4
Sheila Cavan	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Sheila Murray	S11-1, S11-2, S11-23, S11-3, S11-4, S2-1, S3-4, S4-13, S5-1, S5-4, S6-10, S7-1
Shelley Merryfield	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Sheree Johnson	S4-3
Sherene Zolno	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Sidney Carter	N4-2, S2-1
Stan Lemmel	N3-1, N3-4, N3-7, N5-4, S11-1, S1-11, S11-2, S11-3, S11-4, S12-23, S2-1, S3-2, S5-1, S7-1, S7-2
Stephanie (no last name)	S3-1, S6-8
Stephanie Leffler	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Stephen Barbarossa	N3-5, N3-6, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Stephen Beer	S12-12
Stephen Griffin	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Stephen Lewis	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Stevan Gorcester	N5-3
Steve Edmiston	N3-15, S10-1, S11-1, S11-12, S11-2, S11-3, S11-4, S1-2, S12-1, S12-8, S2-1, S4-11, S4-4, S4-5, S5-1, S5-2, S8-3
Steve Lewis	N3-1, N3-5, N3-6, N4-1, N5-2, S11-3, S11-8, S2-1, S2-11, S4-3
Steve Numrich	N10-24, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Steven Pedersen	N2-1, N3-3, S11-1, S11-2, S11-3, S11-4, S2-1, S3-1, S4-3, S5-1, S8-2
Steven W Cox	N2-1, N7-1
Stuart Jenner	S10-1, S1-11, S11-10, S11-2, S12-1, S12-2, S1-6, S1-7, S2-8, S6-2, S6-9
Sue Cornell	N2-1, N3-1, N3-2, S2-1, S3-1, S4-3
Susan & Robert Petersen	N10-10, N3-1, N3-24, N4-1, N5-3, N6-1, S10-2, S11-8, S2-1, S4-4, S5-1
Susan Bara	S11-1
Susan Canizales	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1

Susan Davis	N10-1, N10-24, N2-1, N3-1, N3-4, N3-6, N3-9, N5-6, S11-25
Susan Honda	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Susan Petersen	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Susan Plecko	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Susan Slettvet	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Susan White	N1-1, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1, S5-3
Tai Oh	N8-1, S2-1, S3-1, S4-3
Talia Clever	S10-5, S12-13, S2-11, S3-1, S4-3, S6-2, S7-1
Tamara (no last name)	S4-4
Tammy Wallick	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Terri Juberg	N10-4, N4-1, N5-2, S1-1, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Terri Sankey	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Theresa Mintzer	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Therese Crosswhite	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Thomas McCarthy	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Thomas Mintzer	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Thomas Pelzel	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Thomas Wingard	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Tina Calico	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Tina Larson	N3-2, N5-2, N6-1
Tina Musselman	N10-17, N2-1, N3-1, N3-17, N4-1, S11-1, S11-17, S11-2, S11-3, S11-4, S2-1, S5-1
Tom (no last name)	N2-1
Tom and Betsy Sproger	N5-2, S3-1, S6-2
Toni Lally	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Tony Rosso	N10-37
Traci Buxton	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Tricia Anderson	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
Twyla Lawrence	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Valerie Constantino	N3-1, N3-3, N3-6, N4-1, N5-5, S2-1, S4-8
Valerie Miller	N3-1, N8-1
Veronica Torres	S7-2
Vicki Andrews	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Vicki Dunakin	S11-1, S11-2, S11-3, S11-4, S2-1, S4-1, S4-2, S5-1
Vicky Hartley	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Virginia Wetli	S12-18, S6-8
Walter H Jamison Jr	S3-4

Wasim Azzam	N3-1, N3-6, S2-2
Wendy Ghiora	S11-1, S11-3, S2-1, S5-1, S5-2
Wendy Haley	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Wendy Hall	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
William Corbin	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
William Damato	N2-5, N3-3, S11-1, S11-17, S11-2, S11-3, S11-4, S12-14, S2-1, S5-1
William (Bill) Feldt	N3-15, N3-5, N5-5, S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
William L Johnson Jr	N2-1, S2-2, S4-3
William Linscott	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
William Riordan	S2-1, S5-1, S11-1, S11-2, S11-3, S11-4
William Vogel	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Wing Li	N3-6, N3-7
Yolanda Manato	N10-5, N3-3
Young Hee Lee	S11-1, S11-2, S11-3, S11-4, S2-1, S5-1
Yun Pitre	N3-19

COMMENT #	COMMENT/SUBJECT	COMMENTER
	INDIVIDUAL COMMENTERS	
S1	**Master Plan/Purpose & Need/Proposed Project**	
S1-1	Separate need for project into hub-facility versus regular flights, local demand versus connecting. Hubs are not a need.	David Clark, Terri Juberg, Sheila Brush
S1-2	Concerned projected flight estimates may be too low, or high, and not based on historical trend.	Steve Edmiston, Mr. Lewis, Sharyn Parker
S1-3	Request for additional stakeholder involvement and more time for the public to comment on the Master Plan.	Lauren Frederick, Amy Kaminishi, Jill-Morgan Fisher, Kerry Hutchins, Daniel Moore, Martin Moore
S1-4	Concern that the Master Plan was not an open process and community views were not considered.	Joan Baily, Penelope Mabie
S1-5	Concern that the purpose of the development is to increase flights.	S. Ashurst
S1-6	The project should incorporate sustainable features like living buildings, solar, etc.	Stuart Jenner, Annie Phillips, Craig Newman, Amy Hitchens
S1-7	Concerned that the site for the new terminal is too small.	Stuart Jenner
S1-8	The SAMP forecasts have already been exceeded and should be updated.	David Goebel, Margaret Nelson
S1-9	The passenger demand is falsely stated as being driven by the consumer. It is being driven by the airlines.	Jeff Lewis, Jean Hilde
S1-10	The recent increases in operations and enplanements are a result of airline hubbing and not consumer demand.	Jeff Lewis
S1-11	The Hush House should be part of the plan.	Stuart Jenner, Stan Lemmel, Gary Kriedt
S1-12	Purpose and need should be updated to include reducing impacts on people and the environment.	Gary Kriedt, Ray (no last name), Sheila Brush
S1-13	Requests a detailed description of how the proposed facilities will operate and integrate with existing facilities.	Roger Kadeg

COMMENT #	COMMENT/SUBJECT	COMMENTER
S2	**Alternatives**	
S2-1	Include use of existing or a new regional airport to reduce activity/impacts in the NEPA/SEPA studies.	Jim & Paula Jobe, Mary Eun, Allen Nelson, Ken Boroughs, Anet Fox, Steven Pedersen, Kay Pedersen, Dayna Anderson, Helen Plosky & Kevin Allen, Judy Grande, Chris Hall, Andrew Wood, Kendra Wight, No Name, Donald Newman, Alan Davis, Jyl Poehlman, Karen Anthony, Laurie McEachern, Sue Cornell, Becky Casperson, Paula Jobe, Jim Jobe, Michael Kun, David Reynolds, Tina Musselman, Katrina Sandeen, Becky Crompto, Linda Purlee, Jim Burbidge, Robin Rawlings, James McCartney, Lauren Frederick, Molly Cone, Steve Numerick, No Name, S. Ashurst, Sheila Murray, John Smythe, Valerie Constantino, Mr. Roberson, Jan Anderson, John Raymer, Susan White, David A Berger, Mr. Wachtel, Sidney Carter, Marianne Markkanen, Kaylynn Griffee, Steve Edmiston, Susan & Robert Peterson, Rose Clark, Lorie Lucky, Gina Mutter, Edie Staiger, Rusty Zainoulline, Wendy Ghiora, Peter Phillips, Patricia James, David Ortman, Debi Wagner, Ray (no last name), Misty (no last name), Gordon Gray, Matthew Mahoney, Morgan Bell, Justin Kalm, Patti R Petruska, Heather Glen, Nancy Kennedy, Tai Oh, Amy Hitchens, Kyhra Hessel, Janet Large, Calvin Falter, Ryan Crompton, Carole Kirkpatrick, Mary & Kamran Mukhtar, Caryl Utigard, Elizabeth Cook, Christine Burdine, Ehlisha Heckathorne, Erik Peterson, Gary Kriedt, **Fight the Flight, Vashon Island Fair Skies**

COMMENT #	COMMENT/SUBJECT	COMMENTER
S2-2	Requests that alternate flight procedures be considered as part of the plan.	Allen (no last name), Amy Kaminishi, Ann Dunn, Bonnie West-Armstrong, Bruce Perham, Carole Kirkpatrick, Chris DeBoer, Cyndi White, Dennis & Tammy Wallick, Diane Bishop-Gullikson, Dorothy Fish, Janet Large, Jean Hilde, Jill-Morgan Fisher, Jim Burbidge, John Raymer, Joseph Albert, Kristin Tregillus, Linda Gardner, Lynette Andrews, Marilyn Jones, Mark Miloscia, Mr. Christopherson, Mr. McLees, Nicolas Garcia, Nicole Green, Norma Jean O'Mallley, Peter Wang, Richard Beutz, Wasim Azzam, William L Johnson Jr.
S2-3	Request to scale back plans to reduce the number of flights/impacts at the airport.	Mike Welch, Jim and Paula Jobe, Peter Wang, Margaret Nelson
S2-4	Focus on FAA compliance projects before planning new projects.	Mike Welch
S2-5	SAMP should propose limits on 3rd runway; restrict 3rd runway to newer, more environmentally friendly airplanes.	Catherine Milne, David Elliott, Justin Kalm, Bruce Perham, Daniel Moore
S2-6	Requests Hyperloop be considered instead of expanding the airport.	Earnest Thompson, Blanche Hill, Chris Mitchell
S2-7	Requests high speed rail be considered instead of expanding the airport; or use existing rail to move people & products.	Andrew Wood, Blanche Hill, Nicole Green, Jean Hilde, Carolyn Hale, Matthew Phillips
S2-8	Requests parking lots L06/L07 be eliminated and more transit be used for employees.	Stuart Jenner
S2-9	Requests parking lots L06/L07 be eliminated or relocated to the south.	Judy Beste, Pam Fernald
S2-10	Alternatives were not included in scoping materials/meeting. Need to be looked at in NEPA/SEPA studies.	David Ortman
S2-11	Requests NEPA/SEPA studies to include alternative procedures/mitigation to reduce noise.	Daniel Eulberg, Talia Clever, Ryan Crompton, Steve Lewis

COMMENT #	COMMENT/SUBJECT	COMMENTER
S3	**Air Quality/Climate**	
S3-1	Concerned about increased flights and air emissions as a result of the proposed action.	Amy Hitchens, Amy Kaminishi, Ann Dunn, Anne Burkland, Carol Sabotka, Carolyn Hale, Debi Wagner, Deirdre Curle, Diane Evans, Diane Knutson, Dorothy Fish, Eden Toner, Elizabeth Cook, Gail Labanara, Jane Davis, Jeffrey Sewell, Jenn Ross, Jeremy Trivelas, Jill-Morgan Fisher, Jim and Paula Jobe, Jim Jobe, JoAnn Pasek, Joe Teeples, John Burdine, Laurel Anne Bettridge, Lauren Frederick, Lynette Andrews, Margaret Jeffers, Marianne Markkanen, Marjie Witman, Matthew Mahoney, Matthew Phillips, Mike McDowell, Mira Palosaari, Molly Cone, Nicolas Garcia, Noelle Royer, Norma Jean O'Mallley, Penelope Mabie, Robert Maurus, Roger Kadeg, Ryan Crompton, S. Ashurst, Sheila Brush, Stephanie (no last name), Steven Pedersen, Sue Cornell, Tai Oh, Talia Clever, Tom and Betsy Sproger
S3-2	Requests air emission monitoring be conducted as part of the study.	Jim Siburg, Jeanette Siburg, JC Harris, Sheila Brush, Debi Wagner, Samantha Good, Laurel Anne Bettridge, Deirdre Curle, Kerry Hutchins, Heather Glen, Ronald Glen, Amy Hitchens, John Raymer, Kathryn Rathke, Shari Sewell, Elizabeth Cook, Jane Davis, Mary & Kamran Mukhtar, Stan Lemmel, Marianne Markkanen
S3-3	Requests use of electric vehicles, solar, and alternative fuels to reduce emissions.	Mr. Palosaari, Noelle Royer, Justin Kalm, Patti Petruska, Amy Hitchens, Gary Kriedt, Mira Palosaari
S3-4	Requests analysis of aircraft emissions/ultra fine particulates/Greenhouse Gases and the potential impacts to human health including breathing, ingestion of food grown near the airport, and skin contact.	Roger Kadeg, Margaret Nelson, Andrew Wood, Sheila Murray, Earnest Thompson, Blanche Hill, Mark Proulx, Chestine Edgar, Sheila Brush, Dana Hollaway, Nicole Green, Walter H Jamison Jr, Noelle Royer, Matthew Mahoney, Ann Dunn, Dennis & Tammy Wallick, Carol Sabotka, Caryl Utigard
S3-5	Include assessment of emissions from ground vehicles, burned rubber from aircraft tires, other organic compounds, and trace metals.	Roger Kadeg
S3-6	Requests study and mitigation of odor as part of the SEPA study.	Sheila Brush, Dennis & Tammy Wallick, Carole Kirkpatrick, Shari Sewell

COMMENT #	COMMENT/SUBJECT	COMMENTER
S3-7	Requests study of climate change impacts on airport as part of the SEPA study.	Sheila Brush, Derek Dexheimer, Penelope Mabie, Ryan Crompton, Mimi Matlack
S3-8	Requests study of air toxics in addition to criteria pollutants.	Debi Wagner
S4	**Noise**	
S4-1	Study noise at same level of detail for communities outside the six neighboring airport cities.	David Goebel, Elizabeth Heidner, Craig Newman, Shari Sewell, Elizabeth Cook, Krista Scott, **Vashon Island Fair Skies**
S4-2	Noise study should include airframe noise.	David Goebel, Patti Petruska, **Vashon Island Fair Skies**
S4-3	Concerned flights and noise impacts will increase as a result of the proposed action.	Jim Jobe, Mary Eun, Neva Welch, David Berger, Chris Hall, Steve Lewis, Ray Miryekta, Kurt Moss, Susan Petersen, Gigi Sather, Sandra Bisordi, Jeanette Siburg, Steven Pedersen, Marjie Witman, Carol Sabotka, Mike McDowell, Lorie Lucky, Peter Philips, Vicki and Brian Lord, Nicole Green, Jean Hilde, Gail Labanara, Jenn Ross, Amanda Hodges, Jill-Morgan Fisher, Margaret Jeffers, Dan (no last name), Ann Dunn, Sheree Johnson, Rolando Alcantara, Tai Oh, Talia Clever, Jeffrey Sewell, Anne Burkland, Paul Mocha, Ron Michaels, Marilyn Jones, Ryan Crompton, William L Johnson Jr, Edward Plumlee, Javier Tordable, Andy Wilson, Deborah Harvey, Eden Toner, Jim and Paula Jobe, Joe Teeples, Molly Cone, Robert Maurus, Roger Kadeg, S. Ashurst, Sheila Brush, Sue Cornell
S4-4	Requests study of sleep disruption, single event noise, or other metrics besides DNL.	Allen Nelson, Scott Schaefer, Steve Edmiston, Daniel Kinney, Susan & Robert Petersen, Monique Cherrier, Gerald Wieder, Bruce Davidson, Sheila Brush, Roger Kadeg, Dana Hollaway, Jean Hilde, Tamara (no last name), Deirdre Curle, Matthew Mahoney, Craig Newman, Diane Evans, Ryan Crompton, Kathryn Rathke, Caryl Utigard, Elizabeth Cook, Alan Davis, JC Harris, Patrick Smith
S4-5	Requests consideration of noise impacts on sensitive populations, elderly, children, etc.	Kate Nelson, Steve Edmiston, Bruce Davidson, Nicole Green, Jean Hilde, Noelle Royer, Lynette Andrews, Matthew Mahoney, Aaron Virshup, Kerry Hutchins, Penelope Mabie, Ray (no last name), Amy Hitchens, Beverly Ching
S4-6	There is a link between noise and health.	Laurie Sherwin, Mark Proulx, Bruce Davidson, Sheila Brush, Samantha Good, Craig Newman, Calvin Falter, Lacey Swain

COMMENT #	COMMENT/SUBJECT	COMMENTER
S4-7	Concerned about combined noise impacts from more automobile traffic and aircrafts.	Catherine Milne
S4-8	Requests additional noise monitoring be completed.	Daniel Kinney, Orlando Samora, Monique Cherrier, Amy Kaminishi, Jean Hilde, Ray (no last name), Beverly Ching, Ms. Raymond, Valerie Constantino
S4-9	Requests analysis of maximum noise levels.	Margaret Nelson
S4-10	Concern that analysis does not consider frequency of flights.	Andrew Wood, Andy Wilson
S4-11	Concern that airport expansion will cause more operations and jet aircraft to use the Burien turn.	Dawn Lemmel, Marsha Sutton, Andy Wilson, Steve Edmiston
S4-12	Request for noise mitigation from any potential impacts as a result of the proposed development be extended to Des Moines and Federal Way.	S. Ashurst, Beverly Ching
S4-13	Request independent noise study with noise measurements.	Sheila Murray, Mark Proulx
S4-14	Assess impacts of noise from cargo aircraft.	David Scarselk, Ian D Curry, Romy Pirotte
S5	**Human Health**	
S5-1	Request for human heath impact/risk studies as part of NEPA/SEPA process.	Laurie Sherwin, Dave Juberg, Catherine Milne, Scott Schaefer, Helen Plosky & Kevin Allen, Melody Edmiston, Judy Grande, Ms. Raymond, Dana Hollaway, Mr. Palosaari, Susan & Robert Peterson, JC Harris, Wendy Ghiora, Debi Wagner, Perry Kent, Mark Proulx, Bruce Davidson, Mr. & Mrs. Lord, Chestine Edgar, Sheila Brush, Roger Kadeg, Amy Kaminishi, Ray (No Last Name), Lynette Andrews, Dan (no last name), Matthew Mahoney, Craig Newman, Morgan Bell, Ariana Nicoli, Justin Kalm, Patti R Petruska, Heather Glen, Calvin Falter, **Fight the Flight, Vashon Island Fair Skies**
S5-2	Include worldwide studies that explore health impacts from airports.	Allen Nelson, Helen Plosky and Kevin Allen, Steve Edmiston, Wendy Ghiora, Vicki and Brian Lord, Dana Hollaway, Craig Newman

COMMENT #	COMMENT/SUBJECT	COMMENTER
S5-3	Concerned about health effects of particulate matter, air emissions, and noise due to the increased operations with the proposed project.	Laurie Sherwin, Jeanette Siburg, Jim Siburg, Kay Pedersen, Marjie Witman, Earnest Thompson, Ms. Raymond, Mark Miloscia, Susan White, Peter Philips, Craig Newman, Dennis & Tammy Wallick, Janet Large, Beverly Ching, Molly Cone, V. Kay Pedersen
S5-4	Research connection between health/disease and neighborhoods impacted by air quality.	Sheila Murray, Ariana Nicoli, Cindy (no last name), Jan Anderson, JC Harris
S5-5	Requests study of impact on learning in schools.	Sheila Brush, Elizabeth Cook, Dana Hollaway
S6	**Transportation**	
S6-1	Concerned that off-site ticketing will increase time of travel.	Anet Fox
S6-2	Requests study of roadway impacts due to increased activity with SAMP, including health impacts.	Catherine Milne, Stuart Jenner, Aleksandr Yeremeyev, Gina Mutter, Sheila Brush, Roger Kadeg, Noelle Royer, Justin Kalm, Rolando Alcantara, Patti Petruska, Beth McCasland, Tom and Betsy Sproger, Talia Clever, Amy Hitchens, Ryan Crompton, Shari Sewell, Mimi Matlack
S6-3	Request to include other major transportation infrastructure projects in the cumulative impact analysis.	Aleksandr Yeremeyev, Ray (no last name), Brad Jurkovich, Dana Hollaway
S6-4	Request to work closely with the Port to consider the potential effects of the SAMP Near-Term Projects on existing transit operations.	Norma Jean O'Mallley, Romy Pirotte
S6-5	Wants new freeways built to reduce time it takes to go east-west near the airport.	Kaylynn Griffee
S6-6	Study should be combined with study on expansion of Highway 18.	Jim Burbidge, Kaylynn Griffee
S6-7	Concern regarding the closure of Air Cargo Road and the impact of shifting traffic to other routes.	Jyl Poehlman, Roger Kadeg, Lynette Andrews
S6-8	Concern over increased traffic and roadway congestion as a result of airport expansion; improve existing public transportation in the area.	Dana Hollaway, Amy Kaminishi, Stephanie (no last name), Carolyn Hale, Jill-Morgan Fisher, Janet Large, Chris Mitchell, Joe Teeples, Robin Rawlings, S. Ashurst, Virginia Wetli
S6-9	Does not believe Uber/Lyft/Taxis will need that much room.	Stuart Jenner
S6-10	Concern about closure of airport access via 170th and relocation of cell phone lot.	Sheila Murray

COMMENT #	COMMENT/SUBJECT	COMMENTER
S7	**Water Resources**	
S7-1	Question/concern about stormwater/de-ice fluid runoff and impact to creeks from new airport development.	JoAnn Pasek, S. Ashurst, Sheila Murray, Stan Lemmel, Ray (no last name), Jill-Morgan Fisher, Morgan Bell, Justin Kalm, Patti Petruska, Penelope Mabie, Talia Clever, Amy Hitchens, Elizabeth Cook
S7-2	Request to study the impact of airport expansion on water quality.	Robert Maurus, Stan Lemmel, Veronica Torres, Amy Hitchens, Kyhra Hessel, Bonnie Crawford, Carol Sabotka, Calvin Falter, Caryl Utigard, Mimi Matlack, Margaret Jeffers
S8	**Socioeconomic**	
S8-1	The community south of the Airport is low-income/minority and may not be able to voice their concerns.	Jeanette Siburg, Noelle Royer, Jenn Ross, Carolyn Hale, Jill-Morgan Fisher, Jill-Morgan Fisher, Dana Hollaway
S8-2	Concerned about property values as a result of the proposed development.	Jeanette Siburg, Dorothy Fish, Steven Pedersen, Lorie Lucky, Peter Philips, Vicki and Brian Lord, Lynette Andrews, Megan Campbell, Laurel Anne Bettridge, Dan (no last name), Ann Dunn, Craig Newman, Diane Evans, Dennis & Tammy Wallick, Ronald Glen, Dana Hollaway, Deborah Harvey, Jill-Morgan Fisher, Marianne Markkanen, Mary & Kamran Mukhtar
S8-3	Request to assess potential environmental justice impacts.	Austin Smith, Steve Edmiston, Vicki and Brian Lord, Chestine Edgar, Debi Wagner, Dana Hollaway
S8-4	Consider the effects on businesses, tax base, and property values.	David Scarselk, Amy Hitchens, Caryl Utigard
S8-5	Study the overall economic impact on the south side communities.	Iris Hernandez, Gina Mutter, Sheila Brush
S8-6	The negative effects of increasing capacity of the airport should be calculated.	Bernadine Lund, Ray (no last name), Sheila Brush
S8-7	Taxing public to pay for proposed development is illegal.	Earnest Thompson, Kerry Hutchins
S8-8	Will airport invest in affordable housing for new employees at expanded airport?	Justin Kalm

COMMENT #	COMMENT/SUBJECT	COMMENTER
S9	**Biological/Natural Resources**	
S9-1	Request analysis of airport/aircraft emissions on plants and animals (including fish, pets, and agriculture/food sources).	Roger Kadeg, JC Harris, Noelle Royer, Justin Kalm, Dennis & Tammy Wallick, Ronald Glen, Penelope Mabie, Laurie Marum, Carol Sabotka, Shari Sewell, Christine Burdine, Adelle Comfort
S9-2	Concerns about loss of habitat.	S. Ashurst, Lorie Lucky
S10	**Public Property & Resources**	
S10-1	Concerned about effect of project on law enforcement/public services due to more people.	Deborah Harvey, Stuart Jenner, David Scarselk, Steve Edmiston, Vicki and Brian Lord
S10-2	Security and Cyber Security of airport patrons not adequately addressed, include in SAMP.	Christopher Johnson, Susan & Robert Petersen, JC Harris, Vicki and Brian Lord, Dana Hollaway
S10-3	Concerned about safety related to additional fuel tanks.	Earnest Thompson, Marianne Markkanen, JC Harris, Vicki and Brian Lord, Matthew Mahoney, Dana Hollaway
S10-4	Concerned about negative effects to Police/Fire/EMS due to the project.	Sheila Brush
S10-5	Requests complete study of impacts to Section 4(f) properties.	Jill-Morgan Fisher, Ray (no last name), Justin Kalm, Talia Clever
S11	**NEPA/SEPA Process**	
S11-1	Assess impacts of recent growth in the NEPA/SEPA studies. Reset the baseline to include previous actions.	Kate Nelson, David Clark, Steve Edmiston, Wendy Ghiora, Mark Proulx, Bruce Davidson, Anne Kroeker & Richard Leeds, Dana Hollaway, Allen Nelson, **Fight the Flight, Vashon Island Fair Skies**
S11-2	Assess impacts of Port's Long-Term Vision in NEPA/SEPA studies.	David Clark, Scott Schaefer, Helen Plosky & Kevin Allen, Steve Edmiston, Mr. & Mrs. Lord, Anne Kroeker and Richard Leeds, Roger Kadeg, Dana Hollaway, Noelle Royer, Brad Jurkovich, Jean Hilde, Sheila Brush, Stuart Jenner, **Fight the Flight, Vashon Island Fair Skies**
S11-3	Delay NEPA/SEPA studies to include results of other studies, including University of Washington's ultra-fine particulate matter study and PSRC Regional Aviation Baseline Study.	David Berger, Chris Hall, Steve Lewis, Ray Miryekta, Kurt Moss, Susan Petersen, Gigi Sather, Helen Plosky & Kevin Allen, John Raymer, Steve Edmiston, Mr. Wachtel, JC Harris, Wendy Ghiora, Perry Kent, Bruce Davidson, Sheila Brush, Dana Hollaway, Earnest Thompson, Sheila Murray, **Fight the Flight, Vashon Island Fair Skies**

COMMENT #	COMMENT/SUBJECT	COMMENTER
S11-4	Assess impacts that exceed Near-Term Projects forecasted operations/worst case.	Allen Nelson, Scott Schaefer, Helen Plosky & Kevin Allen, Perry Kent, Mr. & Mrs. Lord, Chestine Edgar, Sheila Brush, **Fight the Flight, Vashon Island Fair Skies**
S11-5	The scoping period should be longer or have started earlier.	Mike Welch
S11-6	Request that thresholds/upper limits of tolerable impacts be established for environmental impacts.	Robert Bisordi, David Goebel
S11-7	Requests study of the effects of NextGen impacts as part of the NEPA/SEPA study.	David Goebel, Mark Proulx, Mike McDowell
S11-8	Study the No Action alternative as part of the NEPA/SEPA process.	David Berger, Chris Hall, Steve Lewis, Ray Miryekta, Kurt Moss, Susan Petersen, Gigi Sather, Susan & Robert Petersen, Dana Hollaway, Brad Jurkovich, Lynette Andrews
S11-9	Limiting comments to 10 minutes is not indicative of an open process.	Anet Fox
S11-10	Feels the process is intentionally piecemealed or hiding information to avoid scrutiny.	Stuart Jenner, Mr. Wachtel, Joe Scorcio, Sheila Brush
S11-11	Feels this process is not addressing the need for future runway expansions.	Kaylynn Griffee
S11-12	Request a larger study area to include more cities within the SAMP EA Study Area.	Andrew Wood, Steve Edmiston, Elissa Stern
S11-13	Request that the SAMP EA address other ongoing projects at SeaTac Airport.	Roger Kadeg
S11-14	Request that SAMP EA consider the geographic/land constraints and account for the impact of additional development within a limited space.	Roger Kadeg, Erik Peterson
S11-15	Identify critical data gaps and collect the level of data required for the environmental analysis.	Roger Kadeg
S11-16	What study has determined that the environmental impact will not be significant?	Margaret Nelson
S11-17	Concern that the Master Plan development will proceed if public opinion is against it.	Tina Musselman, William Damato

COMMENT #	COMMENT/SUBJECT	COMMENTER
S11-18	Request to assess the overall impact of expansion upon the quality of life for those living near the Airport.	Debra Valpey, Lauren Frederick, Robert Maurus, JC Harris
S11-19	Commitment from last EIS to have public stakeholder not implemented. This needs to be implemented prior to moving forward with this process.	JC Harris, David Scarselk
S11-20	Conduct a NEPA Environmental Impact Statement.	Katrina Sandeen, David Ortman
S11-21	Port should be held responsible for mitigating impacts of the project.	JC Harris
S11-22	Request that SAMP environmental process include the effects of the 3rd runway.	Lauren Frederick, David Scarselk, Mimi Matlack
S11-23	Study impacts of airport development on children and the elderly.	Marianne Markkanen, Sheila Murray
S11-24	Requests all studies be completed prior to moving forward with SAMP.	Rebecca Megal, Sandra Mock
S11-25	Studies of noise and air quality impacts should be conducted and mitigated before an increase in aircraft operations.	Susan Davis, Mark Proulx, Sheila Brush
S11-26	Include cumulative impacts for past, present, and reasonably foreseeable projects at and near the airport.	Chestine Edgar, Dana Hollaway, Morgan Bell
S11-27	Requests all studies and conclusions be independently peer reviewed.	Chestine Edgar, Debi Wagner
S11-28	FAA and Port must work cooperatively to identify impacts and develop solutions.	Roger Kadeg
S11-29	Reserved	Reserved
S11-30	Reserved	Reserved
S11-31	Requests that the current study have a greater level of transparency/honesty than previous EIS.	Debi Wagner, Larry Zuberbier
S11-32	Requests that the project must adhere to NEPA.	Dana Hollaway
S11-33	The Port of Seattle should not be the lead SEPA agency.	Dana Hollaway

COMMENT #	COMMENT/SUBJECT	COMMENTER
S11-34	The FAA should not be the joint lead agency for the NEPA/SEPA process.	Dana Hollaway
S12	**General**	
S12-1	Subject matter experts at open houses were not informative or helpful.	Mary Eun, Roberta Needles, Jeff Lewis, Stuart Jenner, Steve Edmiston, Jill Tinker
S12-2	The open house format/material was not useful or easy to understand.	Ken Boroughs, Jeff Lewis, Stuart Jenner, Judy Grande, Orlando Samora, Mark Proulx, Debi Wagner
S12-3	Concern about cargo development north of airport negatively affecting the community.	Ken Boroughs, JC Harris
S12-4	Would you let your children go to school and live in the area with the Port's proposal?	Laurie Sherwin
S12-5	Requests recycling and reuse plan to be included in SAMP.	Christopher Johnson
S12-6	Does SAMP consider technological investment, not just physical infrastructure development?	Christopher Johnson
S12-7	Airport outreach needs to improve.	Mark Miloscia, Amy Kaminishi, Jennifer Stanton, Shari Sewell
S12-8	South-end communities denied engagement based on timing of meetings.	Steve Edmiston
S12-9	Wants to see future construction projects utilize a "master community workforce agreement" for SAMP projects.	Keith Weir
S12-10	Wants to see more focus on accommodating the community and not on aviation interests.	Mr. Lewis, Dennis Maupin, Daniel Moore
S12-11	Doubling operations will negatively impact operational safety.	Mr. Wachtel, James Carisle, Margaret Nelson
S12-12	Not enough advertisement for the study/meetings was done.	Stephen Beer
S12-13	Request for study on impact of light emissions from airfield & aircraft lights.	Margaret Nelson, Roger Kadeg, Talia Clever, Jeff Lewis
S12-14	Request to consider handicapped accessibility in new airport development.	Eden Toner, David Toner, William Damato
S12-15	Request for airport terminal area outside of security to include additional restrooms and water.	David Toner

COMMENT #	COMMENT/SUBJECT	COMMENTER
S12-16	Request to study construction impacts.	Lauren Frederick, Matthew Phillips
S12-17	Suggest improvements to the walkway from the light rail station to the terminal, including an automated people mover.	Josephine Bayan
S12-18	Concern about crowded terminal area and long distances to walk.	Virginia Wetli
S12-19	Commenter agrees that airport expansion and environmental study is essential.	Frank Needles
S12-20	In support of the Port's project.	Ken Boroughs, Jeff Lewis, Stuart Jenner, Judy Grande, Orlando Samora, Mark Proulx, Debi Wagner
S12-21	Concern over taxpayer money used for this study that won't solve problems.	James Thomson, Brad Jurkovich
S12-22	Request for a meeting or question & answer session with local neighborhood group as part of the SAMP EA Scoping Process.	Jill Tinker, John Raymer, Mary & Kamran Mukhtar
S12-23	Request that FAA representatives and/or FAA air traffic personnel attend public meetings.	David Burger, Marianne Markkanen, Craig Newman
S12-24	Request to study impacts of hazardous materials from airport development.	Robert Maurus, Justin Kalm
S12-25	Complaint about the 5:30 pm start time of the scoping meetings.	Patrick Smith, Mark Proulx
S12-26	State Representatives should have been invited to the meeting.	Earnest Thompson, Blanche Hill
S12-27	The Port of Seattle is doing the public a disservice and the plans are destructive.	Jeff Lewis, Bonnie West-Armstrong
S12-28	Various questions and concerns about the ability of the fuel lines to accommodate additional fuel.	Bernadine Lund, Gary Kriedt
S12-29	Obtain trademarks from corporations before using logos on boards.	No Name 4
S12-30	Port Commissioners should have attended the scoping meetings.	Mark Proulx, David Ortman
S12-31	A scoping meeting should have been held in north Seattle.	David Ortman, Amy Kaminishi

COMMENT #	COMMENT/SUBJECT	COMMENTER
S12-32	Previous projects and 3rd runway growth should have gone through the EIS process.	Dana Hollaway, Sheila Brush
S12-33	Reserved	Reserved
S12-34	Reserved	Reserved
S12-35	Elements of the SAMP are inconsistent with the Part 150 and should be evaluated, including voluntary rescheduling of nighttime flights, preferential runway use, and use of noise abatement corridors.	Ryan Crompton, Christine Burdine
S12-36	What is FAA's role in regional/state decision making regarding building another airport or expanding an existing airport?	Debi Wagner
S12-37	Limit environmental review to those impacts directly related to the planned expansion.	Brad Jurkovich
N1	**Master Plan**	
N1-1	Should have cited need for another regional airport because SeaTac is at maximum capacity.	Susan White
N1-2	Adding the word Sustainable to the Master Plan is not valid.	Jeff Lewis
N1-3	Made comments at SAMP master plan meetings and received no responses.	Chestine Edgar
N1-4	Concerns that SeaTac Airport will not be able to handle additional flights within the existing airfield and property.	Becky Crompto, Jane Davis
N1-5	The assumption that the Seattle region will continue to grow is flawed.	Alan Davis

COMMENT #	COMMENT/SUBJECT	COMMENTER
N2	**Air Quality/Climate**	
N2-1	Complaint/concern about the health impacts of increased flights producing more emissions, particulates, soot, etc.	Marcia Wollam, Glen & Rhond Smith, Anet Fox, Steven Pedersen, V. Kay Pedersen, Dayna Anderson, Margaret Nelson, Tina Musselman, Mark Koppang, Andrew Wood, Chely Robles, James McCartney, Jeanette Siburg, Nikolai Gregoric, Sue Cornell, Susan Davis, Jim Jobe, Phil Yohann, Rose Hill, Chris Mitchell, Becky Casperson, Marianne Markkanen, Mike McDowell, Edie Staiger, Pam Fernald, Debi Wagner, Jennifer Stanton, Kyhra Hessel, Diane Bishop-Gullikson, Linda Schwab, Karen Pischel, William L Johnson Jr, Bonnie West-Armstrong, Peggy Jeffcoat, Steven W Cox, Edward Plumlee, Tom (no last name), Michael Kun, No Name 4
N2-2	Requests an independent testing of samples of soot/particulates.	Marcia Wollam, Pauline Cheslock
N2-3	Reserved	Reserved
N2-4	Request to pay water bills for residents to wash away particulates from aircraft emissions/expansion of particulate emissions.	Katrina Sandeen, Ray (no last name)
N2-5	General concern about air quality.	Keith Weir, William Damato, Kevin Carlton, Sandra Mock
N2-6	Request for offsets and mitigation measures to reduce emissions such as during aircraft taxiing and pushback and use of biofuels.	Diane Numrich
N2-7	Request for regulation/guidance/AC that governs calculation of air quality modeling.	Debi Wagner
N2-8	Air emission estimates from SAMP were lower than EPA estimates.	Debi Wagner
N2-9	Greenhouse gas estimates prepared in 2017 are lower than the Port's estimate for 2015.	Debi Wagner

COMMENT #	COMMENT/SUBJECT	COMMENTER
N3	**Noise**	
N3-1	Complaint/concern about increased overflights, larger aircraft, low altitude, and noise in recent years.	Audrey Ise, James Jobe, Mary Eun, Glen & Rhond Smith, Brian Bennett, David Berger, Chris Hall, Steve Lewis, Ray Miryekta, Kurt Moss, Susan Petersen, Gigi Sather, Anet Fox, Eileen Stauss, Dayna Anderson, Bernadine Lund, Scott Schaefer, Kendra Wight, John Schindler, Margaret Nelson, Tina Musselman, Mark Koppang, Pauline Cheslock, Jim Siburg, James McCartney, Stan Lemmel, Sue Cornell, Joan Baily, Krista Scott, Lisa Patton, Paula Jobe, Phil Yohann, Susan Davis, Rose Hill, Valerie Constantino, Beverly Ching, Mr. Moore, Wasim Azzam, Mr. McLees, Ms. Oliver, Becky Casperson, Kaylynn Griffee, Meg Reynolds, Susan & Robert Petersen, Monique Cherrier, Mike McDowell, Paul Wilson-Grills, Edie Staiger, Pam Fernald, Jill-Morgan Fisher, Deirdre Curle, Kevin Edy, Amie Rolfes, Aaron Virshup, Diane Knutson, Chris DeBoer, Diane Evans, Ariana Nicoli, Kerry Hutchins, Jeffrey Sewell, Amy Hitchens, Kyhra Hessel, Bonnie Crawford, Joseph Albert, Carla Rosen, Diane Bishop-Gullikson, Mark Lyke, Carol Sabotka, Sandra Darby, Karen Pischel, Carole Kirkpatrick, J.S. Hutmacher, Peggy Jeffcoat, Mary & Kamran Mukhtar, Edward Plumlee, Daniel Moore, Robert McMurry, Valerie Miller, Peter (no last name), Jim and Paula Jobe, Darcy Battershell, Micha Kang Kampe, Michael Kun, No Name 1, No Name 2, No Name 4
N3-2	Request that flight paths be changed or equally distributed.	Audrey Ise, Glen & Rhond Smith, Anet Fox, Darcy Battershell, Bernadine Lund, Tina Larson, Michael Kun, Andrew Wood, Pauline Cheslock, Nikolai Gregoric, James McCartney, Sue Cornell, Karen Anthony, John Smythe, John Raymer, Kenneth van Gerpen, Mike McDowell, Carol & Rod Sterley, Paul Wilson-Grills, Gregory Peters, Ronald Glen, Patrick Montgomery, Iris Hernandez, No Name 4, Elissa Stern

COMMENT #	COMMENT/SUBJECT	COMMENTER
N3-3	General complaint about current noise and overflights.	Mary Eun, Deborah Harvey, Scott Stallman, Yolanda Manato, Steven Pedersen, V. Kay Pedersen, Bernadine Lund, JoAnn Pasek, Linda Purlee, Jeanette Siburg, Nikolai Gregoric, I Hart, Roberta Needles, Jim Jobe, Keith Weir, Jyl Poehlman, John Smythe, Valerie Constantino, Beverly Ching, Meg Reynolds, Chris Mitchell, David Elliott, Jan Anderson, Mike McDowell, Lorie Lucky, Lynn (no last name), Aimee Schantz, Carla Rosen, William Damato, Micha Kang Kampe, No Name 2
N3-4	Complaint/concern about aircraft not following procedures, making early turns, such as over Burien.	Ken Boroughs, Darcy Battershell, Scott Schaefer, Stan Lemmel, Jyl Poehlman, Susan Davis, Marsha Sutton, Andy Wilson, David Stanford, Paul Beeman, Beth McCasland, Dan Schwartz, Scott Carey
N3-5	Requests implementation of noise limits, operation reductions, curfews, or altitude restrictions as ways to reduce current noise/overflights.	Neva Welch, Karen Feldt, Steve Lewis, William (Bill) Feldt, Andrew Wood, Stephen Barbarossa, James McCartney, Krista Scott, Jim Jobe, Patrick Smith, Iris Hernandez, Monique Cherrier, Perry Kent, Dana Hollaway, Mimi Matlack, No Name 4
N3-6	Complaint/concern about nighttime noise and awakening.	Wing Li, Deborah Harvey, Eileen Stauss, V. Kay Pedersen, Dayna Anderson, John Schindler, JoAnn Pasek, Roger Kadeg, Steve Lewis, Jim Siburg, Stephen Barbarossa, James McCartney, Jeanette Siburg, Roberta Needles, Robert Wetli, Paula Jobe, Donald Newman, Jyl Poehlman, Andy Wilson, Patrick Smith, Susan Davis, John Smythe, Valerie Constantino, Beverly Ching, Wasim Azzam, Orlando Samora, Monique Cherrier, Mike McDowell, Jennifer Stanton, Alan R. Green, Diane Bishop-Gullikson, Sandra Darby, Jim Burbidge, Martin Moore, Micha Kang Kampe, No Name 2, No Name 4, Linda Schwab, Bill (Billy) Small

COMMENT #	COMMENT/SUBJECT	COMMENTER
N3-7	Requests mitigation for existing/past noise; re-start home insulation program/mitigation outside 65 DNL.	Wing Li, Bernadine Lund, Brian Bennett, Marianne Markkanen, John Schindler, Chris Hall, Bill (Billy) Small, Pauline Cheslock, Katrina Sandeen, Becky Crompto, Linda Purlee, James McCartney, Keith Weir, Diane Numrich, Donald Newman, John Smythe, Kaylynn Griffee, Amanda Hodges, Lacey Swain, Laurel Anne Bettridge, Sharyn Parker, Beth McCasland, Kevin Carlton, Kevin Dallosto, Armond Swanson II, Roger Kadeg, Sheila Brush, Stan Lemmel
N3-8	Requests noise monitors be reviewed every 5 years.	Sandra Bisordi
N3-9	Complaints to the Port and FAA about noise have resulted in no action.	Jeanette Siburg, Michael Kun, Jim Siburg, Susan Davis, Orlando Samora, David Elliott, Julie Fluke, Dan Schwartz
N3-10	Suggests quadrupling landing fees during overnight hours to reduce noise.	Reserved
N3-11	Nighttime jet testing disturbs sleep.	John Burdine
N3-12	Complaint about nighttime noise from ground cargo handling activities including truck backup warning signals and cargo containers hitting the ground.	Michael Kun
N3-13	Request for noise abatement procedures for departing aircrafts.	Margaret Nelson, Monique Cherrier, JC Harris
N3-14	Request for additional noise monitors.	Mark Koppang, Andrew Wood, William (Bill) Feldt, Patrick Smith, John Smythe, Steve Edmiston, Dana Hollaway
N3-15	Request to increase the glide slope for a steeper approach for aircraft landings.	Andrew Wood
N3-16	Request for steeper takeoffs.	Tina Musselman, Rose Hill, Dana Hollaway
N3-17	Request for expansion of the noise mitigation area.	Linda Purlee
N3-18	Request for ongoing reporting of noise monitoring results.	Yun Pitre, Joan Baily, Joe Teeples, Jenn Ross
N3-19	Complaint about failing window treatments from previous sound insulation program.	John Burdine
N3-20	Request for ground run-up enclosure.	Andy Wilson, Marsha Sutton, Dawn Lemmel, No Name 4
N3-21	Noise levels are above the legal level.	No Name 2
N3-22	Concerns about vibration and structural damage to home.	Joan Baily

COMMENT #	COMMENT/SUBJECT	COMMENTER
N3-23	Comment about phase-out of older louder aircraft to be replaced by third generation jet aircraft.	Reserved
N3-24	Pilots who fly too low or do not follow procedures should be fined.	Heather Glen, Susan & Robert Petersen
N3-25	Requests Port require quieter aircraft at SeaTac Airport.	Barbara Chin
N3-26	Requests the use of NextGen, PBN, Continuous Descent procedures to reduce noise.	Paul Wilson-Grills
N3-27	Port should tell FAA noise minimization should be primary environmental consideration when developing new arrival/departure procedures.	Paul Wilson-Grills
N3-28	Require airlines to reduce noise levels of aircraft.	Paul Wilson-Grills, Dana Hollaway
N3-29	Port should take a leadership role in the industry to reduce noise.	Paul Wilson-Grills
N4	**Human Health**	
N4-1	Concerned about physical and mental health effects and quality of life issues due to living/working near the airport.	Dave & Terri Juberg, Linda Pappas, Bernadine Lund, Tina Musselman, Chris Hall, Steve Lewis, James McCartney, Jeanette Siburg, Roberta Needles, Diane Numrich, Rose Hill, Valerie Constantino, Beverly Ching, Mr. Roberson, Mira Palosaari, Mr. Palosaari, Ms. Oliver, Earnest Thompson, Kaylynn Griffee, Susan & Robert Petersen, Carol Sabotka, Carole Kirkpatrick, Peggy Jeffcoat, Mary & Kamran Mukhtar, Mira Palosaari, Orlando Samora, No Name 2
N4-2	Feels it is unfair to send hazardous waste from State of Washington to other states.	Sidney Carter, Laurie Marum, Peggy Jeffcoat, Peter (no last name)
N4-3	Concerned about perceived higher cancer rates and ALS disease in neighborhoods adjacent to SeaTac.	Blanche Hill, Jan Anderson, Kaylynn Griffee, Amy Hitchens
N4-4	Concerned there is a lack of studies regarding the past few years increase in flights and their effects on health.	Dayna Anderson, Mr. Wachtel
N4-5	Concern that fruits and vegetables grown under the flight path are not safe to eat.	Joan Baily

COMMENT #	COMMENT/SUBJECT	COMMENTER
N5	**Effects of 3rd Runway**	
N5-1	Complaint/concern about the health impacts of increased flights from 3rd runway producing more emissions, particulates, soot, and creating or exacerbating respiratory illness.	Marcia Wollam, Paul Beeman, Ms. Oliver, Marianne Markkanen, Kaylynn Griffee
N5-2	Complaint/concern about the noise impacts of increased flights from 3rd runway.	Chris Hall, Steve Lewis, Ray Miryekta, Kurt Moss, Susan Petersen, Gigi Sather, Dave Juberg, Terri Juberg, Catherine Milne, Dayna Anderson, Tina Larson, Kendra Wight, Marianne Markkanen, Becky Crompto, Carol Sabotka, Meg Reynolds, Paul Beeman, Keith Weir, Kaylynn Griffee, Vicki and Brian Lord, Lynette Andrews, Megan Campbell, Nancy Kennedy, Tom and Betsy Sproger, Kim Losnegard, Jim & Paula Jobe
N5-3	Request for mitigation in Federal Way for impacts from the 3rd runway.	Margaret Nelson, Bill (Billy) Small, Susan & Robert Petersen, Stevan Gorcester, Linda Schwab, Martin Moore
N5-4	Request to study the effects of the 3rd runway as currently operated.	Margaret Nelson, Becky Crompto, Stan Lemmel
N5-5	General complaint about the use of the 3rd runway.	Karen Feldt, Bill (Billy) Small, Robin Rawlings, Joan Baily, Paula Jobe, Donald Newman, Joe Teeples, Valerie Constantino, Beverly Ching, Diane Knutson, Kyhra Hessel, Armond Swanson II, Diane Knutson, William (Bill) Feldt
N5-6	Request for limits on use of 3rd runway on weekends.	Susan Davis
N6	**Socioeconomic**	
N6-1	Concerned about loss in property values due to noise, overflights, and pollution.	Anet Fox, Dave Juberg, Dayna Anderson, Tina Larson, Chris Hall, Krista Scott, Paula Jobe, Andy Wilson, Beverly Ching, Ms. Oliver, Susan & Robert Petersen, Kim Losnegard, Diane Bishop-Gullikson, Richard Beutz, Bonnie West-Armstrong, Shari Sewell, David Ortman, Iris Hernandez, David Stanford
N6-2	Tax money should not be going to Port of Seattle.	Dave Juberg, No Name 4
N6-3	Concern that impacts from current airport operations is an environmental justice issue.	Jeanette Siburg

COMMENT #	COMMENT/SUBJECT	COMMENTER
N6-4	Tax revenue from increased airport operations should be used to offset loss of property value.	Phil Yohann, Calvin Falter
N7	**Biological/Natural Resources**	
N7-1	Concern about the impact of noise and airport operations on animals.	Dan Schwartz, Steven W Cox
N8	**Water Resources**	
N8-1	Concerned about water quality for creeks flowing into The Sound. Previous impacts to Miller Creek.	Keith Weir, Matthew Mahoney, Nancy Kennedy, Tai Oh, Caryl Utigard, Valerie Miller
N8-2	Concerned how a creek near Des Moines Creek Trail is being protected from adjacent construction site.	Jill Aldrich
N9	**Public Property & Resources**	
N9-1	Feels Federal Way has gotten bad publicity and, as result, a bad reputation.	
N9-2	Concern over impacts to schools and health.	Lisa Patton, Ms. Oliver
N9-3	There's too much traffic from airport today.	Pam Fernald
N10	**General**	
N10-1	Concerned about tree removal by the airport.	Roberta Needles, Lauren Frederick, Susan Davis, Marianne Markkanen, Mr. Palosaari, Debi Wagner, Jenn Ross, Matthew Mahoney, Kelsie Maney, Diane Evans, Mimi Matlack, Mira Palosaari, No Name 4
N10-2	The Airport has too many projects over budget.	Mike Welch, Amy Kaminishi
N10-3	There should be an 'and' between the words Terminal and Parking on airport signage.	Anet Fox
N10-4	Concerned about safety because of more flights/NextGen.	Dave Juberg, Terri Juberg, Laurie McEachern, John Raymer, Laurel Anne Bettridge, Ronald Glen
N10-5	Complaint/concern about aircraft overflights affecting cell phone service.	Eileen Stauss, Yolanda Manato, Ms. Oliver, Marianne Markkanen
N10-6	Requests more moving sidewalks in the airport for passengers that may not be able to walk easily.	Catherine Milne
N10-7	Complaint/concern about aircraft overflights affecting television reception.	Scott Stallman, Marianne Markkanen
N10-8	Complaint/concern about dumping of fuel.	Bill Morgan, Dayna Anderson, John Schindler, Diane Numrich, Norma Jean O'Mallley, Patti Petruska, Michael Kun, No Name 1

COMMENT #	COMMENT/SUBJECT	COMMENTER
N10-9	Concerned about safety due to birds in engines.	Bill Morgan, Kevin Carlton
N10-10	The Port has not been a good neighbor and cannot be trusted.	Susan & Robert Petersen, JC Harris, Mark Proulx, Bruce Davidson, Sheila Brush, Sharyn Parker, Carole Kirkpatrick, Chris Mitchell, Earnest Thompson, Sandra Mock, JoAnn Pasek
N10-11	Commenter questions the authority of jurisdictions to enact building codes which dictate certain standards for houses near the Airport.	Kaylynn Griffee, Karen Feldt
N10-12	Lack of hearings and notices during recent years; increase in flights.	Meg Reynolds
N10-13	It is favorable that seats are much wider and the number of seats increase.	Peruana
N10-14	It is favorable that the boards of direction indicators are more visible and clearer.	Peruana, Meg Reynolds
N10-15	Concern about missed approaches and full power climb out.	Michael Kun, Dana Hollaway
N10-16	Port should change policies so that employees who point out safety issues are not fired/demoted.	Bernadine Lund
N10-17	Request to provide data on aborted landings due to airport congestion.	Tina Musselman
N10-18	What studies were done on the impact of recent growth prior to it occurring?	Judy Grande, Kaylynn Griffee, Martin Moore
N10-19	Concern about the effects of concentrating flights within a narrow corridor.	Mark Koppang
N10-20	How does Port collect pollution data? Where and how frequently is soil tested? Has soil been tested at new Des Moines Elementary School?	Judy Grande, Calvin Falter
N10-21	The Port of Seattle should have representation from the south side communities and Port Commissioners should be elected by districts not at-large.	Karen Feldt, Paula Jobe
N10-22	The "No Fly Zones" over wealthy areas of Seattle should be eliminated.	Karen Feldt
N10-23	The Port of Seattle should be advocating on behalf of the people to Congress.	Jeff Lewis, No Name 4

COMMENT #	COMMENT/SUBJECT	COMMENTER
N10-24	The Port and airlines only consider profits and the public concerns are not taken into consideration. The expansion only serves the airline industry.	Linda Purlee, Steve Numrich, Susan Davis
N10-25	Residential development should not be allowed near airports.	Allen (no last name), No Name 5
N10-26	People should work together and use technology to solve problems.	Roberta Needles, Daniel Moore
N10-27	Suggestion to relocate cargo operations to another airport.	Daniel Moore, Frank Needles, Larry Knutson, No Name 4
N10-28	Security of airport is not adequate. Should have plans in place for updating security and notifying public of events.	Bernadine Lund
N10-29	Concerns about contamination from the fuel farm.	S. Ashurst
N10-30	Question about the Port of Seattle funding for the light rail.	Karen Anthony
N10-31	Concerns about building security.	Joe Teeples
N10-32	How much growth has occurred at other airports in the region?	Judy Grande, Laurie Marum
N10-33	Use of the Day-Night Average Sound Level (DNL) in the noise model is flawed and does not account for the frequency and loudness of aircraft.	Jane Davis
N10-34	What kinds of alternative fuels/electric aviation technology are there and when will they be used?	Judy Grande
N10-35	Concern about changes in flight paths without notification.	Jill Aldrich
N10-36	Concern about other development near the airport.	Rolf Amundson, Dale & Linda Peterson, Sharon Morehouse, Earl Harper, Carl Craven, Marianne Markkanen, Lauren Frederick, Brieana Paice, Kate (no last name), Kate Hudson, Kathy Roeder, Laura Feinstein, Ming-Dao Wu, Tony Rosso, Chestine Edgar, Edie Staiger, Laurie McEachern
N10-37	No Attachment Submitted.	David Ortman
N10-38	The Port wasted money and broke the law during the 3rd runway construction.	David Ortman

COMMENT #	COMMENT/SUBJECT	COMMENTER
N10-39	EIS for 3rd runway failed to disclose all the impacts.	Jane Davis
N10-40	Requesting FAA provide copy of EA, FONSI, CATEX from 2006/2007.	Debi Wagner
N10-41	Commitments to monitor air pollution in the 1997 EIS were not followed through.	Debi Wagner
N10-42	Suggests Port should not accept federal funding so that they can implement nighttime curfew.	Dana Hollaway

COMMENT #	COMMENT/SUBJECT	COMMENTER
	AGENCY/ORGANIZATION COMMENTERS	
AA	**Alaska Airlines**	
AA-1	The Port and FAA should prepare a NEPA EIS instead of an EA because it may be more cost-effective and may reduce the mitigation commitments on the project.	
AA-2	Port should include an alternative development plan that eliminates the need for the north terminal so the airport is not overbuilt (suggested alternative includes expansion of the existing concourses in the main terminal).	
AA-3	The upcoming airspace capacity study should be a part of the SAMP environmental review.	
AA-4	Suggest that some of the SAMP projects could be separated out of the SAMP environmental review and processed independently as Categorical Exclusions.	
CST	**City of SeaTac**	
CST-1	The impacts of the Long-Term Vision elements of the SAMP should be analyzed and disclosed as part of the SEPA EIS.	
CST-2	This SAMP environmental review needs to include analysis of the impacts and growth-related effects of recent projects, in accordance with the September 15, 2015 LOU between the City and the Port.	
CST-3	The transportation analysis should include impacts of projected use of public transit for passengers and employees accessing the airport.	
CST-4	The transportation analysis should evaluate the impact of SR 509 construction on the airport-related cargo traffic.	

COMMENT #	COMMENT/SUBJECT	COMMENTER
CST-5	Requests that wetland impacts and traffic impacts of the employee surface parking lot (L06) element of the Near-Term Projects be assessed as part of the EIS.	
CST-6	Requests that traffic impacts of the cargo facility (C02/C03) elements of the Near-Term Projects be assessed as part of the EIS.	
CST-7	The transportation analysis of the SAMP environmental review needs to address how the Port will mitigate off-site transportation impacts.	
DM	**City of Des Moines**	
DM-1	The process being used does not appropriately consider the development that has occurred and is occurring at the airport, specifically, the increased use of the 3rd runway and the overall growth of activity over the last 7 years.	
DM-2	The process appears to contradict SEPA requirements because it does not include the Long-Term Vision. This is an incremental approach, which is not consistent with SEPA.	
DM-3	Actions to provide appropriate environmental review of the SAMP have taken place outside of the bounds of SEPA.	
DM-4	Requests for various documents and questions in order to better understand the project and the process, including the following:	
	Tracon and Tower Standard Operating Procedures	
	Any Letters of Agreement between the Tower, Tracon, Boeing Field	
	Are there new instrument flight procedures being developed for the airport?	
	What is the status of the .41A process?	

COMMENT #	COMMENT/SUBJECT	COMMENTER
DM-5	Expressed concern about specific impacts on the city from aircraft operations, including the following:	
	Noise and health impacts	
	Fuel dumping	
	Fuel emissions	
	Transportation impacts	
	Siting a 2nd regional airport	
	Scoping needs to address the environmental and health impacts of NextGen implementation	
	Include a review of increasing the Runway 34R glide path	
	Include the results of the other concurrent studies (UW UFP, PSRC Regional Aviation Baseline, and the Budget Proviso)	
DoE	**State of Washington, Department of Ecology**	
DoE-1	It would be helpful if the document discussed GHG mitigation strategies.	
DoE-2	Partnership GHG mitigation strategies would be worthwhile since there are scope 3 sources.	
DoE-3	Requests that climate resiliency be considered in terms of its impact on the Near-Term Projects.	
DoE-4	There are no known contamination sites in the area, but there may be other areas of contamination depending on where work will occur.	
ECR	**El Centro de la Raza**	
ECR-1	Request Port of Seattle to prepare quantitative air and noise study, focusing on health impacts/risk for Beacon Hill.	
ECR-2	Request that Beacon Hill be considered an environmental justice community and to conduct the prescribed analysis of impacts for the project.	

COMMENT #	COMMENT/SUBJECT	COMMENTER
ECR-3	Request that the study consider alternatives related to the construction of a regional airport or moving to a regional airport system.	
EPA	**US Environmental Protection Agency**	
EPA-1	US EPA Comment Letter	
FW	**City of Federal Way**	
FW-1	The NEPA/SEPA process needs to include less expansive alternatives to the Port's Near-Term Projects, including:	
	No Project	
	Constrained Alternatives that do not meet the unconstrained forecasts but reduce impacts	
FW-2	All current or recently completed projects should be evaluated together with the Near-Term Projects in order to determine cumulative impacts. Otherwise it is segmenting the projects, which only hides overall impacts.	
FW-3	Cumulative impacts of all future projects, including the Long-Term Vision, must be analyzed now. To do otherwise would be segmentation.	
FW-4	Scoping must incorporate results of other relevant studies, even if this delays the EA/EIS. These studies include:	
	UW UFP study	
	State of Washington Department of Commerce study of community impacts of SeaTac operations	
	PSRC Regional Aviation Baseline Study	
	Washington State Legislature Joint Transportation Committee Air Cargo Study	
FW-5	Relevant impacts of past actions must be evaluated versus what was projected at that time.	

COMMENT #	COMMENT/SUBJECT	COMMENTER
FW-6	Foreseeable changes relevant to SEA-TAC operations must be included in the SAMP environmental review, including:	
	NextGen RNP	
	Optimized Profile Descent, Wake RECAT	
FW-7	Requests that supplemental metrics, other than DNL, be used to evaluate all the noise impacts, including:	
	Single event noise ("SEL")	
	Not limiting to 65 DNL contour area	
	Noise as quality of life and health issue, not just annoyance	
FW-8	The Port should provide the community with the data and tools to independently confirm the results of the noise and air quality analysis.	
FW-9	Requests that impacts associated with increased nitrogen oxide, fine particulate matter, ultra-fine particulate matter, air quality, risk analysis, and impact of transition to biofuels be analyzed as part of the SAMP environmental review.	
FW-10	All feasible mitigation and abatement measures and alternatives to address impacts to the community must be considered, including:	
	Changing glide slope	
	Changing flight tracks	
	Changing flight schedules	
FW-11	Environmental justice must be analyzed and include the results of previous and upcoming studies.	
FW-12	Consider allowing the State Department of Transportation or appropriate state agency to serve as the SEPA lead agency.	

COMMENT #	COMMENT/SUBJECT	COMMENTER
JC	**Joint City Comments (Des Moines, Burien, Normandy Park, and Sea-Tac)**	
JC-1	The projected increase in operations and passengers will result in a substantial increase in noise and overflights, congestion, health impacts, and fuel releases.	
JC-2	A sustainable master plan and good neighbor approach should result in an objective assessment of benefits/impacts to quality of life for the neighboring communities.	
JC-3	The Port should analyze the impacts of the Long-Term Vision projects as well as the Near-Term Projects.	
JC-4	The Port needs to assess the impact of changes that have occurred over the last few years.	
JC-5	The analysis must look at the use of existing airports or siting a new airport as an alternative.	
JC-6	The NEPA/SEPA studies should incorporate airport modeling data, TAAM, AEDT, and the work from the PBN working group over the last 10 years.	
JC-7	The NEPA/SEPA studies should include evaluation of other air traffic procedures like the Burien turn, Wake RECAT, etc. that occurred since 2012.	
JC-8	Existing and proposed run up pads need to be addressed in the EA/EIS.	
JC-9	The EA/EIS should evaluate ways to mitigate noise (e.g., point merge, sound walls, etc.).	
JC-10	The documents should clearly delineate the roles and responsibilities of the FAA and the Port.	
JC-11	Address and mitigate impacts related to learning and environmental justice.	
JC-12	Address ad mitigate congestion impacts associated with cargo growth.	

COMMENT #	COMMENT/SUBJECT	COMMENTER
JC-13	Quantify and mitigate for climate change impacts.	
JC-14	Ensure all SAMP documents conform to Title VI of the CRA for limited English.	
JC-15	The EA/EIS needs to address impacts associated with the L-shaped parcels and explain why they were selected in the SAMP.	
JC-16	The EA/EIS needs to address congestion and traffic on local surface streets.	
JC-17	The EA/EIS needs to address both indirect and cumulative impacts of the air traffic levels enabled by the project on DOT 4(f) resources.	
JC-18	Elements of the SAMP are inconsistent with the Part 150 and should be evaluated, including voluntary rescheduling of nighttime flights, preferential runway use, and use of noise abatement corridors.	
JC-19	The EA/EIS should utilize supplemental metrics in addition to 65 DNL to assess and disclose impacts.	
PS	**Puget Sound Regional Council**	
PS-1	The SAMP and its implementation will help advance the regional goal of competing globally.	
PS-2	Discussion of SeaTac Airport's regional context should acknowledge and consider the regional aviation system policies included in the Regional Transportation Plan (2018).	
PS-3	The Port should consider alternatives that provide convenient access to components of the regional transit system.	
PS-4	Benefits and impacts of the plan to transit, roads, and non-motorized facilities should be studied in the EIS.	

COMMENT #	COMMENT/SUBJECT	COMMENTER
PS-5	Acknowledge the Airport's role in the SeaTac Regional Growth Center as defined in Vision 2040 and study the effects of the plan on the region's growth management plan.	
ST	**Sound Transit**	
ST-1	The SAMP EIS should evaluate the potential for cumulative construction period effects during construction of the Near-Term Projects along with the other various transportation projects occurring in the area.	
ST-2	Evaluation of the Near-Term Projects should consider potential effects on existing transit operations.	
TU	**City of Tukwila**	
TU-1	Request that the Port examine traffic impacts on surrounding roadways, at least 10 miles from the airport, in the EIS.	
TU-2	Request that the Port fund the Strander Multi-Modal Connector as possible mitigation for traffic impacts.	
TU-3	Request that the Port study how to divert airport traffic from traveling on Tukwila International Blvd, and if that cannot be accomplished then the Port should provide funding to mitigate the impacts.	
TU-4	Request that the EIS examine air quality issues associated with motorists and freight traffic and not just aircrafts.	
TU-5	Request that future mitigation for air quality issues should account for impacts in the City of Tukwila.	
TU-6	Request that the Port examine ways to prevent airport employees from parking at the light rail station to avoid paid parking.	
TU-7	Request that the EIS examines social justice issues, specifically related to access to living wage jobs.	

COMMENT #	COMMENT/SUBJECT	COMMENTER
TU-8	Request to see specific job numbers and salaries for Tukwila residents who work at the Port.	
WSD	**Washington State Department of Transportation**	
WSD-1	The scope of the environmental document should include detailed discussions of traffic impacts and propose multi-modal solutions to address these impacts.	
WSD-2	FAA/Port should consider offering FHWA, FTA, WSDOT, and Sound Transit cooperating agency participation in the environmental review process.	
WSD-3	Cumulative impacts should be identified for all disciplines analyzed.	
WSD-4	Suggests that Transportation should be a new NEPA category.	
WSD-5	Suggests the environmental review should share data and evaluate the Near-Term Projects' impact on other WSDOT projects (Puget Sound Gateway Program, I-405 widening, and SR 518 Corridor Study).	
WSD-6	What are the impacts of particulate matter and GHG emissions on air quality?	
WSD-7	What mitigation and GHG reduction strategies are being considered?	
WSD-8	Suggests including various air emission reduction strategies in the plan.	
WSD-9	Requests equalizing fuel criteria for all vehicles, not just Taxi/TNCs.	
WSD-10	Suggests including how land uses encourage mobility for people with disabilities, low income, and other disadvantaged populations.	
WSD-11	Concerned the purpose and needs are too narrowly construed and should include more about connections to other modes of transport.	

COMMENT #	COMMENT/SUBJECT	COMMENTER
WSD-12	Purpose and need should include a statement about growth management of major multimodal nodes serving SeaTac.	
WSD-13	The way the purpose and need statements were organized were helpful and WSDOT is most interested on those projects that impact the local roads and state highways.	
WSD-14	Suggests Port consider reducing the number of parking garages in the plan and consider demand management strategies.	
WSD-15	How do the results of the Joint Transportation Commission's Air Cargo Study affect the need for additional cargo facilities at the airport?	
WSD-16	Improvements to local roads/intersections should be addressed as part of the elevated busway element of the Near-Term Projects.	
WSD-17	The Second Terminal element of the Near-Term Projects should address connectivity to the non-airport road network.	
WSD-18	Improvements to local roads/intersections should be addressed as part of the north ground transportation lot element of the Near-Term Projects.	
WSD-19	Capture impacts of the offsite employee parking element of the Near-Term Projects on local roads/highways should be included in the analysis.	
WSD-20	Should address the issue of truck parking with the two new cargo warehouse buildings in the Near-Term Projects.	

COMMENT #	COMMENT/SUBJECT	COMMENTER
FORM LETTER COMMENTERS		
	Fight the Flight Form Letter	
S2-1	Include use of existing or a new regional airport to reduce activity/impacts in the NEPA/SEPA studies.	Anonymous, Ace Harrison, Adelle Comfort, Alan Davis, Alli Larkin, Amy France, Amy Glassman, Andrew Wood, Andy Wilson, Angela Griffin, Anne Kroeker, Ashley Baker, Barbara Cornwall, Barbara Doornink, Barry Smith, Bernedine Lund, Bette Allen, Bill Adams, Bobby Stratton, Bonnie Baker, Brad McKeown, Brett Piper, Brian Bennett, Bruce Dennis, Calumi Gligorea, Calvin Gligorea, Candace Urquhart, Cara Zemanek, Carl Craven, Carla Anderson, Carol Allread, Carol Belland, Carol Parsons, Carol Ramey, Carol Stream, Carolyn Corbin, Caryl Utigard, Catherine Milne, Cathy Barton, Charles Michael Stearman, Cheryl Evans, Chris Barboarossa, Chris Hall, Cindy Cripe, Constance Ace, Cindy Codoni, Dan Schwartz, Dan Simmons, Dana Hollaway, Daniel Sadowitz, Danylle Edson, Darcy Battershell, Dave Ramey, David Dedrickson, David Schmidt, David Sharpe, David Stevson, David Zemanek, Dawn Lemmel, Dayna Anderson, Deb Yohann, Deborah Dennis, Deborah Harvey, Debra Seiler, Denise Furman, Denise Philips, Denise Reinke, Denman Smith, Dennis Wallick, Diane Collier, Diane Knutson, Diane Numrich, Dianne Hoerle, Dini Duchos, Don Murray, Donald Newman, Donna Tarabochia, Doreen Harper, Dorothee Maces, Dorothy Griffin, Dorothy Ison, Dorothy Pederson, Douglas Wetz, Earl Harper, Edie Staiger, Elissa Stern, Elizabeth Bermel, Elizabeth Burn, Ellen McCammon, Emily Lo, Erica Schindler, Erik Peterson, Eunbok Sadowitz, Frank & Elaine Young, Frank Crosswhite, Frank Peto, Gary Gibson, George Scott, Georgina Wickland, Gerald (Gerry) Wieder, Gigi Sather, Glen Sankey, Glen Urquhart, Gloria Crepeau, Han Lee, Harry Steinmetz, Heather Bibby, Heather Biddy, Hillary Britt, Iris Hernandez, Jacqueline Benster,

COMMENT #	COMMENT/SUBJECT	COMMENTER
		James McCartney, Jamie Scatena, Jane Bentley, Jane Davis, Jane Riordan, Janet Allman, Janet Paige, Janet Slezak, Janet Smith, Jason Erskine, Javier Tordable, Jay Hasbrouck, Jean Higgins, Jeanette Siburg, Jeanne Polk, Jennifer Johnson, Jennifer Stock, Jenny Smith, Jerald Pederson, Jesse Hart, Jill Tinker, Jim Paige, Jim Siburg, Joan Seidel, Joan Zatloukal, Joanne Meyers, John Johnson, John Rayme, John Rizzardi, John Schindler, John Schneider, Jon Struss, Joni Baily, Joseph Radmacher, Joyce Bernal, Joyce Stratton, Judi Armer, Judith Grande, Julia Sennewald, Julie Fluke, Julie Pangilinan, Karen Campbell Wood, Karen Connelly, Karen Feldt, Kathryn Conlbourn, Kathryn Enlow, Katie Jules, Katrina Sandeen, Kay Pedersen, Ken Olson, Kerry Allman, Keshjon Smith, Keyondre McDonald, Kimo Douglas, Kristi Brewer, Kurt Moss, Larry Cripe, Larry Knutson, Larry Mcdonald, Lauren Frederick, Laurie McEachern, Linda Bagley, Linda Castillo, Linda Purle, Lisa Meinecke, Lisa Patton, Liz Coleman, Louise Wessel, Lynn Meyer, M. Mizumoto, Malcolm Burn, Marcia Wollam, Margaret Ess, Margaret Nelson, Margo Rolf, Marian Julum, Marianne Markkanen, Marilyn Onstott, Mark Koppang, Marsha Sutton, Martin Moore, Mary Connelly, Mary Eun, Matthew Mahoney, Meschell Miloscia, Micha Kampe, Michael Kun, Michelle Chaves, Michelle McAlister, Mitzi Gligorea, Morgan Bell, Muriel Haegele, Nancy Corr, Nancy Leveson, Nancy Robertson, Nancy Stephan, Nancy Teeples, Nancy Tosta, Olga Drayton, OP Mark, Ophelia Mcdonald, Pat Kinney, Patricia Denniston, Patricia James, Patricia Moss, Patrick Smith, Patti Linscott, Patti Petruska, Paula McDonald, Pauline Cheslock, Penelope Edlund, Pete Stream, Peter Holder, Peter Leveson, Peter Phillips, Phil Yohann, Phillip Sell, R Wagner, R. Kathleen Oljar, Randall Parsons, Raphael Sadowitz, Ray Miryekta,

COMMENT #	COMMENT/SUBJECT	COMMENTER
		Raymond Hayes, Rebecca Maltos, Regan Erskine, Renee Brown, Rhonda Cavanaugh, Richard Connelly, Richard Tarabochia, Robbie Howell, Robert Herzog, Roberta Needles, Robin Rawlings, Rorie Zajac, Rose Stratton, Rosemary Mastro, Sandra Bisordi, Sara Aguilar, Sharon Morehouse, Sharyn Parker, Sheila Brush, Sheila Cavan, Sheila Murray, Shelley Merryfield, Stan Lemmel, Stephanie Leffler, Stephen Barbarossa, Stephen Griffin, Stephen Lewis, Steve Edmiston, Steve Numrich, Steven Pedersen, Susan Bara, Susan Canizales, Susan Honda, Susan Petersen, Susan Plecko, Susan Slettvet, Susan White, Tammy Wallick, Terri Juberg, Terri Sankey, Theresa Mintzer, Therese Crosswhite, Thomas McCarthy, Thomas Mintzer, Thomas Pelzel, Thomas Wingard, Tina Calico, Tina Musselman, Toni Lally, Traci Buxton, Tricia Anderson, Twyla Lawrence, Valerie Constrantino, Vicki Andrews, Vicky Hartley, Wendy Haley, Wendy Hall, Wendy Hall, William Corbin, William Damato, William Feldt, William Linscott, William Riordan, William Vogel, Young Lee

COMMENT #	COMMENT/SUBJECT	COMMENTER
S5-1	Request for human heath impact/risk studies as part of NEPA/SEPA process.	Anonymous, Ace Harrison, Adelle Comfort, Alan Davis, Alli Larkin, Amy France, Amy Glassman, Andrew Wood, Andy Wilson, Angela Griffin, Anne Kroeker, Ashley Baker, Barbara Cornwall, Barbara Doornink, Barry Smith, Bernedine Lund, Bette Allen, Beverly China, Bill Adams, Bobby Stratton, Bonnie Baker, Brad McKeown, Brett Piper, Brian Bennett, Bruce Dennis, Calumi Gligorea, Calvin Gligorea, Candace Urquhart, Cara Zemanek, Carl Craven, Carla Anderson, Carol Allread, Carol Belland, Carol Parsons, Carol Ramey, Carol Stream, Carolyn Corbin, Caryl Utigard, Catherine Milne, Cathy Barton, Charles Michael Stearman, Cheryl Evans, Chris Barboarossa, Chris Hall, Cindy Cripe, Constance Ace, Cindy Codoni, Dan Schwartz, Dan Simmons, Dana Hollaway, Daniel Sadowitz, Danylle Edson, Darcy Battershell, Dave Ramey, David Dedrickson, David Schmidt, David Sharpe, David Stevson, David Zemanek, Dawn Lemmel, Dayna Anderson, Deb Yohann, Deborah Dennis, Deborah Harvey, Debra Seiler, Denise Furman, Denise Philips, Denise Reinke, Denman Smith, Dennis Wallick, Diane Collier, Diane Knutson, Diane Numrich, Dianne Hoerle, Dini Duchos, Don Murray, Donald Newman, Donna Tarabochia, Doreen Harper, Dorothee Maces, Dorothy Griffin, Dorothy Ison, Dorothy Pederson, Douglas Wetz, Earl Harper, Edie Staiger, Elissa Stern, Elizabeth Bermel, Elizabeth Bermelt, Elizabeth Burn, Ellen McCammon, Emily Lo, Erica Schindler, Erik Peterson, Eunbok Sadowitz, Frank & Elaine Young, Frank Crosswhite, Frank Peto, Gary Gibson, George Scott, Georgina Wickland, Gerald Wieder, Gigi Sather, Glen Sankey, Glen Urquhart, Gloria Crepeau, Han Lee, Harry Steinmetz, Heather Bibby,

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S11-3	Delay NEPA/SEPA studies to include results of other studies, including University of Washington's ultra-fine particulate matter study and PSRC Regional Aviation Baseline Study.	Anonymous, Ace Harrison, Adelle Comfort, Alan Davis, Alli Larkin, Amy France, Amy Glassman, Andrew Wood, Andy Wilson, Angela Griffin, Anne Kroeker, Ashley Baker, Barbara Cornwall, Barbara Doornink, Barry Smith, Bernedine Lund, Bette Allen, Beverly China, Bill Adams, Bobby Stratton, Bonnie Baker, Brad McKeown, Brett Piper, Brian Bennett, Bruce Dennis, Calumi Gligorea, Calvin Gligorea, Candace Urquhart, Cara Zemanek, Carl Craven, Carla Anderson, Carol Allread, Carol Belland, Carol Parsons, Carol Ramey, Carol Stream, Carolyn Corbin, Caryl Utigard, Catherine Milne, Cathy Barton, Charles Michael Stearman, Cheryl Evans, Chris Barboarossa, Chris Hall, Cindy Cripe, Constance Ace, Cindy Codoni, Dan Schwartz, Dan Simmons, Dana Hollaway, Daniel Sadowitz, Danylle Edson, Darcy Battershell, Dave Ramey, David Dedrickson, David Schmidt, David Sharpe, David Stevson, David Zemanek, Dawn Lemmel, Dayna Anderson, Deb Yohann, Deborah Dennis, Deborah Harvey, Debra Seiler, Denise Furman, Denise Philips, Denise Reinke, Denman Smith, Dennis Wallick, Diane Collier, Diane Knutson, Diane Numrich, Dianne Hoerle, Dini Duchos, Don Murray, Donald Newman, Donna Tarabochia, Doreen Harper, Dorothee Maces, Dorothy Griffin, Dorothy Ison, Dorothy Pederson, Douglas Wetz, Earl Harper, Edie Staiger, Elissa Stern, Elizabeth Bermel, Elizabeth Bermelt, Elizabeth Burn, Ellen McCammon, Emily Lo, Erica Schindler, Erik Peterson, Eunbok Sadowitz, Frank & Elaine Young, Frank Crosswhite, Frank Peto, Gary Gibson, George Scott, Georgina Wickland, Gerald Wieder, Gigi Sather, Glen Sankey, Glen Urquhart, Gloria Crepeau, Han Lee, Harry Steinmetz, Heather Biddy,

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S11-4	Assess impacts that exceed Near-Term Projects forecasted operations/worst case.	Anonymous, Ace Harrison, Adelle Comfort, Alan Davis, Alli Larkin, Amy France, Amy Glassman, Andrew Wood, Andy Wilson, Angela Griffin, Anne Kroeker, Ashley Baker, Barbara Cornwall, Barbara Doornink, Barry Smith, Bernedine Lund, Bette Allen, Beverly China, Bill Adams, Bobby Stratton, Bonnie Baker, Brad McKeown, Brett Piper, Brian Bennett, Bruce Dennis, Calumi Gligorea, Calvin Gligorea, Candace Urquhart, Cara Zemanek, Carl Craven, Carla Anderson, Carol Allread, Carol Belland, Carol Parsons, Carol Ramey, Carol Stream, Carolyn Corbin, Caryl Utigard, Catherine Milne, Cathy Barton, Charles Michael Stearman, Cheryl Evans, Chris Barboarossa, Chris Hall, Cindy Cripe, Constance Ace, Cindy Codoni, Dan Schwartz, Dan Simmons, Dana Hollaway, Daniel Sadowitz, Danylle Edson, Darcy Battershell, Dave Ramey, David Dedrickson, David Schmidt, David Sharpe, David Stevson, David Zemanek, Dawn Lemmel, Dayna Anderson, Deb Yohann, Deborah Dennis, Deborah Harvey, Debra Seiler, Denise Furman, Denise Philips, Denise Reinke, Denman Smith, Dennis Wallick, Diane Collier, Diane Knutson, Diane Numrich, Dianne Hoerle, Dini Duchos, Don Murray, Donald Newman, Donna Tarabochia, Doreen Harper, Dorothee Maces, Dorothy Griffin, Dorothy Ison, Dorothy Pederson, Douglas Wetz, Earl Harper, Edie Staiger, Elissa Stern, Elizabeth Bermel, Elizabeth Bermelt, Elizabeth Burn, Ellen McCammon, Emily Lo, Erica Schindler, Erik Peterson, Eunbok Sadowitz, Frank & Elaine Young, Frank Crosswhite, Frank Peto, Gary Gibson, George Scott, Georgina Wickland, Gerald Wieder, Gigi Sather, Glen Sankey, Glen Urquhart, Gloria Crepeau, Han Lee, Harry Steinmetz, Heather Bibby,

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COMMENT #	COMMENT/SUBJECT	COMMENTER
	Vashon Island Fair Skies Form Letter	
S2-1	Include use of existing or a new regional airport to reduce activity/impacts in the NEPA/SEPA studies.	Andrew Wiesnet, Anonymous, Ayumi Luke, Beth Anne Freiling, Cary Huffman, Catherine Grady, Joel Walters, Kaye Pierson, Kevin Jones, Laura Bienen, Norah Sullivan, Rayne Beaudoin, RJ Skiliman, Robert Luke, Sherene Zolno, Vicki Dunakin, David Berger
S4-1	Study noise at same level of detail for communities outside the six neighboring airport cities.	Andrew Wiesnet, Anonymous, Ayumi Luke, Beth Anne Freiling, Cary Huffman, Catherine Grady, Joel Walters, Kaye Pierson, Kevin Jones, Laura Bienen, Norah Sullivan, Rayne Beaudoin, RJ Skiliman, Robert Luke, Sherene Zolno, Vicki Dunakin
S4-2	Noise study should include airframe noise.	Andrew Wiesnet, Anonymous, Ayumi Luke, Beth Anne Freiling, Cary Huffman, Catherine Grady, Joel Walters, Kaye Pierson, Kevin Jones, Laura Bienen, Norah Sullivan, Rayne Beaudoin, RJ Skiliman, Robert Luke, Sherene Zolno, Vicki Dunakin
S5-1	Request for human heath impact/risk studies as part of NEPA/SEPA process.	Andrew Wiesnet, Anonymous, Ayumi Luke, Beth Anne Freiling, Cary Huffman, Catherine Grady, Joel Walters, Kaye Pierson, Kevin Jones, Laura Bienen, Norah Sullivan, Rayne Beaudoin, RJ Skiliman, Robert Luke, Sherene Zolno, Vicki Dunakin
S11-1	Assess impacts of recent growth in the NEPA/SEPA studies. Reset the baseline to include previous actions.	Andrew Wiesnet, Anonymous, Ayumi Luke, Beth Anne Freiling, Cary Huffman, Catherine Grady, Joel Walters, Kaye Pierson, Kevin Jones, Laura Bienen, Norah Sullivan, Rayne Beaudoin, RJ Skiliman, Robert Luke, Sherene Zolno, Vicki Dunakin

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S11-2	Assess impacts of Port's Long-Term Vision in NEPA/SEPA studies.	Andrew Wiesnet, Anonymous, Ayumi Luke, Beth Anne Freiling, Cary Huffman, Catherine Grady, Joel Walters, Kaye Pierson, Kevin Jones, Laura Bienen, Norah Sullivan, Rayne Beaudoin, RJ Skiliman, Robert Luke, Sherene Zolno, Vicki Dunakin
S11-3	Delay NEPA/SEPA studies to include results of other studies, including University of Washington's ultra-fine particulate matter study and PSRC Regional Aviation Baseline Study.	Andrew Wiesnet, Anonymous, Ayumi Luke, Beth Anne Freiling, Cary Huffman, Catherine Grady, Joel Walters, Kaye Pierson, Kevin Jones, Laura Bienen, Norah Sullivan, Rayne Beaudoin, RJ Skiliman, Robert Luke, Sherene Zolno, Vicki Dunakin, David Berger
S11-4	Assess impacts that exceed Near-Term Projects forecasted operations/worst case.	Andrew Wiesnet, Anonymous, Ayumi Luke, Beth Anne Freiling, Cary Huffman, Catherine Grady, Joel Walters, Kaye Pierson, Kevin Jones, Laura Bienen, Norah Sullivan, Rayne Beaudoin, RJ Skiliman, Robert Luke, Sherene Zolno, Vicki Dunakin

ATTACHMENT 4d:
SCOPING COMMENTS RECEIVED

Actual Comments with Assigned Topic Code

N3-3

gotten worse and worse over the past -- less than a year. It's just gotten bad. We need help.

I think that's really all I have to say. Thank you.

HEARING OFFICER PHILIPSEN: And the name on the list is?

MS. ALDRICH: Jill Aldrich.

HEARING OFFICER PHILIPSEN: Jill Aldrich. Thank you. Now you have three minutes.

MS. ALDRICH: My name is Jill Aldrich, a property owner, along with my husband, for over 50 years. We have a concern about the newest building site on 24th Avenue South, not far from the federal detention center.

About a month and a half ago, my husband and I walked on the Des Moines Creek Trail for about ten minutes and noticed a sign that said "Critical Area" that was placed there by King County. Looking past that sign, over the stream and past not many trees, was some bulldozed dirt going up to a building site.

N8-2

As the building site has progressed, we have been watching to see what the process has been to protect the stream that is critically close to two dirt hills precipitously close to that endangered stream.

So that's it.

HEARING OFFICER PHILIPSEN: Thank you.

MS. ALDRICH: Thank you very much.

Good evening SeaTac Airport Commissioners 9-10-1018

My name is Jill Aldrich, a property owner along with my husband, for over 50 years.

N10-36

We have a concern about the newest building site on 24th Ave South, not far from the Federal Dention Center.

About a month and a half ago my husband and I walked on the Des Moines Creek Trail for about ten minutes and noticed a sign that said Critical Area that was placed there by King County. Looking past that sign, over the stream and past not many trees, was some bulldozed dirt going up to a building site.

As the building site has progressed, we have been watching to see what the process has been to protect the stream that is critically close to two dirt hills precipately close to that endangered stream.

206-878-8010 Jill Aldrich 20010-14th Av S

From: Dayna Anderson
To: SAMP Public Comments
Cc: Nemo Genitori
Subject: Comment on Sustainable Airport Master Plan
Date: Wednesday, September 26, 2018 12:27:59 PM

Dear Mr. Rybolt,

I am reaching out to you about how the increased traffic over Des Moines and surrounding cities has affected nearby residents.

I have been tracking flights which takeoff/ land directly overhead or closely adjacent to 601 S 227th Street and those coming in over Vashon.

Since 2013 the noise level and increased air traffic has risen exponentially.

It cannot be expressed how much this has adversely impacted Des Moines as well as residents up to and adjacent to Saltwater Park.

To date flights are come in for landing/ departure every 25-30 seconds over head with some actually banking directly over Mariner Manor.

I returned to and settled in Des Moines for health and serenity. The environmental impacts of increased noise pollution as well as particulates overhead and over the Sound is especially concerning to all who live in these communities.

Has there been any fuel dumping at times? Why is the third runway being utilized so often?

Since there is a huge increase of daily and night departures/landing coming in the future, why has the Port not addressed the noise and pollution factors with scientific studies along with how this will affect our marina, marine life, surface water, Noise Remedy programs for Marina district and those suffering under flight paths-especially seniors and children.

Personally I do not like to open my windows due to the noise chaos. I've smelled jet fuel several times. Pollution has shown up on cars not only in airport crew lots, but especially down here in the marina district.

Aircraft seem to be especially louder during the night hours - is there no curfew like most major airports?

Is Everette going to build its airstrips/ facilities to bring relief to SeaTac?

I've been out of the area when meetings have gone on so have not been able to voice these concerns.

Our property values have gone down due to the exhausting noise pollution.

Please consider every all requests, comments and questions that are submitted to you and the Port.

Puget Sound and the marina and our residents are extremely vulnerable with all of the stated above.

It is my sincere hope that flights will go back to using runways 1&2 and rarely 3 as needed and that this problematic development be address for the health and safety of everyone in SeaTac flight paths.

With Best Regards,

Dayna Anderson

website, and I can give you that address.

All comments, no matter how they are submitted, are treated equally. Most important is that all comments must be postmarked by September 28, 2018.

With that, I'm officially opening the oral comment of the scoping meeting. And you are Jan Anderson?

MS. ANDERSON: I am.

HEARING OFFICER PHILIPSEN: Okay. And you have three minutes.

MS. ANDERSON: Okay. I have lived in my house for 53 years, so I've been able to assess the change that has occurred in the amount of traffic, the amount of noise, the amount of pollution, at least perceived by the people underneath flights, because we can't keep our cars clean. And I heard an excuse over here that it's perhaps fireplaces and wood stoves, but there's been a huge decrease in wood. Everybody has gas stoves now and electric fireplaces.

My particular concern is the environment, which includes noise pollution, but it also includes whatever kind of particulate matter that is coming down and things of that nature, because my husband is the third person on my block to die of ALS, which is Lou Gehrig's disease. And none of them were genetically-induced ALS; they were all environmental. And his was particularly located in his lungs.

N1-3

And so I just really think -- and I know there's been a lot more stress and a lot more cancer cases in our neighborhood, and I can't help but believe the constant noise -- and I do mean constant, every minute, a minute and a half an airplane goes over most of the time -- that all of these things take their toll on the physical and mental health of the people who live in this neighborhood. And to increase from 416,000, or whatever, flights a year just seems unfair.

I feel that the Port of Seattle -- I know they're working for the Port of Seattle and not someone else, but they should work more rigorously with outlying areas to increase the air traffic in those places, which would help our traffic as well, because the traffic that's coming to the airport for all of these flights is a huge, incredible amount of noise.

Is my three minutes up?

HEARING OFFICER PHILIPSEN: No. You've got another minute.

MS. ANDERSON: Okay. And I personally have used the airport, of course. My husband, though, has been in the neighborhood since 1938. And his grandfather built our house, and he went to the opening of the original airport in 1948, I think, something like that.

And so the impact on a neighborhood from silence to

what's happening now has just been astronomical. But I do think the environment is the most important thing. Social is important to me too because I can't talk on the phone to people, I can't listen to my TV, I can't have parties on my deck because you can't hear anything.

That's probably the extent of my rant.

HEARING OFFICER PHILIPSEN: Thank you.

MS. ANDERSON: Anyway, I'm really worried about health, mental and physical health. And thank you for listening and writing that down, and I think I'll probably submit a written comment as well when I have more time to think it through and edit it.

HEARING OFFICER PHILIPSEN: We will begin with Dana Hollaway, and then State Senator Mark Miloscia, 30th District. Okay? And I'll time you.

MS. HOLLAWAY: Okay. Do I have to identify myself first?

HEARING OFFICER PHILIPSEN: Please do so.

MS. HOLLAWAY: My name is Dana Hollaway. I'm from Federal Way. Before the SAMP approval and implementation, the impact on human health and environment must be analyzed under applicable EPA, federal and state laws. Testing analysis and published results must be done prior to any increase in flight operations or of airport expansion. Testing for the toxic chemical thorium -- and

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COMMENT FORM

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S2-1

1) There needs to be more consideration
- moving out fuel - out - of SeaTac
- where are people from - planes will
- would distribute exposure of noise to
North, a better allocation
- less traffic in our area =

N3-2

2) Current flight patterns not to be changed
to keep sound from neighborhoods

N10-30

3) Does SeaTac pay to support the light rail of
support the community we live in - I see it not

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Laura Hartwell
Address: 4644 S 234th St
SeaTac, WA 9818
Burien/Normandy Park area

N10-37

From: ROLF F Amundson
To: SAMP Public Comments
Subject: Questions & Requests (SAMP)
Date: Sunday, September 16, 2018 7:49:04 PM

Please click on the attachments
Thank you

Sincerely,
Rolf Amundson

Port of Seattle

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S6-8 S9-2 S6-8 S4-3 S3-1 S7-1 S41-12 S1-5 N10-29 S5-1 S2-1

Concerns: ① impacts to northern neighborhoods due to increased truck and employee traffic north of the airport; ② loss of trees/natural habitat north of airport; ③ preventing increased traffic through the surrounding areas due to new terminal (518, Hwy 99, other area roadways); ④ increased noise and air pollution in surrounding cities (Des Moines, Seatac, Normandy Park, Burien, Fed Way) due to increased plane & car/truck traffic, ⑤ handling surface runoff pollution from increased traffic to local waterways; ⑥ noise mitigation/side impacts ⇒ have to look as far south as Fed. Way; ⑦ frequency of flights (constant noise now, it seems), ⑧ are A06 and A07 increasing the airport's ability to funnel more planes through? purpose of these? ⑨ mitigation/contamination from impacts to existing fuel farm (vs expansion)?, ⑩ A10 "not shown" – what are these "fillets"? ⑪ recent UW study showing air pollution harming neighboring communities (e.g. Des Moines, Burien) ⇒ how mitigation/addressing these health concerns?, ⑫ need another regional airport (e.g. Everett) to take some of the burden off South King County communities

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: S. Ashurst

Address: 23260 28th Ave S
Des Moines, WA 98198

some positive way, whether it's with the schools and flights and different ways they can take off and impact our community so detrimentally.

And that's kind of the way I feel. If there's anything as citizens we can do to engage more -- this is good. But I think there's a lot to address on the impact of south King County, which has always kind of been a dumping ground for a lot of stuff, in my opinion, just living here for all that time.

That's kind of all I have to say. I'll submit my comments.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

MS. WHITE: There you go.

HEARING OFFICER PHILIPSEN: Very good. Thank you.

MR. AZZAM: My turn, right?

HEARING OFFICER PHILIPSEN: Your turn.

MR. AZZAM: Okay. My name is Wasim Azzam. I've been living in Federal Way for the last 27 years. I moved houses ten years ago. I now live in the Marine Hills on -- in the flight path, which was not really directly a flight path when I moved in ten years ago.

Recently, life has been changed to the worse because of the airport noise -- the airplane noise. We can't use the patio, we can't use the backyard or the front yard; we can't

open a window even in the summertime. And this area here, we only get two months of summer, and we don't yet get to enjoy it. We are finding ourselves, many times, having to pause the TV if we have a window cracked or something if an airplane is going overhead.

And the airplanes go directly over my house. They fly so low, sometimes I feel as if my girls that are jumping on the trampoline in the backyard, if they jump a little bit higher, they can reach the airplane. It's exaggerated a little bit, but it's that bad. The airplanes fly very low.

Our quality of life has changed to the worse. In what way? I haven't been able to sleep straight all night without being awakened once or twice or three times in the beginning of the late evening/beginning of the early morning hours, maybe; I want to say 11 p.m., most of the time, especially if I went to bed at 10:00. And then I woke up a few days ago at 3:02 in the morning at the noise of a very, very huge, probably a cargo airplane, very loud. And I went to sleep probably for half an hour for the rest of the time, for those three hours. And those usually are the hours that you really go into deep sleep, I think, where your body repairs itself and it heals.

I find myself tired during the day, same thing with my wife, because of lack of sleep. So it has really affected the quality of life that we're living. Personally, I'm not

against the expansion. That is a reality. The area's growing. They're saying we're expecting 1 million people in the area in 2035. The airport can expand, but they've got to take into consideration the quality of life of the people under the flight paths near the airport such as ourselves.

I paid a lot of money for my house; I love the area. My kids are all born in Federal Way. I don't want to look to go anywhere else, but I wanted to be able to at least enjoy my time and live a peaceful life and a healthy life. So if there's any way for the people in charge to change the flight path a little bit, maybe over the water, over the freeway to get it away from us so we can live a better life, I think that would be a good consideration.

Again, I'm not against the expansion because that is a reality; it's going to happen. But anything that can be done to change the quality of life for us citizens that live in the flight path of the airport would be appreciated.

HEARING OFFICER PHILIPSEN: Now John Burdine.

MR. BURDINE: Burdine.

HEARING OFFICER PHILIPSEN: Burdine, thank you. You have the floor for three minutes and I will time you.

MR. BURDINE: Okay. So my first issue is the jet poop issue. Other people might call it jet pollution or particulates in the air, but jets produce a tremendous amount of pollution as they're landing and taking off. I

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N3-6 N3-5

Loud airplanes wake me up at night + the sound literally shakes my house. I cannot get good sleep as a result. The airport either needs to prohibit flights in the nighttime hours or pay to insulate my house from the noise. Right now, I equate the airport to a rude neighbor who is too loud!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 66727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Stephen Barbarossa
Address: 31715 2nd Ct S
Federal Way WA 98003

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I live under the 3rd runway. Traffic has increased tremendously even though we were told the 3rd runway was only to be a backup runway. The traffic is lower & louder. My POS windows no longer block the noise & are failing. I question whether my garden vegetables are even healthy to eat. My family bought the house I live in in 1968, the vibration caused by the air traffic can't be good for the structure of my house.

I don't see the expansion has of the airport has been an open process and that we that live in the southend are being listened too.

N3-1 N5-5 N3-19 N4-5 N3-22 S1-4

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Joan Bailey
Address: 22621 13th Ave S
Des Moines, Wa 98198

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N3-2 / N3-4

So very tired of planes now flying directly over our house instead of following Pacific Hwy as it used to be. The new flight paths are very noisy and impact our neighborhood very much. Please analyze and address this issue. Flight paths need to be adjusted!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Darcy Battershell
Address: 28810 7th Ave S
Federal Way WA 98003

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S12 17

A Is there any plan to improve the passenger comfortability on transferring or walking from the Light Rail Transit Station to the Airport like on "Automated People Mover?"

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Josephine M. Boyan
Address: Sydeon Consulting, LLC
1145 Broadway, Ste 625
Tacoma, WA 98402

is?

MR. BEEMAN: Paul.

HEARING OFFICER PHILIPSEN: Followed by?

MR. WEIR: Keith Weir.

HEARING OFFICER PHILIPSEN: Keith Weir. Thank you.

So, Paul, you may begin. You have three minutes. Just a second, I'm just going to tell these other people the process.

MR. BEEMAN: You want me to wait for you?

HEARING OFFICER PHILIPSEN: It'll just be a few seconds, yeah.

Okay. You have the floor.

MR. BEEMAN: Okay. I am a minister and resident of Wesley Homes for 19 years, and have witnessed the flyover of the planes for that period of time.

As I remember, the original flight pattern was a stepdown; it would fly straight, drop, fly straight, drop, fly straight, drop. It's now been substituted by one straight-long glide path. We were misinformed, to put it politely -- the term is usually "lied to" -- by the Port, saying that the third runway would be used only in case of emergency or very heavy traffic. We find now that it's used primarily, and by my count, through much of the morning and evening. The planes come in every 90 seconds, either to

N3-1
N5-2

take off or to land. They come in directly over Wesley Homes, which is a retirement community of about 500 people. And it happens that as the plane comes down 11th Street, it then goes directly across our Wesley Homes -- what do we call it? -- health center, which is a nursing facility; it's where the most serious cases are.

We have a resident who was part of the design team on the last five Boeing planes. He knows the field well. He says that the planes are coming in at an average of about 95 feet above the hospital unit. So we're getting pretty heavy pollution of, well, all of the pollutants -- I don't need to name them, but all of the pollutants that are a part of the landing pattern. We were told that the planes would come in much higher than that, and that there would not be that much pollution, either noise or particularly of the various --

N5-1

HEARING OFFICER PHILIPSEN: You have ten seconds left.

MR. BEEMAN: -- the various chemical pollutions in the air. We feel that the glide pattern should be returned to a previous type or brought in at a much higher level to protect the health of our retired people.

HEARING OFFICER PHILIPSEN: Thank you.

MR. BEEMAN: Now, is that all I need to do here?

HEARING OFFICER PHILIPSEN: That's all you need to do here.

MR. BEEMAN: I mean, in the whole thing. I thought there was going to be a meeting. We were misinformed.

HEARING OFFICER PHILIPSEN: Well, you might say it is a meeting, but this is one part of it, where we take your comments and record them. But there are exhibits in there with people to answer questions and --

MR. BEEMAN: I understand.

HEARING OFFICER PHILIPSEN: Mr. Weir?

MR. WEIR: Yes.

HEARING OFFICER PHILIPSEN: You have three minutes.

MR. WEIR: I'm Keith Weir. I live at 21034 Second Avenue South in Des Moines on the north hill; new resident there. Formerly lived in Gregory Heights in Burien for 22 years. Just a little concerned when we initially moved in. I'm not one of these -- I live by an airport, but with the introduction of the third runway and the increase in flight patterns and the frequency of flights as we live there got progressively louder and noisier. And we did move to Des Moines, I understand. I'm up on the north hill and we have a view and it's beautiful and wonderful, but with the increased flights and everything, comes increased air

N5-2

From: stephen beer
To: SAMP Public Comments
Subject: Airport Expansion current SCOPE
Date: Thursday, September 20, 2018 4:22:25 PM

5-12-18

Simply, I believe that Mr. Steve Rybolt has not provided the community adequate information about the proposed study currently underway. I have not seen any TV ads about the four public meetings that occurred during September.

1

It seems that this entire process is much to "quite".

Old fashioned USPS mailings to Puget Sound Residence would be better. Yes, it might cost the Port some money, but, hell, your making plenty AND its a write off.

Port of Seattle

COMMENT FORM

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I have lived in Federal Way since 2001. My home is on the inbound and outbound flight track. The noise generated by the air traffic was tolerable up until the unbridled growth and the implementation of Next Gen over the last couple of years. There are now long periods of time where we get virtually no respite from aircraft noise. We could count on some peace and quiet when there were no flights from 12:00 AM ~ 6:00 AM. Now we deal with air traffic through out the evening hours and it often consists of loud and low flying cargo carriers. Plans for how to mitigate noise and lessening the impacts to my families quality of life are not being addressed. N3-1 N3-2

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print)
Name: Brian P. Bennett
Address: 29506 2nd Ave SW
Federal Way, 98023

With that, you can proceed to the oral portion. And you have three minutes and I'll time you. But you can go over that a bit.

MR. BERGER: So again, my name is David A. Berger. I'm submitting these oral comments on behalf of the Marine Hills Airport Noise Health Impact Steering Committee. And this letter is addressed to Steve Rybolt, and I'll just read the letter. And I will be submitting the letter once all seven signatures are affixed to it. I will be mailing it to Mr. Rybolt before the deadline.

So the subject is "SAMP DEIS Scoping Comments of Marine Hills Neighborhood, Federal Way."

Dear Mr. Rybolt: In response to your July 30, 2018, public notice, this letter is written on behalf of the approximately 1,000 residents of the Marine Hills residential neighborhood of Federal Way, Washington.

We continue to experience near constant excessive noise and adverse health impacts from Sea-Tac Airport overflights. We've suffered from the unmitigated impact of a 34 percent increase in Sea-Tac operations since 2012 and a six-fold increase in north flow landings on the third runway since its 2008 opening; thus, the expansion of Sea-Tac to enable another 175,000 annual flights simply is unacceptable to our neighborhood.

If the 30-plus so-called Near-Term Projects proposed in

the Sustainable Airport Master Plan, otherwise known as the SAMP, were constructed, the resulting enormous increase in overflights will cause an unjustifiable and unsustainable environmental impact on the Marine Hills neighborhood.

As required by the State Environmental Policy Act, or SEPA, statute, and its implementing rules, we demand that the SAMP Draft Environmental Impact Statement, or DEIS, contain an alternative to further expanding Sea-Tac by identifying other existing airports that could accommodate projected growth in regional, commercial, and air cargo flights.

This alternative must be analyzed at a level of detail equal to the proposed SAMP to enable comparison by both decision-makers and other laypersons of further irreversible environmental harm that the proposed SAMP's 30-plus projects will cause to Marine Hills and similarly impacted neighborhoods.

As also required by SEPA, the DEIS should assess the potential for delaying implementation of the SAMP, given that the Puget Sound Regional Council's upcoming regional aviation baseline study will be analyzing additional capacity for absorbing air travel and cargo growth at other airports in King, Kitsap, Pierce, and Snohomish Counties.

Finally, we expect the DEIS to contain an unbiased objective analysis of the required no-action alternative,

which should determine the extent to which it would result in a lower environmental cost or degradation than the 30-plus projects in the proposed SAMP would create.

Sincerely, Marine Hills Airport Noise Health Impact Steering Committee. And the signatories will be on this letter: David A. Berger; Chris Hall; Steve Lewis; Ray Miryekta, M I R Y E K T A; Kurt, with a K, Moss; Susan Petersen, that's P E T E R S E N; and Gigi, that's G I G I, Sather, S A T H E R.

And again, once I get the final signatures, I will submit this letter through the U.S. mail to Mr. Rybolt.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

With that, I'm officially opening your portion of the oral comment session of this scoping meeting. You have three minutes and I will time you.

MR. WACHTEL: Okay. First thing I would like to bring up is that a New York State senator is currently calling for changes to the flight plan pattern at LaGuardia Airport after a study found the noise it generates could reduce the life spans of some Queens residents by about one year.

The study was conducted by researchers at Columbia University's Mailman School of Public Health and published in the August 15th issue of the International Journal of Environmental Research and Public Health. I would like to

From: DONNA BERGER
To: SAMP Public Comments
Subject: SAMP EIS
Date: Monday, September 24, 2018 5:12:08 PM
Attachments: MH SAMP DEIS Scoping Comment Ltr 9.19.18.pdf

TO: Arlyn Purcell, Port of Seattle

Director, Aviation Environment and Sustainability

Attached is a copy of the official scoping comment letter from the Marine Hills Neighborhood of Federal Way. For your information, I've sent the original of this letter to Steve Rybolt via U.S. Mail. I also read the letter verbatim into the public record at the September 19 "open house" in the city of SeaTac Community Center.

We look forward to your favorable consideration of our comments in preparing the draft EIS.

David Berger

September 19, 2018

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

Subj: SAMP DEIS Scoping Comments of Marine Hills Neighborhood, Federal Way

Dear Mr. Rybolt:

In response to your July 30, 2018 public notice, this letter is written on behalf of the approximately 1,000 residents of the Marine Hills residential neighborhood of Federal Way, WA, who continue to experience near-constant, excessive noise and adverse health impacts from Sea-Tac Airport overflights. We've suffered from the unmitigated impact of a 34% increase in Sea-Tac operations since 2012, and a six-fold increase in north-flow landings on the third runway since its 2008 opening. Thus, expansion of Sea-Tac to enable another 175,000 annual flights simply is unacceptable to our neighborhood.

If the 30+ so-called, "near-term" projects proposed in the Sustainable Airport Master Plan (SAMP) were constructed, the resulting enormous increase in overflights will cause an unjustifiable and unsustainable environmental impact on the Marine Hills neighborhood. As required by the state Environmental Policy Act (SEPA) statute and its implementing rules, we demand that the SAMP draft Environmental Impact Statement (DEIS) contain an *alternative* to further expanding Sea-Tac, by identifying other existing airports that could accommodate projected growth in regional commercial and air cargo flights. This alternative must be analyzed at a level of detail equal to the proposed SAMP to enable comparison, by both decision-makers and other lay persons, of further irreversible environmental harm that the proposed SAMP's 30+ projects will cause to Marine Hills and similarly impacted neighborhoods. As also required by SEPA, the DEIS should assess the potential for delaying implementation of the SAMP, given that the Puget Sound Regional Council's upcoming Regional Aviation Baseline Study will be analyzing additional capacity for absorbing air travel and cargo growth at other airports in King, Kitsap, Pierce and Snohomish counties. Finally, we expect the DEIS to contain an unbiased, objective analysis of the required No-Action alternative, which should determine the extent to which it would result in a lower environmental cost or degradation than the 30+ projects in the proposed SAMP would create.

Sincerely,

Marine Hills Airport Noise/Health Impacts Steering Committee:

David A. Berger
Chris Hall
Steve Lewis
Ray Miryekta
Kurt Moss
Susan Petersen
Gigi Sather

From: Dave Beste
To: SAMP Public Comments
Subject: parking lot
Date: Friday, September 28, 2018 7:09:26 PM

To. SAMP committee:

9
2
7 The idea of placing an employee parking lot along S. 136th St. in SeaTac is a horrible plan. There is already much activity with the recreation areas there, plus the SeaTac Senior Center. Additional traffic along 24th Ave. will make it more hazardous than it already is. PLEASE reconsider and place it somewhere else.....how about the south end of the airport for a change?

May we have some peaceful living in our area.

Sincerely,
Judy Beste
3202 S. 148th St.
SeaTac, WA

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

While I know an airport generates noise I am concerned about the number of flights slated for the new expansion and whether adequate monitors are being installed and checked on a regular basis to really evaluate the effects. Also a great concern is whether any of the expansions – now or in the future – will change the flight paths. Not only has the 3rd runway not proven to live up the the expectations originally expressed, but if flight paths in and out of the airport change even a little the impact can be monumental on the businesses and residents below. Will we ever be invited to participate in concerns if this ever happens? S4-3

also I believe noise monitors should be reviewed at least a 5 year cycle. N3-8

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Sandra L. Bisordi
Address: 560 S 239th St
Des Moines, WA 98198

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
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I became acutely aware at the Highline meeting that the Port cares about little more than getting more planes in the air, regardless of the detriment to the public. I say that with a degree of certainty because there are no thresholds or barriers. * No threshold for air quality? * no threshold for noise? * No threshold for public health? * no threshold for the time of day planes can fly? * No threshold for the number of nighttime flights? * No threshold for the impact on vehicle traffic? * No threshold for the types of aircraft allowed to fly and when?

There are no barriers whatsoever and no accountability for false claims and broken promises. Unless reasonable barriers are set as to what is tolerable, how can the public take this public outreach seriously?

S11-6

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Robert Bisordi
Address: 560 S. 239th Street
Des Moines, WA 98198
9gnatural beverage@gmail.com
206-571-7944

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

S12-2 I FEEL LIKE THE MEETING AT HIGHLINE COLLEGE WAS A SHAM. A LOT OF THE MATERIAL IS IN A JARGON THAT MOST PEOPLE DONT UNDERSTAND. AS FOR AIRPORT EXPANSION - THE AIRPORT - PORT OF SEATTLE OWNS PARCELS OF LAND NORTH AND SOUTH OF THE AIRPORT.

S12-3 THE TIME MAY COME IN THE NEAR FUTURE WHERE THE AIRPORT WILL USE THESE PIECES OF LAND AND GREATLY IMPACT THE COMMUNITIES THERE.

N3-4 WE SEE WHERE PROPELLER DRIVEN PLANES ARE PASSING OVER BURIEN AND DES MOINES WITH FREQUENCY - AND JETS TOO - THE AIRPORT - AIRLINES ARE VIOLATING SEPARATION DEGREES AND MISSED APPROACHES - JETS ARE TURNING OUT MUCH SOONER AFTER TAKE OFFS AND AT LOWER ALTITUDES AND FLYING OVER NEIGHBORHOODS THEY'VE NEVER FLOWN OVER BEFORE. THE AIRPORT - SEATAC - SHOULD BE FOR PASSENGERS ONLY. USE MCCHORD (GP) AFB FOR CARGO. YOU HAVE PLANES STACKING-UP IN THE SKY OVER

S2-1 POPULATION CTRS, OBVIOUSLY THE AIRPORT WANTS THE REVENUE - ALL OF IT AT THE EXPENSE OF THE SURROUNDING COMMUNITIES. I WONDER HOW MANY OF THESE "COMMENTS" WILL ACTUALLY BE READ.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: KEN BOROUGHS
Address: 15422 21ST AVE SW.
BURIEN, WASHINGTON 98166
RESIDENT SINCE 1950

THE PORT OF SEATTLE'S COMMITMENT TO SOUNDTRANSIT, DESMOINES, BURIEN AND NORMANDY PARK

September 27, 2018

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

From:
Sheila Brush
24614 8th Ave S
Des Moines, WA 98198

Re: Comments on Scoping for Near Term Projects on Sustainable Airport Master Plan (SAMP) For SEPA EIS NEPA EA

Dear Mr. Rybolt,

In addition to the comments I submitted through Quiet Skies Puget Sound, I also am submitting the following declaration to be added to complete my public comment process.

The Port of Seattle must no longer seek to expand until the pending Sea-Tac Airport studies regarding human health and environmental impact/risk of exposure being conducted by the University of Washington are completed, both phase 1 and the pending phase 2. In addition to the UW study, known as the "Ultra-Fine Particle Study" the Port of Seattle (PoS) must stop all expansion plans until the Department of Commerce conducts the budget proviso baseline study on the Cities surrounding Sea-Tac International Airport. These two critical studies will assess whether there is reason to believe that like the other global studies finding correlation between air traffic noise and emission from jet fuel, Sea-Tac International Airport does not have an adverse health effects and the mounting studies both internationally and nationally are not applicable to the communities around Sea-Tac International Airport.

Allowing the continued and increased air traffic to grow, while health and impact studies are in process is at the very least negligent and appropriately dangerous. The impacts of aircraft emissions and engine noise has a long detrimental effect on human physical, mental and emotional health. To inflame any part of our environment for the sole purpose of profit should be considered a criminal act.

To estimate the environmental burden of disease (EBD) due to environmental noise from aircraft and airport operations, a quantitative risk assessment approach has to be used and is lacking from both SEPA & NEPA identified discussion released by the Port of Seattle. Risk assessment refers to identification of hazard, the assessment of population exposure and the determination of appropriate exposure-response relationships. The EBD is expressed as disability-adjusted life years (DALYs).

DALY's are the sum of the potential years of life lost due to premature death and the equivalent years of "healthy" life lost by virtue of being in a state of poor health and or disability.

54-3

- How will the PoS provide guidance on the procedure for health risk assessment of environmental noise created by aircraft and Port of Seattle operations at Sea-Tac International Airport?

- How will the PoS review all evidence on the relationship between environmental noise and health effects created from aircraft and airport operations?

- How will the PoS provide exemplary estimates as to the burden of health impacts that are created from manmade environmental noise due to aircrafts and airport operations?

- How will the PoS provide its discussion of the uncertainties and responsibilities of creating an environmental burden to the surrounding impacted communities?

Assessment of exposure to noise requires consideration of many factors. How will the PoS address the following?

54-4

- The measured or calculated/predicted exposure, described in terms of an appropriate noise metric and based on frequency of aircraft operations?

- The distribution of the exposure of the population to noise? Population noise exposure in this cannot be based on the noise mapping mandated by the FAA's part 150 study, it should use the annual average metric of cumulative noise exposure due to frequency in past and present operations.

***Cardiovascular disease due to NOISE and STRESS exposure:**

S4-4

The evidence from epidemiological studies on the association between exposure to road traffic and aircraft noise and hypertension and ischemic heart disease has already increased during the recent years of airport growth in operations. Both road traffic noise and aircraft noise increase the risk of high blood pressure.

Transportation noise has been linked to adverse effects on quality of life, wellbeing and health, due to factors such as stress, anxiety and raised blood pressure.

Road traffic noise has been shown to increase the risk of ischemic heart disease including myocardial infarction and risk of high blood pressure. The following questions must be addressed as the road traffic growth in and around Sea-Tac Airport is directly associated with the PoS own operations and planned growth in operations.

S11-1D

- How will the PoS track and report the growing health impacts due to increased operation's in both the construction phase, including current construction projects taking place outside of the SAMP and which should have been included into the SAMP as a whole. The capital projects underway are necessary to the long term and near term operations and overall growth as identified in your own long range plan. In other words if these project were not underway today, they would be in fact part of this scoping document, just because you managed to piecemeal them in, that should not exclude the impacts associated with current projects.

S6-2

- How has the PoS studied the past and present traffic impacts in all forms of transportation for the sole purpose of airport business, including deliveries of cargo and support services and cargo pickups, passenger pickups and drop offs, parking garage at the airport and off-site parking facilities for all airport travel and operations?

- How has the PoS studied the noise impacts directly associated from road traffic due to past and present airport operations?

- How will the PoS address the ground traffic health impacts: noise, emissions, road rage, distraction caused by stress and stress related incidents due to overly congested road ways both in the construction phase and afterwards?

- How will the PoS mitigate the above impacts from ground movement of people and or goods in all forms of vehicular traffic?

- How is the PoS monitoring the past, present and future health impacts on the surrounding communities from increased airport operations?

- What agencies are providing supporting documents that assures the PoS that they are not responsible for the statistically high rate of the above mentioned health impacts from noise exposure due to airport operations?

- Will any such documents, studies, scientific proof be available for public viewing?

- In lieu of scientific documentation that current and increased airport operations at Sea-Tac International Airport will not impact the surrounding communities, what mitigations measures will be taken to give citizens assurances that their quality of life, interruption of sleep, lack of sleep, asthmas, airborne illness and all noise related diseases are not a direct result from current and increased airport operations?

55-1

***Cognitive impairment in children:**

The case definition of noise-related cognitive impairment is: the reduction in cognitive ability in school aged children that occurs while the noise exposure persists and will persist for some time after the cessation of the noise exposure. The extent to which noise impairs cognition, particularly in children has been studied with both experimental and epidemiological studies. To gain full assurances that the PoS understands its responsibility in contributing to such impairments in children, I ask the following:

- What such studies has the PoS done in cognitive impairment due to noise impacts from operations at Sea-Tac International Airport? Please provide all past and current data and the time tables for ongoing monitoring.

- Who are the Doctors and or experts the PoS has consulted, hired or staffed to assure that the current operations at Sea-Tac International Airport do not cause or contribute hard to the surrounding children 0-18 years of age?

- How will the PoS monitor cognitive impairments during the construction phase?

- How will the PoS monitor the cognitive impairments ongoing?

- How will the public view this reporting?

55-5

Please do not use the noise attenuation program in the schools, we need to be assured that the PoS realizes the impacts taking place outside and in their own homes. Where children are most vulnerable, where they play, socialize, sleep and develop into socially functioning adolescences.

Besides the cognitive impairment factor there is also high risk of loss of hearing due to noise exposure, associated in learning disruptions from noise impacts, long term memory impairment and reading ability.

- What is the mitigation plan for every parent/family who have children 18 and younger not only in the noise corridor but those living in every impacted area associated with noise from airport/aircraft operations?

- What is the lifelong mitigation plan for those children who are already showing signs of cognitive impairment factors due to airport/aircraft operations?

- What is the risk assessment plan for every child exposed to overhead aircraft operations departing and arriving at Sea-Tac International Airport?

There is sufficient evidence for the negative effects of aircraft noise exposure on children's cognitive skills such as reading and memory, as well as on standardized academic test scores. Further knowledge about exposure/effect relationships in different contexts would further inform decision-making. It may also be informative to derive relationships for a range of additional noise exposure metrics, such as the number of noise events, with the planned growth in Airport operations, the frequency of impacts will also contribute to sleep deprivations, ADD, ADHD, and other stress's in our most vulnerable.

- How is the Port of Seattle taking full responsibility for putting children at such a high risk due to airport operations?

- Has any of this been studied in full detail as to the lifetime impacts on children?

The FAA has done extensive studies on circadian rhythms in long distance flight, would it not be socially and ethically responsible for the Port of Seattle to partner with the FAA and do a similar study on sleep disruptions in the children who are impacted by the flight corridors'? Again, not the mapped noise contour but the actual flights over head due to increased operations in years past and planned growth under the Ports own long range plan and this SAMP.

If there are no plans to provide for or study impacts on children, I ask both agencies under SEPA and NEPA review to provide a detailed explanation as to why, especially when so many of these children fall under environmental justice protection and live in an environment that can only be classified as toxic soup.

S3-4

*Air: Quality:

- What are the plans to add additional air quality monitors closer to and around the Airport?
- Construction vehicle air quality analysis should be re-evaluated and the dispersion analysis should be redone to better predict potential air quality impacts prior to the start of construction.
- What is the current method to evaluate the current construction zones?
- Provide information on Master Plan Update implementation and conformity with the Clean Air Act.
- Provide information on the State of Washington's Certification of Compliance with Air Quality Standards and a copy of Governor's Air Quality Certificate.
- After 6 months of baseline data that has been collected at the new air quality monitoring sites, the area dispersion analysis must be re-evaluated for both the existing and future conditions, making results public.
- Conduct additional studies regarding long-term exposure to air toxins associated with Airport operations, making results public.
- Mobile Sources – Re-evaluate the existing and future roadway intersection analysis to confirm the accuracy of the evaluation in the EIS and to correct for inconsistencies discussed by EPA, making results public.
- All vehicles associated with Airport operations should comply with required vehicle emissions inspections and maintenance programs.

S10-4

*Air: Both Air Quality & Odor: This will fall under the role of Fireman/EMS professionals, quality in air will cause a rise is asthma attacks, heart attacks, heat stroke, lung damage and many other associated medical emergencies, this will result in higher call rates to the above departments and along with the apparent health danger and risk to the citizens, these emergency services will be at the taxpayers' expense.

- How will the PoS mitigate the surrounding Cities for these impacts?
- How will the PoS mitigate the affected citizens?
- How will the PoS monitor the air quality without any permanent air quality monitors placed in the impacted cities? I.e. Des Moines, Burien, City of Seatac, Federal Way, Normandy Park and Tukwila.

***Air: Ozone (O3) Air Quality Standards:** The Clean Air Act requires EPA to set national ambient air quality standards (NAAQS) for ozone and five other pollutants considered harmful to public health and the environment (the other pollutants are particulate matter, nitrogen oxides, carbon monoxide, sulfur dioxide and lead). The law also requires EPA to periodically review the standards to ensure that they provide adequate health and environmental protection, and to update those standards as necessary.

53-3

- How is PoS compatible with the above statement without permanent air quality monitors?

Has the PoS completed the following:

- Assess the extent of pollutions and provide public report.
- Provide air pollution data to the general public in a timely and ongoing manner and how will that data be provided to the public?
- Support implementation of air quality goals or standards, provide data to public.
- Evaluate the effectiveness of emissions control strategies, provide data to public.
- Provide information on air quality trends.
- Provide data for the evaluation of air quality models; and
- Support and provide research (e.g., studies of the health effects of air pollution).

53-4

***Air: Odor:** Regulating odor is one of the most difficult processes, – odor is a highly complex and subjective issue and what is offensive to one person may not be offensive to another. How is the PoS defining "odor"?

- Odor is perceived by our brains in response to chemicals present in the air we breathe. Humans have a good sense of smell and can detect odor even when chemicals are present in very low concentrations.
- Although the main issue with odor is that it is a nuisance, it can also present risks to health and to the quality of the environment.

As such, it is vital to prevent or reduce offensive odors where possible and to regulate activities that may cause odors or make them worse.

53-5

- How does the PoS plan on managing the output of odors during the construction phase?
- What mitigation practice will be provided to nearby homeowners who are now at risk?
- What mitigation will be provided to nearby homeowners due to toxic odors from emissions and fueling?
- How will nearby residents be notified, immediately, of any toxic odor spills?
- Have there been studies on toxic odor impacts on nearby children?
- Have there been monitors in place at the nearby schools to capture the current odor standards, at the current operating levels, and how will samples be collected in the foreseeable future?

53-6

Ambient air pollution significantly increases both morbidity and mortality in the general population and there is strong support of the link between pollutant exposure and the risk of mortality. Removal of irritating and noxious gases and foul odors along with respirable particulate matter are major requirements for any air cleaning system to protect people and assure good indoor air quality.

- How will the PoS manage the output of odors from increased operations after the construction phase?
- Will the PoS be providing residents in the impacted area indoor air cleaning systems as they have in their own facilities such as Sea-Tac International Airport?
- What is the ongoing mitigation plan for impaired air quality due to increased pollutions and toxic jet fuel odor?

*Air: Climate: New attention to this issue shows that airports around the world will be affected by climate change in various ways. Consider this past summer where planes could not arrive due to our local air quality because of forest fires both North, South and East.

53-7

A recent study by scientists at Lamont-Doherty Earth Observatory, at Columbia University, anticipates more troubles along those lines in coming years.

"There are a number of potential climate change impacts on aviation operations," said Perry Flint, a spokesperson for the International Air Transport Association (IATA). Impacts range from "reducing the take-off performance of

aircraft, to increased storminess – meaning flights have to route around weather more frequently," he said.

Each of those operational elements can directly impact the surrounding communities, from flight delays and cancellations, to ground congestion, to air congestions due to aircraft not being able to land on time due to unforeseeable restrictions on the ground. Clearly, not all airports will experience the effects equally, but what happens in one airport can easily affect flights and passengers traveling through other airports too.

- What is the PoS plan to mitigate the impacts to the communities from "Act of God" congestion as described above?

With the ongoing growth in dedicated cargo and cargo also going in the belly of both domestic and international flights, how rising temperatures will affect aircrafts take-off performance, finding that warmer temperatures will create weight problems for long-haul flights. Long haul trip require more fuel, creating more outgassing.

- What is the emergency management plan for all climate related impacts both known and unknown?
- How will the PoS operate under unknown climate stresses?
- How will the PoS mitigate the toxic outgassing impacts on the communities due to climate related ground congestion?

53-7

Strategic partnerships may be one key to the success of climate impacts:

- Explain what partnerships the PoS is developing into the new frontier?
- Has the PoS been actively preparing for future risks by partnering with local agencies to study threats to the region and local watershed, working collaboratively to develop a clear plan?
- What is the risk vs. reward assessment to date?

Also key will be deeper industry and third-party inquiry into the costs and consequences associated with aviation of human-caused climate change, i.e. more humans at Sea-Tac International Airport, workers, travelers, support services, buses, cabs, etc.

- What is the PoS mitigation plan for climate/airport/ground surface related impacts due to climate?

- Is there a current preparation of an adaptation report to consider and who will be involved in a comprehensive risk assessment of climate related risks to the direct and indirect operations of Sea-Tac?

- Will this report be available to the public, now and will it be available ongoing in the future?

- The adopted approach should be quantitative (where possible) incorporating climate modelling, literature review, and concerted consultation with all Sea-Tac's external partners. Has this been implemented? Please provide.

In particular climate modelling should be undertaken for two time periods: the short term (i.e. now to 2020) and the medium to longer term (i.e. 2020 to the 2050s) considering high, medium and low emissions scenarios. The assessment addresses uncertainties by adopting a precautionary approach and classifying the uncertainty of risks identified.

S3-7

- What is the current climate modelling plan at Sea-Tac?
- Is it a two phased approach? Both near and long term?
- Will these reports be made available to the public?

Please address the subject of climate change without using Bio-fuels as a possible solution to the unavoidable climate impacts. Bio-fuels as it states today is not a measurable methodology, it has not produced nor has it provided enough clean fuel for a quantifiable test result to be considered.

N10-10

Clearly, I could continue, the list of impacts is long and yet the mitigation plan is missing. The acknowledgement of social responsibility is missing. The Port of Seattle can no longer state it is a "good neighbor" to those living around the airport without first addressing the above concerns and the thousands more submitted by the citizens that you as a government agency should first protect.

The Port of Seattle must decide if Sea-Tac International Airport is too be the leader in environmental stewardship or only use the term "sustainability" as directed by Landrum & Brown. The Port of Seattle can be leaders too all, acknowledging that to grow will in fact not be sustainable to the communities and citizens that surround the airport, that sadly Sea-Tac is constrained and therefore cannot achieve the "unconstrained growth" they had hoped for.

To quote your own Port Commissioner Peter Steinbrueck, I submit this into public record:

"I have a lot of concerns about the growth of Sea-Tac airport. It is by far the single largest source contributor to GHGs in the region, 90 percent of which is due to aviation. Air and noise pollution, including ultrafine particulate, are severely impacting the health and wellbeing of surrounding airport communities, and it is likely to get worse with increasing air traffic. At Sea-Tac and surrounding communities in south MLKing County, nowhere are the social and cultural inequities and health disproportionalities more apparent (please see attached demographics map of King County that I showed at the forum). According to the 2014 Duwamish River Valley Cumulative Health Impacts/Just Health Action study and other health indictors, data collection, and geographic mapping by neighborhood throughout King County, far more people of color living in poorer neighborhoods, besides much lower incomes and educational attainment, have significantly lower life expectancy, rates of infant mortality, and chronic respiratory diseases attributed to far higher rates of exposure to air, water and historical industrial pollutants.

According to Port of Seattle Aviation Projects Director Wayne Grotheer, in a capacity report, gate availability at Sea-Tac is now at "maximum capacity several times each day." It's clearly time now, to begin studies for the siting of a second regional airport. It may take decades before decisions can be reached, and funding in place to develop a second regional airport, but it is clear with the extreme rapid growth of flights out of Sea-Tac (7th largest and fastest growing airport in the nation), that this is necessary. Some of the expected growth could come by expanding at another airport in the Puget Sound Region. We need updated information from the 2009 Long Term Air Transportation Study to look at all the options in planning for the region's future. All the expected growth in demand should not be assumed to be at SeaTac, without seriously studying other options and sites. The port can be a leader here." Peter Steinbrueck email received September 23, 2017

S11-3

All expected growth in demand should not be assumed to be at Sea-Tac, without serious studies. This Sustainable Airport Master Plan must be stopped until ALL serious and comprehensive studies are complete.

I thank you for the consideration and ask you to perform as the government agent that you are and First DO NO HARM in your decision making process.

Kind Regards,

Sheila Brush

From: Sheila Brush
To: SAMP Public Comments; Quiet Skies
Subject: Public Comment on Scoping SAMP
Date: Friday, September 28, 2018 4:48:55 PM
Attachments: Sheila_Brush_Public_Comment_Scoping_SAMP.pdf

Dr Mr. Rybolt,

I submit the attached statement to be filed under public comment for the SEPA Determination of Significance on the Sustainable Airport Master Plan. SEPA EIS NEPA EA

Kind Regards,

Sheila Brush

1. A carbon footprint assessment as affects our State's Greenhouse Gas emissions output, needs to be undertaken, using any accepted metrics by the scientific community, on the current set of airport operations, as well as for the proposed Master Airport Plan, before starting the scoping process. As much as any other fossil-fuel emitting industry, our airport operations need to be included as a responsibility and full accountability to our State's efforts to understand and reduce our Greenhouse Gas Emissions. As increased carbon-dioxide emissions are generally believed to be driving climate change, which we are seeing specifically manifested in our region in the past few years in the form of smoke from severe and unprecedented forest fires, adding to this effect needs to be addressed immediately.

S3-4

Since 2006 at 345,290 annual operations to 2016 412,170 an increase of 66,880 annual operations, CO2 went from 4.2 million metric tons per year to 5.4 respectively.

Operational increase = approximately 19 %, CO2 increase = approximately 28 %

CO2 is directly tied to gallons of fuel pumped and there is currently no other standardized method to calculate CO2 emissions on a basis of fuel used in Washington or fuel used in King County but that is how the Port tallies the inventory. They calculate for only a 2.2 minute takeoff rather than the entire flight and zero for landings.

Since 2007 when the first ever State of Washington Greenhouse Gas emission inventory was compiled by the Department of Ecology which divided airport sources into two categories, jet aircraft and all other sources, there has been a tremendous increase of over one million metric tons per year (considering fuel pumped) which represented 90% of the Sea-Tac inventory.

Since 2007 the airport has reduced the all other sources category, the 10% by roughly 3%. In the same time period the jet aircraft sources, the 90% inventory has increased by 28%. With the proposed airport operations expansion, the current pumping of 2 million gallons of Jet A fuel per day will increase to over 3 million gallons per day. Continued fossil fuel usage along with safety of fuel delivery needs to be considered and addressed.

0. Finally, how can we, as citizens of, and as agencies serving, our communities, State and Nation, continue to poison ourselves with these emissions of all kinds, especially for the least capable of protecting themselves from this onslaught? How can this be an economic stance? A practical and sustainable stance? A moral stance? We must stop this process now and re-set it to a sensible approach to our infrastructure and our future way of health living for all.

S3-1

http://www.ftwatch.at/wp-content/uploads/2017/10/FT-Watch_Green-Flying_2017.pdf

Study on Impacts of Airport to Local Communities – $300K Grant from State with matching $$ from cooperating cities of Burien, Des Moines, Federal Way, Normandy Park, Seatac, Tukwila

Project Charter-SeaTac Stud

2C Letter and Proviso.pdf

S2-1

5. The reasons to route Cargo through SeaTac vs other centrally located Washington locales, must be scrutinized from all angles before planning increases to Cargo operations. In fact, should reasons not pencil for this operation, current Cargo operations should be curtailed.

S1-1

4. The reasons to have airline hubs at SeaTac, simply to transfer cargo and people, must be scrutinized before planning increases to hub operations. In fact, should reasons not pencil for this operation, current hub operations should be curtailed.

S2-1

3. Since Plans for building a new international airport outside of the heavily populated central King County were vetted decades ago and could still be revived, this plan needs to be addressed first before planning the continued expansion of the current Port footprint.

S3-4

2. The economics of the Port activity revenue for the local communities should be scrutinized from all perspectives, with dollars attached, to understand the true baseline, before adding and expanding operations.

a. A full 100% of the 31,000 DM residents carry the burden of overflights. But only a bit over 3% have airport jobs. What about the 96+% that face only the burden?

b. Health costs

c. Carbon emission costs

S3-5

For example, earlier this year, state regulators from the Washington Utilities and Transportation Commission asked 3 utility companies in Washington who serve more than 1.47 million customers to consider their carbon-emission costs of producing electricity from fossil fuels. They asked them to consider the social costs of carbon-dioxide emission in their economic bottom line, in addition to their carbon emissions costs which are driving climate change. The regulators suggested using a federal carbon-price formula as the accepted form of measurement.

N3-7

For example, the 1997 study recommended $148.1 Million mitigation ($232 Million in 2018 dollars) to Federal Way, but was ignored by the Port based on allegation of faulty methodology.

S4-3

The current proposal is for no-limit on full time use of the 3rd Runway, which would produce another 80,000 annual flights.

7. Since jet noise, chemical and light pollution deprives optimum health and can cause death (sleep deprivation, asthma, heart conditions, cancer), mitigation for this pollution needs to be dealt with now before planning increases in flights for the future.

a. Night flights allowed, encouraged and marketed as a 24 hour Port

b. much less than 3 degree glide allowed on approach and started miles away so that thrusters need to also be added which increases noise

S11-25

c. Particulate matter increase on the ground from lower flying jet engines (in addition to already poor environmental air quality in the populated region, especially during certain seasons)

d. Cancer causing chemicals from jet engine fuels

"There's no safe level of exposure to smog and particulate pollution," said Elizabeth Ridlington, policy analyst with Frontier Group and co-author of the report. "Even low levels of smog and particulate pollution are bad for health and can increase deaths."

https://environmentwashington.org/news/wac/trouble-air-seattle-yakima-spokane-wa-residents%E2%80%99-health-risk-numerous-dirty-air-days-2016

6. Several studies have been done and are in the works, to monitor the effects of pollution and disruption caused by airport operations. These results need to be incorporated into this plan before it continues.

(just completed)
Quiet and Healthy Skies Task Force (sponsored by City of Federal Way):

S11-3

http://www.federalwaymirror.com/news/quiet-and-healthy-skies-task-force-report-expected-by-end-of-march/

Task Force Report release.docx

Report of Federal Way Mayor's Quiet a

(not yet completed)
Ultrafine Particles Near Airports study (sponsored by WA State), conducted by UW School of Health, presentation Nov 2017:
https://drive.google.com/file/d/1wOrBPt88tjfYvLHlKLb548ZyvoeVXnSs/view

10 REASONS to Re-set the Sustainable Airport Master Plan (SAMP) Near Term Project Environmental Review Process

10. The Statement of Purpose, reading "The purpose of Near-Term Projects is to improve operational efficiency, accommodate future growth, and to provide more capacity of fuel" needs to be re-stated to include the people and natural environment affected by airport operations and re-examined to better address the goal of future, and past, growth needs via air flights. It follows that the Statement of Needs will be adjusted accordingly – passenger terminal capacity, aircraft capacity, fuel capacity and cargo capacity.

S1-12

The definition of the word "Sustainable" as in "Sustainable Airport Master Plan" must be attempted with intention, before continuation of this planning process. This is the definition of sustainable: *Sustainable* development involves the goal of reducing environmental and resource consumption while maintaining economic efficiency and social cohesion.

9. SEA-TAC Airport has not had an EIS study done since 1997.

Per the Statements of Purpose and Needs, the Plan is not starting its baseline process from the correct point in time. The increase in flights, increased use of the 3rd runway, and the major renovation of the terminal, which all began in 2013 and earlier, never underwent environmental or community oversight and scrutiny. Now is the time to re-set that baseline.

S11-1

a. 97,000 more flights were added out of Seatac from 2013 to 2017 – 1140 daily over flights – 416,000 annually.

S12-38

"The third runway has gone from north-flow landings of 643 in 2013 to four years later having 3,839 - six times increase in 4 years." (from Steve Alvorson, consultant hired by PoS)

b. North Satellite Modernization; New International Terminals Hall –

120 construction projects are currently ongoing, none of which went through EIS processes, even though SeaTac's geographic footprint is one of the smallest in the nation yet it is currently the 9th busiest in airport operations in the nation.

8. The issues per the Letter of Agreement made for the 3rd Runway Use between the FAA and the PoS, at the behest of the public, in 2009, which the Port of Seattle administration and the Port Commissioners have not followed, must first be addressed.

http://seatacnoise.info/wp-content/uploads/r-APPENDIX-I-Runway-Use-Agreement.pdf

Port of Seattle

COMMENT FORM

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S2-1

ALTERNATIVE SITES SHOULD BE CONSIDERED TO ESTABLISH AN AIRPORT SYSTEM UNDER THE AUSPICES OF THE SEATTLE-TACOMA PORT AUTHORITY.

A reasonable site to consider would be somewhere along Hiway 18 in the vicinity of Seattle International Racetrack. All cargo aircraft could be directed here. Expansion & improvement of Hiway 18 would then allow cargo from the Port of Tacoma to move up to this airport to be moved across country by air. Cargo coming in to this airport would have easier access to Eastern Washington, to Bellevue, to many areas in Seattle and to points both north and south. If construction of this airport would be accompanied by expansion of Highway 18 from Tacoma to Everette it would provide a much needed improvement in N-S traffic around Seattle

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jim Barbidge
Address: 2824 SW 360th Pl.
Federal Way, WA 98023
jimbarbidge@comcast.net

choose or even have an opportunity to defend.

Basically, I'd like the Port of Seattle and the FAA and its leadership to start being good neighbors and responsive civic leaders. That's my statement.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

With that, I open this part of the hearing for oral comments by Jim Burbibge.

MR. BURBIBGE: Burbibge, close enough. Burbibge, B U R B I B G E. Close enough. I've been called worse.

HEARING OFFICER PHILIPSEN: Oh, I see. Okay.

MR. BURBIBGE: And what I say here, much of what I've already put in written comments, but I would like to point out that this -- the airport, one, I'm very much in favor of the airport. I live in Federal Way, and I'm concerned about the impact of the airport upon the City of Federal Way. I'm concerned about the impact that the noise and all of the bad publicity about the air pollutants and all that stuff affects the public perception of Federal Way. And I think Federal Way is getting an undue reputation, partly because of that.

I think this is a tremendous opportunity for the Port of Seattle and for the State of Washington to get together and to combine to make a transportation package that will greatly improve our life in the Puget Sound area. And that

is by considering the alternative of putting a new airport over on Highway 18, adjacent to Highway 18, anywhere in the vicinity of the Seattle international racetrack. There's a lot of vacant land over there; it would work very well. If that were combined with a major expansion of Highway 18, it would solve many problems. It would allow for traffic from the Port of Tacoma up to this airport.

I would also suggest that this airport -- that all cargo go into that secondary airport. In addition to some of the passenger transportation, have all cargo going in there; that way cargo from the Port of Tacoma could go up to the airport, be transferred around the country. Cargo from the Port of Tacoma could go up to I-90, be transferred to Eastern Washington, to Bellevue -- they have a lot better access to that area -- and even into Seattle and up north to Everett and further north, in addition. It would provide a lot better transportation.

And if Highway 18 were expanded from Tacoma all the way up to Everett, it would provide a very much needed additional north-south transportation venue for the people of the Puget Sound.

That's basically my package. But I think there are -- in addition to that, moving it to that area would distribute both the negative aspects of an airport and the positive impact of an airport to other areas. And it would -- to me,

it just seems like a very logical thing to do. I would advocate that it be done under the authority of the Port of Seattle in forming an airport system for the Puget Sound area. And that's done in other parts of the country, and I think it could work very well here.

S2-1

But adding more traffic into Seattle international airport where it sits now is going to have additional negative impact upon traffic in that area; it's going to have additional negative impact upon the communities immediately adjacent to us, or like Federal Way, just a little ways away from it. And I think it's time to consider alternatives outside the box. And, to me, this is a really good alternative.

That's my push, that's what I'm advocating.

HEARING OFFICER PHILIPSEN: Thank you. Thank you. That's very interesting.

MR. BURBIBGE: And I think the Port of Tacoma -- I'm sorry. This is -- Seattle, the Port of Seattle, it would still be under their auspices. It's not taking anything away from them; it's just moving what they have to do into a different area, and I'll bet you anything it would be less expensive to do.

HEARING OFFICER PHILIPSEN: I'm not an expert on this, but that sounds like a very interesting proposal.

MR. BURBIBGE: Thank you. I hope they consider

against the expansion. That is a reality. The area's growing. They're saying we're expecting 1 million people in the area in 2035. The airport can expand, but they've got to take into consideration the quality of life of the people under the flight paths near the airport such as ourselves.

I paid a lot of money for my house; I love the area. My kids are all born in Federal Way. I don't want to look to go anywhere else, but I wanted to be able to at least enjoy my time and live a peaceful life and a healthy life. So if there's any way for the people in charge to change the flight path a little bit, maybe over the water, over the freeway to get it away from us so we can live a better life, I think that would be a good consideration.

Again, I'm not against the expansion because that is a reality; it's going to happen. But anything that can be done to change the quality of life for us citizens that live in the flight path of the airport would be appreciated.

HEARING OFFICER PHILIPSEN: Now John Burdine.

MR. BURDINE: Burdine.

HEARING OFFICER PHILIPSEN: Burdine, thank you. You have the floor for three minutes and I will time you.

MR. BURDINE: Okay. So my first issue is the jet poop issue. Other people might call it jet pollution or particulates in the air, but jets produce a tremendous amount of pollution as they're landing and taking off. I

have lived in three different flight paths, and I would say that Sea-Tac is medium and that jets are doing better at lowering the amount pollution that they're producing, but when I clean my carpets at my house, I get black soot from my carpet. And we're a family that's shoeless in Seattle, so we don't wear shoes in the house. That jet poop is coming in through the windows, and it's on the garden. And it's not a subject that's talked about as noise pollution or other aspects of the landing situation. S3-1

The second thing I'd like to advocate for is a curfew at night. I work at night, so it doesn't affect me personally, but I see all the UPS planes and the FedEx planes and Pony Express planes landing in the middle of the night. And I know that people don't get proper sleep. So I would advocate for a curfew from 1 a.m. to 5:30, 6:00 in the morning. I don't know that a curfew always works, but San Diego, where I'm from originally, has a curfew and it does work. N3-5

I think if you quadruple landing fees during that time period that on their own, UPS, FedEx would figure out a way to fit the planes during the business hours of an airport where you have three runways accessible and working. The runways could be better utilized during the daytime then, and they could be vacant from, you know, 1:00 to 5:00 in the morning, some time period like that. I see that flowing N3-10

over into -- you know, just general irritability in the community because people are not getting a proper night's sleep.

So we have jet poop; we've got a curfew. But if that doesn't work, we've got quadrupling the fees to eliminate or -- what's the right word? -- ameliorate that time period from 1 a.m. to 5:00 in the morning.

I'm done. How much time do I got?

HEARING OFFICER PHILIPSEN: You've got 20 seconds left.

MR. BURDINE: Yeah, I'll take 20 more seconds.

The other thing that I notice is the jet engine testing, which I can really hear at night because noise travels a lot farther at night. I work at Wesley in Des Moines, and so I can hear those jet engines being tested all the time. And it's another aspect of people not getting proper sleep at night.

N2-11

Did I take my last 20 seconds?

HEARING OFFICER PHILIPSEN: Your 20 seconds are over, but do you have another point to make?

MR. BURDINE: No. I'm done for right now.

HEARING OFFICER PHILIPSEN: Okay.

Now we proceed with this portion of the hearing with Orlando Samora. You have three minutes and I'll time you.

MR. SAMORA: I've been in -- moved into Twin

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Rob Adams informed me at the 9/19/18 SAMP DEIS scoping meeting that his firm has no intention to meet with residents impacted by Sea-Tac over flights during its preparation of the draft SAMP DEIS, and to do so would require additional direction from the Port and FAA. Thus, at Mr. Adams suggestion, I am writing on behalf of the Marine Hills (Federal Way) neighborhood airport noise/health impacts steering committee, to request that such a meeting(s) be included in the DEIS preparation process. By obtaining informal input from Marine Hills on the firm's preliminary findings and conclusions related to SAMP noise and health environmental impacts, the benefit to the Port and FAA would be the potential for saving considerable time and expense in responding to formal comments by Marine Hills following release of the draft EIS.

12-22

Submit comments to:
Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: David Burger
Address:
twoburgers197@comcast.net

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S12-11

POLLUTION CONTROL, MITIGATION AND ELIMINATION NEEDS TO BE AS IMPORTANT AS SAFETY AND EFFICIENCY LIKE A 3 LEGGED STOOL

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: JAMES CARLSEE
Address: XX 514th ST
BURIEN WA 98168

HEARING OFFICER PHILIPSEN: And your name is?

MS. CAPERSON: Becky Caperson.

HEARING OFFICER PHILIPSEN: Thank you. Please proceed. You have three minutes.

MS. CAPERSON: I'm going to talk about the fact that I live under the third runway. But I have been in this area most of my life. I have taught school for 31 years in Highline. And what I want to see happen is that we are treated fairly. Why don't 50 percent of our airplanes go to Paine Field? And why don't all the transport planes go to Moses Lake and then have them sent over by truck, that way we can share this wonderful thing called "noise" with another part of the country?

It has just grown and grown here. It upsets our school; it upsets the people where we live. It's both the noise, but then we also found out through studies that we get little gas particles that come straight down. They don't spread out like an umbrella; they come straight down into our houses. So when a plane takes off, we have to go inside real fast. We don't want any of those gas particles dropping down on us.

So just to be fair, we need 5 percent of the planes to go north, even though the people up there object to that.

Thank you for listening to me.

HEARING OFFICER PHILIPSEN: Thank you for

N2-1

N2-1

N2-1

MR. JOHNSON: So I will do it here.

I am aware that the Chicago airport, ORD, has a rather robust recycling and reuse plan for waste and other materials that come into and out of the airport. I think that that should be thoroughly researched and considered for this expansion of Sea-Tac Airport. S13-5

Second thought is I am concerned that the security, cyber security, of individuals using the airport has not been adequately addressed in previous designs and should be considered -- should be considered in this master plan. S10-2

And then my final thought is that we are -- we see a constant development of the airport in response to increasing annual passenger counts, but only in the form of -- or, rather, mostly in the form of physical plant and infrastructure development.

How has the master plan considered technological investments that could also alleviate and mitigate increased utilization at the airport? S12-9

That's it. That's all I got.

HEARING OFFICER PHILIPSEN: Your name, would you say again?

MR. CARTER: Sidney Carter.

HEARING OFFICER PHILIPSEN: Thank you, Mr. Carter. You have three minutes, and I'll time you.

MR. CARTER: Well, my comment will be just one,

is the waste, the hazardous waste. We're sending it out of the state of Washington to other states. And I don't know what they can do about that, and I think it's unfair that we have to put out the garbage in the yard.

The other thing is there's too many planes already in the Seattle area. They're talking about building a second terminal. Why does it have to be this close in the city of Seattle? Can we find a better place, a better location?

And I think I'm about done.

HEARING OFFICER PHILIPSEN: All right. Very good. Well, you have done just what this calls for, you've given issues and topics to be considered. So thank you.

MR. CARTER: Thank you.

HEARING OFFICER PHILIPSEN: Now we're ready to listen to your comments, and I'll be keeping time.

MR. ROBERSON: Right now my only concern is noise pollution and land and water pollution and the hazardous materials. I don't know. I'm out to play with the kids in the backyard, and there's a single file of planes going by. We were entertained for a while, and now it becomes where we have to raise our voice to hear each other in our yard.

And we don't even know the total impact of what's falling down from the sky, particulate matter. We like to grow food; we got pets and stuff like that, and it's just --

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Mr Rybolt,

I have lived in the south end all of my Adult life. I taught in the Highline School district for 31 years.

I have listend to airplanes forever it seems. Now we know we not only get noise we also get gas particles. N2-1 N3-1

I believe it is only fair we share Equally with Paine Field and Transport cargo planes to Moses lake. We (southend) have always tolerated this BUT now the growth is getting out of hand. Too much for 1 area. S2-1

WE WANT TO SHARE !!!!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: BECKY CASPERSON
Address: 24726-12TH Ave S.
Des Moines, WA 98198

From: Monique Cherrier
To: SAMP Public Comments
Subject: NEPA/SEPA review
Date: Tuesday, September 25, 2018 6:23:35 PM

Hello:

N3-1/N3-6

I am a north beacon hill resident for the past 19 years, and the amount of noise from airplanes has steadily increased. The noise regularly wakes me up at night and I am often unable to carry on a conversation inside the house and I am regularly unable to carry on a conversation in my yard. I have downloaded an app (NIOSH SLM) that provides fairly accurate measurement of noise, and it regularly achieves db levels above 65 when planes are overhead.

I spoke with the noise representatives at the scoping meeting on September 12, and they told me that there is no indication, based on their noise monitors that the noise levels are above the allowable level for north beacon hill. In addition they stated that there is mitigation offered to neighborhoods, where noise is above allowable levels, and beacon hill is not included.

I am writing to you request the following based on my experience of excessive noise and it's adverse impact on my health:

N3-14 S4-8

1. expand your noise monitoring to include additional monitoring sites in north beacon hill.

S4-4

2. . use an alternative method for acceptable level. the Noise experts at the scoping meeting stated that the noise is averaged over a year. Clearly if the noise at my location is adversely impacting my sleep and my health, this is not an acceptable way to calculate the impact of noise. averaging is the worse way- some other method such as number of high noise events and time above.

N3-5

3. include some form of respite for beacon hill. currently the landing and take off pattern flies directly over beacon hill. It is not fair that one section of the city bear the full impact of plane noise. you can shift the landing and take off pattern to fly over water such as lake washington as the number of residents living on the lake is less than the residents of beacon hill.

thank you for taking the health and well being of Beacon hill residents as a serious, and important factor in your NEPA/SEPA review.

Monique Cherrier
1621 S. Walker St.
seattle, WA 98144

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N3-1 • major concern is the increased noise; number of flights (many times only 90 seconds between flights)

N3-2 • CONSIDER CHANGING FLIGHT PATHS OVER PUGET SOUND Rather than over residential area

N3-7 • CONSIDER covering costs for window replacement by extending coverage PAST 240th Street

N2-2 • CONDUCT EMISSION Study to determine effect on air quality

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: PAULINE CHESLOCK
Address: 27826-10th Ave S.
DES MOINES, WA 98198

From:	barbara chin
To:	SAMP Public Comments
Subject:	please reduce the Airplane noise
Date:	Thursday, September 27, 2018 5:52:29 PM

N3-25

Hello,
I have been to other areas and have noticed other airports regulate airplane noise. We need to step up our standards to require quieter airplanes at Sea-Tac. My Father worked at BOEING, and explaned it was possible.

Best regards,
Barbara J Chin
Des Moines, WA 98198

Port of Seattle

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N5-5 WHERE ARE THE 3RD GENERATION QUIET PLANES YOU PROMISED US. WHY DO YOU CONTINUE TO ALLOW LOUDER PLANES. WHY ARE THEY FLYING SO

N3-1 CLOSE TO MY ROOF I CAN READ DELTA ON THE UNDERBELLY OF THE AIR PLANE.

N3-6 WHY ARE THE PLANES FLYING AT 1:00 am 2:am + STARTING AGAIN AT 4:30 am 5:00 am. WHO CAN TOLERATE PLANE ~~EE~~AFTER PLANE AFTER PLANE FLYING OVER US 20th 21st 22nd. HAVE YOU A DAILY BASIS

WHERE ARE YOU GOING TO ISSUE

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Beverly Chin
Address: 24330-22 AVE S
DES MOINES WA
98198

HEARING IS BLOCK OUT THE NOISE. IVE TRIED SEVERAL EAR PLUGS + THEY DON'T HELP. HOW ARE YOU GOING TO COMPENSATE US FOR HEARING LOSS WHICH ANY BRAIN SCIENCE PROFESSIONAL WILL TELL YOU CAUSES BRAIN DAMAGE. OUR EARS DID NOT EVOLVE TO HANDLE THE LOUD JET NOISE OVER & OVER ON A DAILY BASIS. HOW ARE YOU GOING TO REDUCE THE # OF FLIGHTS & WHEN? WE ARE SATURATED BEYOND REASON AND IT IS AFFECTING OUR HEALTH. WE CAN'T SOCIALIZE OR GARDEN IN OUR YARDS HOW ARE YOU GOING TO PROVIDE COMPENSATION FOR THE DESTRUCTION OF SUCH COMMON HUMAN ACTIVITIES THAT IS THE MINIMUM WE CAN ASK FOR TO SATISFY THE BRUNDTLAND DEFINITION OF SUSTAINABLE SOCIAL ELEMENTS OR DO YOU NOT BELIEVE NEIGHBORHOODS ARE PART OF THE ENVIRONMENT

N4-1

N3-3

N4-1

N6-1

Fold Here

Place Stamp Here

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

Fold Here

Port of Seattle

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S4-8

WHEN IS ANYONE GOING TO CAMP OUT ON OUR STREET FOR AT LEAST A WEEK CONSECUTIVE DAYS + HOURS TO SEE + MORE IMPORTANTLY TELL YOU ITH HUMAN COST THAT YOU CAN UNDERSTAND FROM YOUR COLLECTION OF MONITORS + DATA. WE ARE NOT STATISTICS WHAT IS THE IMPACT OF

S4-5

SUCH NOISE ON DEVELOPING BABIES' EARS + YOUNG CHILDREN SURE YOU PLAN TO REMEDIATE THE CERTAIN ELEMENTARY SCHOOL IS YET THESE KIDS ARE LIVING

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Beverly Ching
Address: 24330-25 AVE S
DES MOINES WA
98198

S5-3

AND PLAYING IN THE NEIGHBOR-
HOOD AND THE PARKS. [redacted]
[redacted] THEY ARE BREATHING THE
STALE POISON, HOW MANY MORE
STUDIES OF THE STUDIES DO YOU
NEED TO CONCLUDE POISON
IS POISON? WE NEED TO KNOW
WHAT STEPS YOU ARE GOING TAKE

Fold Here

TO ALLEVIATE THE NOISE
POLLUTION PROBLEMS. WE
NEED ACTION NOW!
WHEN ARE YOU GOING TO TELL
US WHAT YOU
ARE DOING FOR OUR
NEIGHBORHOODS? DO WE
HAVE TO DO . . . . . WHAT??

Place Stamp Here

S4-12

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

Fold Here

TO GET ACTION. WHY ARE WE
PAYING TAXES TO HELP BIG
BUSINESS? AMAZON CAN AFFORD
ITS OWN 4th RUNWAY WITHOUT
USING MY NEIGHBORHOOD.

airport. Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

Now we begin the oral portion, and you can give your comment; I'll time you.

MR. CHRISTOPHERSON: Okay. We live on 25th. I've lived under the airport since 1946 on 20th Avenue South. I went to all the schools that the Port has closed due to air-noise mitigations. They're currently building a brand-new school where Glacier High School was, and the reason they shut it down was because of noise.

When Glacier and all these other schools were shut down, the planes would take off northbound or land southbound over 20th Avenue from air- -- Runway No. 1.

Now, in the last -- quite a few years now, five, six years, the planes are coming over this building, the senior center, or community center, and they're going straight over 22nd Avenue South. And I have friends who live on 22nd. When I'm talking to them, I'm watching the planes coming right over.

The airport can stop all of these complaints about noise on the eastside, specifically, if they could get these pilots to stay on 20th and/or 16th or 18th Avenue when they're landing and taking off. In bad weather, they stay over there because they're having to use landing systems; I'm not sure what it is. On good weather, they're flying

right over this building, hit the Boeing Distribution Center, and then they have to veer towards the west to get to the runway and land. And to verify this, we'll go to the perimeter road and watch the planes. And they're coming over this building and then veer off to land. The worst ones are the big jumbo jets and the air cargo.

So I guess my thing is, if you could just get the airport to tell the pilots to stay on their original course over 20th or 18th until they get to 128th, which is the end of the clear zone, then they can go wherever they want. Somebody in the other room says it's five miles out. So the planes are violating that rule, if it's an FAA rule.

But we just wanted to say you could take care of a lot of noise mitigation problems just by -- just moving it over slightly, where it used to be since 1946 till 1975.

MS. MCLEES: I moved in there in my house, which is two blocks over, about 40-some years ago, and when I was outside, you could hear the planes, fine, but you could still talk. You go in the house, you couldn't hear. Now I have to turn the TV up even with the doors and windows closed when I'm in the house because they're coming so close, I can read the bottom of the Delta plane when it goes over.

So one day I was out working in the yard, and an Alaska Airline plane was really off course; it came right over my

Port of Seattle

COMMENT FORM

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SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

S11-2 (1) Need to include ALL portions of SAMP, near AND long-term projects, in the analyses. Chopping it up only subverts SEPA and NEPA.

S11-1 (2) ~~Baseline~~ impact period should be at least back to 2012. Projects currently underway but not included in near-term are in fact part of the whole SAMP. They need to be included.

S1-1 (3) Separate out "need for" the project into hub-feed fly flights vs. regular flights. (Local demand vs stop-over (change planes) demand. Hubs are not a "need". Make clear impact distinctions.

S7-1 (4) alternatives MUST include a full blown assessment of other sites than SeaTac to handle all the traffic volumes increases past 2012.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: DAVID CLARK

Address: 1034 S 234th Place
Des Moines, WA
98198

From:	ROSE CLARK
To:	Debi Wagner; SAMP Public Comments
Cc:	Jean Hilde; Nancy Tosta; Sharyn Parker; John Pamass; Steve Edmiston; Dana Hollaway; Walter Bala; Brian Wilson; Roseanne; tmr@robinsonnews.com; Yarden Weidenfeld; Susan Petersen; Kent Palosaari; Terry Plumb; Joel Wachtel; Scott Schaefer; Michael Matthias - City of Des Moines; Larry; Stuart Jenner; Peter; Sheila Brush; Scott Stevson
Subject:	Re: Scoping comments
Date:	Sunday, September 16, 2018 5:51:20 PM

S2-1 I so agree with this. The last statement is absolutely true. It would be cheaper to site another airport.

Rose

On September 16, 2018 at 5:41 PM Debi Wagner <debi.wagner@icloud.com> wrote:

The attached Scoping comments are not meant to replace my comments submitted at the Highline College Port of Seattle/FAA outreach but are meant as supplemental. I am copying below a list of additional questions from an email exchange with Cayla Morgan, FAA Environmental Specialist which she refused to answer unless submitted through the Scoping process.

I fail to understand why the SAMP Scoping boards for air quality and climate are empty and why the public health board has risk of explosion and little else that has anything to do with public health concerns.
These boards could be populated to provide at least some framework for the public to know or understand how much or little the Port of Seattle and FAA plan to cover.

I was involved in the four-year process for the third runway from Scoping to Final Supplemental EIS, MOA air quality study, Record of Decision and Governor Locke's certification of the project. This entire process was an attempt to cover up the true impacts, provide false data, downplay impacts and as a result, further a dangerous, unmitigated airport pollution problem. The subsequent legal cases pushed this process out another 8 years while the community fought impacts with meager resources that pushed cities near bankruptcy. In the end what we received was a somewhat smaller environmental destruction.

This current process should include a greater level of transparency and honesty. Agencies, officials and those responsible for oversight should assure the project not only complies with existing laws, but rises to an environmental standard that they themselves would want for their own families. This principle is reflected in state law at WAC 173 which guarantees each person in the State of Washington the right to a healthful environment.

I also realize that the proper analysis may disclose the need for removing billions of dollars worth of residential land uses that are far too close to the airport. This proximity problem is a result of the 1989 "Mediation" agreement which kept

incompatible land uses intact in exchange for a noise mitigation program. This was the cheap way out of a problem for the Port of Seattle. An Expert Noise Panel appointed by the State of Washington in 1996 determined the noise mitigation program wasn't successful. Subsequently, many of the insulated homes have had insulation and windows mold, fail and rot. There is currently no plan to repair, or expand the program. This is unacceptable. Other cities are getting updated products and upgrades.

In summary, it would be easier to site another airport in the state with a proper buffer of 33,000 acres than to try and make this situation acceptable, livable and compatible.

Thank you,
Debi Wagner

From: Deborah Wagner <debi.wagner4@gmail.com>
Date: Wednesday, September 12, 2018 at 12:01 PM
To: Sheila Brush <shebrush@gmail.com>, Steve Edmiston <sedmiston@bracepointlaw.com>, Scott Stevson <scottstevson@gmail.com>, Bruce Dennis <bld522@yahoo.com>, Larry Cripe <Larrycripe@comcast.net>, Terry Plumb <tmcp123@hotmail.com>, "walterbala@mac.com" <walterbala@mac.com>, "Keiser, Sen. Karen" <Karen.Keiser@leg.wa.gov>
Subject: Fwd: follow-up

---------- Forwarded message ---------
From: <Cayla.Morgan@faa.gov>
Date: Wed, Sep 12, 2018 at 11:01 AM
Subject: RE: follow-up
To: <debi.wagner4@gmail.com>, <shebrush@gmail.com>, <Larrycripe@comcast.net>, <annek@36524.com>
Cc: <Patricia.Deem@faa.gov>, <Janell.Barrilleaux@faa.gov>, <Purcell.Arlyn@portseattle.org>, <Rybolt.S@portseattle.org>

Dear Debi:

Thank you for your comments regarding the Sustainable Airport Master Plan (SAMP) Near-Term Projects environmental review. If you would like your comments to be included as part of scoping, they must be received or postmarked by September 28, 2018 through at least one of the following methods:

1. SAMP Online Open House: www.SAMPNTPenvironmentalreview.org
2. Email: SAMP@portseattle.org
3. Mailed to. Mr. Steve Rybolt

   Port of Seattle

   Aviation Environment and Sustainability

   P.O. Box 68727

   Seattle, WA 98168

4. Submitted in writing at any of the four public meetings
5. Recorded by the Court Reporter at any of the four public meetings

While we appreciate your comments, we cannot consider them as part of the SAMP Near-Term Project environmental review scoping process unless you resubmit them via one or more of the methods above.

Once received, these comments will be reviewed by the Port and Federal Aviation Administration (FAA). We anticipate that we'll report out on the results of scoping to the Port Commission in early 2019.

Thank you,

Cayla D. Morgan

Environmental Protection Specialist

Seattle Airports District Office

206-231-4130

My new address is: **2200 S. 216th Street, Des Moines, WA. 98198**

From: Deborah Wagner <debi.wagner4@gmail.com>
Sent: Tuesday, September 11, 2018 9:41 AM
To: Morgan, Cayla (FAA) <Cayla.Morgan@faa.gov>; Sheila Brush <shebrush@gmail.com>; Larry Cripe <Larrycripe@comcast.net>; Anne Kroeker <annek@36524.com>
Subject: follow-up

Hello Cayla: Thank you for spending time discussing some of our questions at the SAMP Scoping meeting last night. I have a few questions that I hope you can answer.

The "air quality" team said the CO2 figure of 363,306 metric tons per year (2016) produced by Landrum & Brown in a preliminary air quality draft I received six months ago uses only a takeoff cycle of approximately 2 minutes. The figure I received from Elizabeth Leavitt, Port of Seattle senior environmental staff member at the Energy and Sustainability Committee in 2016 was 5.4 million metric tons per year which includes all fuel pumped for CO2 in 2015 but not methane, black carbon or nitrogen oxides which are major contributors to climate impact and in my opinion, should be calculated for their respective contribution.

The AQ staff said that FAA regulations requires them to use only the truncated figure, part of the LTO.

Question: Please provide the regulation/guidance/AC or whatever governs this calculation?

Question: I am also seeking a copy of any EA, FONSI, CATEX document you referenced from 2006/2007?

I am also concerned about the conditional approval FAA received from EPA in 1997 which required an air quality analysis prior to any future build post 2010 due to predicted violations of the NAAQS. Monitoring around the airport drives in 1998 found CO levels at roughly 80% of the federal standard during a slow period of operations along with particulate and NO2 levels higher than any historical regional monitoring. The congestion around the airport along with the massive increase in operations over the years and lack of monitoring in the area combined with close-in communities is cause for concern for compliance meant to protect

public health and welfare.

Question: Will any monitoring of the air quality be required before approvals are issued? If so, will air toxics be included along with criteria pollutants?

In 1993, McCulley, Frick and Gilman monitored hydrocarbons in the neighborhoods around Sea-Tac and found several of concern above the Washington State Acceptable Source Impact level including benzene, formaldehyde, acrolein, etc. Due to these and other studies showing increased cancer risk, the Port of Seattle and FAA were asked to conduct a risk analysis for the third runway EIS which did not happen due to the consultant citing "lack of information." It now appears the community is experiencing higher than average respiratory illnesses and cancer and the State Department of Health map of health disparities along with EPA EJ Screen confirms the area surrounding Sea-Tac is in the above 80th percentile of negative health outcomes. These communities have already been identified by FAA in their PEA for the Automated Turn dated September 2017 as predominately minority and low income for Environmental Justice. There are requirements for notifications, HIA, SIA, and numerous other investigatory measures included in the Federal Interagency Working Group "Promising Practices" report from March 2016 and other regulatory framework.

Question: Will FAA require a thorough evaluation of the EJ conditions and health disparities in the community surrounding Sea-Tac Airport including a risk analysis that uses monitoring to validate modeling?

Lastly, I am still confused as to the role of FAA in planning aviation capacity in Washington. The DOT Air Transportation representative believes FAA has to provide direction for the state to move forward on siting and building or expanding facilities. Yet, it seems FAA has referred to the state as the lead on this process. I am concerned because the state does not necessarily understand airspace constraints or the potential for harm of the human environment from concentrated high noise and emissions in the congested corridors. Due to constraints on the Sea-Tac facility which drives up the expansion cost tremendously that FAA must help fund, does it seem wise, prudent or usual to not more aggressively pursue alternatives to Sea-Tac expansion that are less harmful?

Question: What is FAA's role in regional or state decision-making to either stop expanding Sea-Tac or to build another airport/expand existing facilities?

Thank you,

Debi Wagner

Port of Seattle

COMMENT FORM

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Comments must be received by September 28, 2018.

The Des Moines area is already hearing and breathing the effects of increased planes over us and we understand lots more will be added. This is very harmful to our health with noise increasing all night and dangerous particulates (sp) in the air we breathe. Please help us have a decent quality of life

S5-3

S4-3

S3-1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Wendy Cone
Address: 215 S. 216th St, #410
Des Moines, WA. 98198

Port of Seattle

COMMENT FORM

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S2-1

The Seattle metropolitan area desperately needs another regional airport (or two). Few other cities have such a concentration in one airport. Paine Field needs expanding in spite of the loud voiced moneyed efforts to stop expansion. How about more pressure on McChord field. The airforce could use Moses Lake more instead.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Molly Cone
Address: 815 S. 216th St. #410
Des Moines, WA. 98198

Port of Seattle

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N3-1 I've lived at 1141 S Applelane in Des Moines since 1997 and in that time, the noise has greatly increased. My concerns are mostly related to noise pollution and its affect on human health.

N4-1 * Will the Port be studying my neighborhood for noise pollution?

N3-3 * I can't use my backyard because of the constant noise.

* I can't talk on the phone, inside my house unless I close ALL the triple pane windows because of the noise.

N3-6 * I can't sleep well because of the noise. I tried ear plugs + developed vertigo from the plugs

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Valerie Constantino
Address: 1141 S. Applelane
Des Moines WA
98198

OVER →

* + don't enjoy my deck or my ocean view because of the constant noise.
* I have a large lot that I pay taxes on + I no longer enjoy it because of the noise. Will I be compensated for the loss of use of my yard.
* What happened to using the 3rd runway for "inclimate weather" only? ~~I~~ you lied!
* I don't care at all about the benefit of more flights because the DO NOT benefit me at all!

N3-3

N5-5

Fold Here

Place Stamp Here

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

Fold Here

* I want to see results of a study done on my neighborhood related to noise.

S4-8

* Time to build another airport somewhere else!

S2-1

Port of Seattle

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N3-1 Concern about the noise and climate (air quality)
N2-1 I live under the flight path, experienced planes (especially Fed Ex planes) flying at a much lower level than ever before. My house sometimes shakes when these planes fly over, with 20 million more passengers coming by 2034 the problem will only get worse. Need to share the resources. S4-3 S3-1 Fed Ex planes should be diverted back to Boeing Field. And see no need in these S2-1 planes flying at a lower level. Direct flights over I-5 freeway, instead of N3-2 residential areas.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Sue Cornell
Address: 25128 25th Ave So
Kent, WA 98032

N10-37

From: Quiet Skies
To: SAMP Public Comments; carlcraven33@gmail.com
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 7:13:44 PM

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Carl Craven of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mr. Craven be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

Port of Seattle

COMMENT FORM

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Comments must be received by September 28, 2018.

N5-2 The noise over residential areas in Des Moines has increased greatly as the 3rd runway has increased

N5-4 use. It is going to be even worse using the 3rd runway instead of the current. What mitigation will

N3-7 there be for the people impacted by these increased flights?

N1-4 What cross runway will be built because the one expansion things are already not fun. Will they handle more flights?

S2-1 Are you studying adding another airport in the region? Can Paine Field be used for expansion instead of sea-tac?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Becky Cromeeto
Address: 27044 10th Ave S
Des Moines, WA 98198

Port of Seattle

COMMENT FORM

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MY NAME IS WILLIAM DAMATO, I OWN HOMES IN BOTH SEA-TAC, AND DES MOINES. THE HOME IN DES MOINES IS DIRECTLY UNDER THE MIDDLE RUNWAY. WHEN PLANES ARE TAKING OFF AND LANDING, THE NOISE IS UNBEARABLE, VERY LOUD. I'M ALSO CONCERNED ABOUT EXHAUST. I FEEL AS THOUGH, REGARDLESS OF MANY CONCERNED HOMEOWNERS, THE "PORT OF SEATTLE WILL DO WHAT, THEY WISH. I'AM COMPLETELY AGAINST ANY EXPANSION OF SEA-TAC AIRPORT, W/O MONETARY REPARATIONS. I FEEL A CLASS ACTION LAWSUIT WILL BE INEVITABLE.

S12-17 N25 N3-2 S11-17

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: WILLIAM DAMATO
Address: 1827 246th PL. SO.
DES MOINES, WA
98198

From:	Bruce Davidson
To:	SAMP Public Comments
Subject:	formal submission of comment on SAMP
Date:	Saturday, September 15, 2018 4:30:16 PM
Attachments:	Aviation noise letter 9-15-18.docx

To Mr Rybolt and the Port Commissioners:

Please take the attached letter as my comment. Would you please confirm receipt.

Sincerely,

--
Bruce Davidson MD MPH

Email brucedavidson@pobox.com
Tel (+1) 206 799 4513

12209 Shorewood Dr SW
Burien WA 98146
September 15, 2018

To the Port Commissioners and Management:

S11-1/S5-1 The same week the Seattle Times reported the Port Commission would pay contractors $968 million for SeaTac airport's new international arrivals terminal, over three times its 2013 estimate, I attended a Port Commission "Open House" to see its plans for airport expansion. There were nine artful posters with past and future projections of tourists, cargo, and passengers. But there was zero about the human health impact of the recently added 97,000 flights per year, or the 80,000 further additional flights per year planned for the near term.

S4-6/S4-4 As healthy humans age, sleep becomes more fragmented. Fragmented sleep interferes with control of high blood pressure, increasing risk of stroke and heart attack. The closest residents to the Milan, Italy airport had nearly double the risk of sleep disorders (36%) compared to a reference population living elsewhere (20%). In adults, aircraft noise leads to worse daytime sleepiness and impaired cognitive performance the next day. Five years of night aircraft noise increases the risk of high blood pressure in men by over 50%. A study of 6 million Americans living near 89 different airports found an average 4% increase in hospital admission for strokes and other heart problems among those over 65 living close to airports, but for some American airports, hospital admissions for stroke, etc, were increased by 25%. A consensus panel White Paper published 2017 by scientists from FAA and elsewhere confirms aviation noise at home and school is associated with poorer reading skills and memory in children; any reduction in day and night aviation noise leads to an improvement in their reading comprehension. The White Paper concluded there is good biological plausibility that aviation noise negatively affects health. This is settled science.

S4-5

When I asked Port Commission head airport planner Ms Arlyn Purcell why there were no data about human health or plans to acquire it, she told me this was categorized under "Environmental effects". When I pointed out that King County, Washington State, and our Federal government have each determined that concerns regarding human health and those regarding the environment should have separate budgets and departments, she told me "You should comment on that".

I am a physician with a great deal of public health experience. The Port Commission is seeking "public comment". In public health, we have learned:

- Post-menopausal hormone replacement therapy increases risk of breast cancer, stroke, heart attack
- Universal oral poliovirus vaccine administration should be replaced by injected poliovirus vaccine
- All women who might become pregnant should take folic acid vitamin supplements to prevent the possibility of spinal cord disease in offspring

We learned all this not from "public comment", but from scientific surveys and studies by experts.

N1D-10 When any of us start driving our cars to any destination, our first duty is not to harm humans. The Port Commission process and management appear negligent regarding their duty to the American citizens near SeaTac airport. Ms Cayla Morgan, an FAA representative at the Open House, said the Port Commission has federal planning grant funding available, and that a "no action" decision on expansion is

S11-3

indeed a possible outcome. Local government should require a moratorium on new flights while the established experts from CDC and elsewhere (we have no local ones in Seattle) design and execute a robust survey-study to understand the risks to local residents. The study data and analysis can be presented to Seattle-King County Public Health, the Port Commission, and the public for comment. Then we can determine if the number of excess strokes, heart attacks, and premature deaths in Americans living near SeaTac resulting from the projected cargo, tourist, and passenger growth the Port Commission currently promotes is acceptable.

Sincerely,

Bruce L Davidson MD, MPH

Port of Seattle

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N1-5 The assumptions of the growth of Seattle metro area rely that the business climate will continue to increase. This is flawed as Sept housing prices have peaked & the city that Amazon built is going to change due to Amazon 2nd Headquarters being somewhere other than Seattle. SeaTac is not the only regional Airport. Paine Field will be having flights served by major airlines that will impact the assumptions of the scoping & expansion ~~wanted~~. wanted.

S2-1

S4-4 The noise model for Day Night Level Avgs is flawed in determining valid noise disturbance. How is the Port going to improve ~~the~~. the level of quietness to the community?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Alan Davis
Address: 19612 5th Ave S.
Des Moines, WA 98148

Port of Seattle

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Comments must be received by September 28, 2018.

1. It appears that the noise levels for planes are averaged. How does that capture those very loud planes that might be above what the safe noise level should be? (N10-33)

2. It seems very impossible that increasing the number of flights would not increase the air pollution. I understand that the Port / airport does not take actual air samples but depend on the King County air quality folks to take those samples but not at the airport. How can we actually feel that the air quality measurements are accurate? (S3-1, S3-2)

3. At what point will this airport be maxed out? (N-12)

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jane Davis
Address: 19612 5th Ave S
Des Moines

(N1-4)

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N2-1

California has done these studies on the effect of emissions on health. If you enter a plane at the Sacramento airport and have to walk in air between planes they have health warnings posted. Why does the port of Seattle ignore this issue?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Susan Davis
Address: 20622 4th Place S.
Des Moines, WA 98198

Port of Seattle

COMMENT FORM

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NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
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N3-6

I am awakened every night 2:30-3:00 am by a loud plane. People deserve + need quiet time. It is psychologically necessary. We also deserve time during the weekend to relax and enjoy family time. Having specific No flight times on 3rd runway would afford us That.

N5-6

Our lives deserve consideration not just your flights + expansion

Submit comments to:

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Seattle, WA 98168
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FROM (Please Print):
Name: Susan Davis
Address: 20622 4th Place S.
Des Moines, WA
98198

Port of Seattle

COMMENT FORM

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N3-1 The Port has added 97,000 new flights in the last four years why have NO studies been done?

N10-1 The Ports response has been a Meeting at Highline DO where they were arrogant and basically said they have to figure out how to get all these flights and cut trees for "safety"! A meeting in Burien library where they were called out for lying about flight patterns. A phone complaint number they never respond to when flights awaken people. Now thus year the people seem responsive. But will anything be done other than more flights added?

N3-4

N3-7

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Susan Davis
Address: 22622 4th Place S
Des Moines WA
98198

Port of Seattle

COMMENT FORM

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N10-24

Increasing flights is the priority of the port. Having decent lives is the priority of the citizens of the South End. We have been lied to manipulated, placated temporarily while plans to expand + increase flights move forward. We would like a REAL seat at the table. This is your job, but it is our life.

N11-25

Studies should be done + information available prior to flight increases. on effect of noise, pollution, particulants.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Susan Davis
Address: 20122 4th Place S.
Des Moines, WA
98198

Port of Seattle

COMMENT FORM

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N10-1

The Port practice of cutting down trees on the South end and claiming it is for "Safety" is absurd. It is to increase the # of flights and give some alternate routes.
Trees absorb noise + pollutants. Yet the Port cuts trees at the South end where homes are less expensive because it will be objected to less. Classism at its worst!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Susan Davis
Address: 20622 4th Place S.
Des Moines, WA
98198

From:	chestine edgar
To:	SAMP Public Comments
Subject:	Written comments on the scope of the NEPA EA/SEPA EIS:
Date:	Monday, September 24, 2018 3:00:42 PM

https://sampntpenvironmentalreview.org/

To Whom It May Concern at the Port of Seattle and the FAA:

I am a Burien resident and my health and safety are at risk from the Sea Tac Airport. operations. In spite of the years of input I have given to these Port of Seattle open houses and "meet the public sessions", I have found the Port of Seattle to be complicit in actions that are contrary to resident and citizen concerns.

As an example, I attended two open houses put on by the Port about their Sustainability Plan. At both sessions, I put comments as well as two written Public Information Requests in the boxes provided by the Port at those meetings. After in excess of four months, I heard nothing back from the Port. Finally, I got one of my neighbors to go to a Port meeting and submit in person my Public Information Requests which the Port had never responded to.

NI-3

This means that the Port does not even bother to open and read the comments citizens turned in. The Port flat out lies to the public that the public's comments will be read, be made part of the public record and considered. it is also complicit in following Washington State Law regarding Public Information Requests. The employee that was assigned to these comment boxes and reading their contents should have been fired. But I notice that he still is happily employed by the Port. Is there even anything honest about this Port's operation and the questionable promises and data they allegedly collect?

The very skimpy, environmental justice rhetoric that the Port mumbles about is not happening here in Burien. In my below comments about Scoping, I am asking the Port of Seattle and the FAA to step up to the plate and do what is the right thing to do and follow the law.

SI-1
SI-2

Comments on Scoping-

Scoping should be taken seriously. Past requests for the Third Runway analysis to address environmental considerations have been ignored. Please see attachment for an example of Puget Sound Clean Air Agency (PSCAA) formerly, Puget Sound Air Pollution Control Agency request for the third runway EIS to include a risk analysis and the response from the FAA/Port of Seattle. Where insufficient information exists (was not a valid excuse since EPA had just done a thorough risk assessment for Midway Airport http://www.csu.edu/cerc/documents/SWChicagoCancerRisks1993.pdf) or unknown risk exists as was the case with existing widespread community health disparities, it is the responsibility of the agency proposing the project involving additional impacts to use all available means to discover and disclose. NEPA §1508.27
The FAA and Port of Seattle should analyze the following items in the Environmental Assessment and Environmental Impact Statement:
HUMAN HEALTH AND ENVIRONMENT

1) Conduct an air quality analysis for all pollutants of concern; hydrocarbon emissions, air toxics, lead and criteria pollutants in the communities surrounding the airport and flight paths

where aircraft overfly to 3,000 feet. This was required by a MOA between the Port of Seattle, EPA, PSCAA and DOE to be done post 2010 (See Attached). Please note the request for chemical analysis of residues in flight paths. Funding shortfall prevented this from going forward. It is still needed. Monitoring is used to validate modeling and has been recommended by our air quality agencies

2) Provide data on demographics and health in all communities affected by airport noise/emissions using existing data, science, agencies, institutions with city and citizen input. Give same consideration to multiple stressors (noise/emissions, traffic, etc.) in EJ community as was provided by the Port of Seattle in the near Port community grant for Duwamish residents.

3) Identify significant cumulative impacts considering past, present and reasonably foreseeable, multiple project impacts and high and adverse impact areas.509, SASA, South Satellite, flight path changes, modifications, hardstands, new terminal construction and operation etc.

4) Identify areas where low income and minority populations reside and analyze disproportionate impact by airport operations, traffic, congestion, etc.

5) Consider cumulative noise and emissions on resident's health

6) Consider unknown risk and develop methods to determine sources, nature and develop control strategies

7) Conduct a risk analysis using all air contaminants known to be produced by airport operations using the collected monitoring and modeling data for validation as per Puget Sound Clean Air request in 1994 not yet completed

8) Map the areas of impact

9) Conduct a health impact assessment (HIA) and social impact assessment (SIA).

10) Provide meaningful insights into mitigation strategies

METHODOLOGY-

1) Both co-lead agencies should use available science, data and input from independent sources to inform and validate the process and conclusions

2) Worst-case scenarios for impact analysis should be considered and developed

3) Mapping the area of emission impact will be different than the noise contours and should highlight highest risk areas.

4) A map should be color coded to easily identify:

a) Low income and minority populations eligible for environmental justice consideration

b) High and adverse impact assessment by census tract

c) Impact from emissions and types of emissions

d) At risk areas by type of risk

e) Noise contours and highest noise sensitive areas impact

f) Existing health disparities

5) All assumptions and conclusions should be peer reviewed and independently verified for accuracy. For instance, industry data frequently reflects a bias; current emissions prepared by consultant for the SAMP varies widely from the EPA data for the same year using the same FAA operations, data and model. This problem plagued the third runway EIS data on emissions. Port estimates for 2014 are in white and EPA estimates in yellow

Residents are entitled to a fair process. The State Department of Public Health and State Board of Health has previously identified the areas around Sea-Tac Airport as experiencing high and adverse health consequences and eligible for environmental justice consideration.

Their recommendation in June 2001 was for a comprehensive independent air quality study. But golly that just never happened in a comprehensive manner. If you sense a sarcastic tone in my correspondence, it is because of the numerous lies the Port has told to the public to cover up for its continuous, numerous and complicit behaviors.

Respectfully,
C.Edgar

P.S. If I have mailed this on to the wrong email address for scoping comments, please forward it on to the correct Port of Seattle and correct FFA email addresses. I don't want to find out later that someone in the employee of the Port of Seattle just didn't bother to open his/her email and so my comments never got entered into the public record on scoping. Oh, and after not doing the job that Port employee was assigned to do with citizen comments, he/she got a raise and a bigger job title-as happened in the previous situations of not responding to my Public Information Requests or comments. I would like to receive a written response that this communication has been received and put on the public record.

From:	Melody Edmiston
To:	SAMP Public Comments
Cc:	quietskiespugetsound@gmail.com
Subject:	Environmental Impacts
Date:	Friday, September 28, 2018 3:36:08 PM

SEA-1

Please do the necessary studies on all environmental impacts of the enormous growth SeaTac Airport is planning. The air surrounding SEA is currently in the 100 percentile of the worst in our nation. It is reckless to move forward without first getting all the facts together,evaluating the impact and reviewing it with the public.

Melody Edmiston

206.371.0464

From:	Steve Edmiston
To:	SAMP Public Comments
Cc:	Steve Edmiston; Quiet Skies
Subject:	SAMP scoping comments for Environmental Review
Date:	Friday, September 28, 2018 1:13:20 PM

Mr. Steve Rybolt

Port of Seattle

Aviation Environment and Sustainability

P.O. Box 68727 Seattle, WA 98168

Re: Sea-Tac Sustainable Airport Master Plan Environmental Review Dear Mr. Rybolt:

I provide these comments in addition to, and as a supplement to, prior comments I provided:

1. To the Court Reporter for transcription at the City of Des Moines - Highline College SAMP scoping meeting on September 10, 2018.

2. In a separate signed comment transmission (a Quiet Skies form) including ten (10) distinct comments for scoping relating to the SAMP, sent this same day.

In this submission, I provide additional comments.

COMMENT 1. I have reviewed and incorporate by this reference as my own additional comments the SAMP comments officially submitted by the City of Des Moines through its Mayor Matt Pina by letter dated September 28, 2018.

N3-15

COMMENT 2. Please include within the scope of the SAMP environmental review a study of the impacts of increasing the glide slopes of aircraft arrivals in North flow. This request has two components.

First, including an assessment of the positive noise, pollution, and other impacts of increasing the glide slop for 16L/34R from the current 2.75 to 3.0.

Second, an assessment of the positive noise, pollution, and other impacts of increasing the glide slop for 16R/34L from the current 3.0 to a steeper glide slope, including up to 3.25.

N11-1

COMMENT 3. Please include within the scope of the SAMP environmental review a study of how the increased frequency of overflights since 2012 and the proposed increases in overflights that associate with the Near Term Projects negatively impact the benefits of any noise programs, noise initiatives, noise mitigation, airplane design-based noise reductions, or other noise reductions arising from any other source. The

purpose of this comment is to clarify the net gains or losses caused by flight increases to total noise impacting the community (including but not limited to total time of noise above the 65 dnl, total events per day above the dnl)

S8-3 COMMENT 4. Please include within the scope of the SAMP environmental review a study of how economically disadvantaged and ethnically diverse populations are disproportionately impacted.

S10-1 COMMENT 5. Please include within the scope of the SAMP environmental review a study of how the human environment is impacted by airport expansion in relation to crime and homelessness in the within the six cities south of the airport.

S11-1 COMMENT 6. Please include within the scope of the SAMP environmental review a study of how the impact from the increase in flight operations since 2012, and the proposed increase in flight operations in relation to the Near Term Projects through 2027, will vary in relation to each individual property (residential or business) in the cities south of the airport based upon (1) the distance from each aircraft to every property due to the location of the property relative to the flight corridors and changing altitude and engine power settings of the aircraft as they ascend from and ascend to, Sea-Tac; (2) the location of each such property to other noise sources; (3) the location and use of the flight corridors across the area in proximity to Sea-Tac; and (4) the varying topography throughout the area to the extent it affects the distance between the aircraft and the property and the propogation of sound from the aircraft to the property.

Thank you.

Steve Edmiston

27043 7th Place South

Des Moines WA 98198

MR. EDMISTON: Thank you.

HEARING OFFICER PHILIPSEN: No. You may do all the -- all of the above.

MR. EDMISTON: Very good.

So my name is Steve Edmiston. I want to start off with some comment about the proces tonight. These are my own comments, but they're also comments I have heard from many that attended the event tonight.

The first is a source of frustration in the community that we asked, and specifically the City of Des Moines asked, for a public town-hall style of engagement on this process by letters between the City of Des Moines and the Port of Seattle; that request has been denied, and a substitute engagement, this event tonight, was inserted, which is a room full of storyboards and individuals either employed by the Port or by the Port's consultant. And that is a source of frustration because the community has not been afforded the same style of participation that communities east, west, and north of the airport have been afforded. The planning period was not provided to Des Moines so -- or Federal Way or Normandy Park or Tukwila or Burien. Oh, no, Burien got one. So that's a source of frustration.

Second is timing. This is our first participation under the SAMP, and we are 11 days before the close of --

-12-2

two weeks before the cutoff on the 28th. The window's been running for 60 days, but today was the day we were provided subject-matter experts, allegedly, to ask questions about. And so we really only have two weeks, which seems very inadequate. The City of Federal Way asked for an extension, and that's been denied. So it feels like there's no meaningful engagement actually happening for the south-end communities.

The third thing is walking through the meeting, what we found, although all marketing pieces that were sent out by the community said there would be subject-matter experts attending to answer our questions, what we discovered was the people in front of the storyboards wouldn't answer questions; they wanted to turn the questions into a comment. In other words, we can't get information to help frame and phrase our comments; we're just looking at, in many cases, blank storyboards with categories. That's been a source of frustration. It feels like, to many in the community, this is about the least effective engagement that we could receive, and we're frustrated by that.

I know we're going to run through time, but nobody's behind me. I guess, I can go back and line up again, but let's run through the three minutes.

My first comment that I would like to share this evening is we need to include a complete assessment of the

growth that's already occurred in the last four years. We have 97,000 additional aircraft operations that have been added at Sea-Tac Airport since 2014, January 1, and there's been no study and no assessment, no mitigation, no action plan, nothing's been done with respect to those flights. And we have a great concern that we won't be studying those flights as part of the baseline going forward for the Near-Term Projects. And if we leave those out, we really have warped what's really going on in the communities, because that's what's happening right now, and it's happening since the SAMP was first conceived. So we know it's within the window. That should be included, that study.

Second is skipping forward to after the Near-Term Projects --

HEARING OFFICER PHILIPSEN: You've done three minutes --

MR. EDMISTON: Okay.

HEARING OFFICER PHILIPSEN: -- but there's no one else in line, so I'm giving you another three minutes.

MR. EDMISTON: I appreciate that. And if someone shows up and we need to time it out, I'm happy to do that. I totally understand the process.

HEARING OFFICER PHILIPSEN: As you wish, yeah.

MR. EDMISTON: Thank you very much.

The second comment I think is also kind of temporal in nature, what should be included temporally. Let's go beyond the Near-Term Projects that will end in 2027. That will add 80,000 flights, so we'll be nearly a gross-up of 200,000 flights from 2014 to 2027. But there's a long-term project envisioned, and originally that was going to be included in this SAMP process, but about six months ago, it got carved out. And there's a great concern that I have that I would like it included as a comment to include within the scope the impacts to human health and the environment from what is anticipated for long-term projects. Don't carve it out and leave it off the table because your own studies are showing -- the Port's own studies are showing we'll be at capacity in 2029. So the idea that we would go forward with ten years of construction and growth with no idea what's actually going to happen in the next ten years is hard to square in, I think, a rational sort of going-forward process.

Third is adequate geography. I think we have -- so geographical scope, there is a great concern that there's a focus historically on what's called the "federal contour," what is looked at for mitigation very close to the airport and for windows and insulation and things like that, and it's a very small area around the Port. The effects of the noise and the emissions from aircraft operations are clearly

felt to the southern border of Federal Way, and so we need, in geographic scope of this study, to make sure that all of the six south King County cities are included, their entire geography, in terms of the impacts to human health and environment.

Next, I think we want included in the scope of this study a complete and robust review of all of the science that has emerged in even the last three years about the impacts of noise and emissions from aircraft operations over human beings, because all of those studies that I've been able to see with this high-tech tool called "Google" all come down the same way. And here's what they say: They say that aircraft operations -- let's say just noise. Aircraft operations and noise from overpopulated areas cause hypertension, heart disease, heart attacks, delayed learning for children, has a worse impact on the elderly, has a much worse impact if there's night flights. And I can tell you that a hundred percent of the studies come to the same conclusion in the last two to three years.

Now, they're associated studies. They're the kind of studies that say, "We're finding associations between A and B." And there will always be more studies, but I don't think it's going to be any different then -- I don't think there's going to be where on the radio tomorrow you hear that it turns out red wine's good for you every day, and

then tomorrow -- the day after that, you hear red wine's bad for you, and it kind of bounces all over the place. I have a strong suspicion no one's ever come back and say, "It turns out loud aircraft noise is good for you."

I think what we're finding is the science is coming out and saying it's really, really bad, and it's far worse than we think. And obviously pollution, ultrafine particles and other problems, that science is also emerging. So not including that within the scope of our study would seem negligent because those studies are out there, and not accumulating them would seem a gross error.

Next I would talk about including in the scope of this study the pending science that's already underway in Washington State. We have ultrafine particle studies underway at the University of Washington; we have a mitigation study that's just underway run by the state Department of Commerce. Those will take some time, but the notion that we would proceed in any format with the SAMP without the result of those studies also seems very short-sided. I think we should have the results of those studies before we go forward with the SAMP. That should be included in the scope.

I think we should have special inclusion of study in this SAMP of sensitive populations. And what I mean by that is we -- because we know from the science that elder

populations and children are more highly affected. We can just sort of say a human being is a human being. What we know from that emerging science is that we have a huge population in Des Moines of elderly communities, and they're impacted more. And we should carve that out and have a separate study, make sure we're doing that.

Same thing with overnight flights; they are causing more damage than daytime flights because they interfere with and cause sleep disruption, and all the things that will go with that, on a chronic basis.

And I would also like included in the scope of this -- of this environmental review -- and this is actually super important, but not for everybody, but it's super important for certain communities, and that is we've shifted to full-time use in the last two years of the third runway. It used to be a part-time runway. The middle runway closed down for construction, shifted all of that flight to the third runway, and I think they liked it. I think the -- the bottom line is it was something that was considered advantageous. And now it is a full-time runway.

So what's happened in the last even two years is that runway and the communities under that runway have seen -- I think it's a six-fold increase in the number of flights over their neighborhoods that didn't ever used to be there before. And that needs -- you know, that is not a base --

that is -- has to be part of this study because it's brand new.

Also, I'm concerned that the projections that are set forth already with the Near-Term Projects don't seem to add up in terms of the number of flights that will be coming in the next ten years. If you use any of the data that -- from the last four years and the year-on-year increases from the last four years, the notion that in a four-year period we grew by 97,000 aircraft but in the following ten-year period, we're only going to grow by 80,000, it's a really hard number to -- especially with the growth that they're projecting in the population, which is more of a straight-line hockey stick. It's sort of like, here's the population growth, here's the need for passenger growth, and -- but all of a sudden, the actual airline operations growth is somehow way below that line. Doesn't seem to make sense. So the question, and I think what we can include in this study, is a review of what happens if our estimates are grossly low.

And the final thing I think we should include in this study, because it's clearly an alternative to handling all of the region's growth in one tiny footprint airport, is a regional airport now. And the notion that we would for, again, decades -- and we've done it for decades now, decades and decades and decades -- keep saying it's something we

need to study. I haven't really run into anyone that suggests there's a reason not to start the siting process immediately, other than folks that have an interest in economic growth right here in a very specific and small sliver of our state, our region. If that's what you want, then you want to handle all of the region's growth at Sea-Tac Airport. If you want an even and fair distribution of the costs and burdens of aviation, and perhaps even improve the overall efficiency in the long run, then you'd want to jump on a regional airport as soon as possible. Whether we can get that, I don't know. I think it should be included in the scope.

Those are my comments. You've been very patient. You gave me extra time, and I really appreciate that. I know -- I work with court reporters, and I know I just wore her out. So you've been very good. Thank you for helping me out tonight.

HEARING OFFICER PHILIPSEN: Well, you've had a lot to say, and there was time.

MR. EDMISTON: I appreciate it.

MR. LEWIS: Well, I want to talk about demand, or actually, you know, hopefully generate some responses from responsible officials at the Port of Seattle about demand and how it's defined.

I'm a retired air traffic controller and whistleblower,

in other places great; here, zero. A major investment that I'm suffering from, as well. Is that environmental? I think so. And I've got Port windows; it means nothing.

And I guess I don't know how close I am to three minutes, but every other day I'm trying to clean to keep my house clean for showing, and there's always filthy grime every day that I'm cleaning up from the oil in the air that we're breathing, the particles inside. It's the worst, the worst. And the only way it's going to be better is if the airport buys us all out. I can't think of anything that will work because there's nothing that I can do to counter the noise.

N9-2

I'm done. Thank you for listening. But I'm on the verge of a nervous breakdown because of it.

HEARING OFFICER PHILIPSEN: Thank you for your comments.

Sir?

MR. ELLIOTT: Are you ready for me?

HEARING OFFICER PHILIPSEN: Yes.

MR. ELLIOTT: My name is David Elliott, and I live west of the runway, slightly. And again, I've lived here for almost 13 years now, and likewise, it was -- it was -- I knew I was living near an airport, but it wasn't bad. It would entertain my in-laws; they'd go out on the front porch, and they'd count the approaching aircraft. But

it was somewhat quiet.

It has gotten -- the use of Runway 3, from what I was told -- I wasn't here when they initially put in Runway 3 -- that it was only going to be used for maintenance, when they were doing on maintenance on 1 and 2. Number 3 is used all the time. And there are alternatives that the Port can think about. I mean, I know we're going to use Runway 3. How about using it with some of the newer airplanes? I work for Boeing, so the 737 Maxes, the Airbus Neos, the 787 Dreamliners; much quieter airplanes, much more environmental friendly. Maybe we restrict Runway 3 to those kinds of airplanes that wouldn't bother the residents in the area so much.

I mean, we have options. And from what I've gathered in the time that I've been hearing about all these -- about people/groups complaining about it, it doesn't seem like the Port is listening to anybody. And I hope that the Port authorities remember that they're elected officials. If this is going to keep going and getting worse, we're going to find new elected officials for the Port.

I don't think I have it maybe as hard as you, but I can't go into my backyard anymore without noise. You cannot have a normal-level conversation in the front yard or backyard. In the house, I'm a little bit better off, but again, you go outside, you can't have conversations. It's

N3-3

gotten worse and worse over the past -- less than a year. It's just gotten bad. We need help.

I think that's really all I have to say. Thank you.

HEARING OFFICER PHILIPSEN: And the name on the list is?

MS. ALDRICH: Jill Aldrich.

HEARING OFFICER PHILIPSEN: Jill Aldrich. Thank you. Now you have three minutes.

MS. ALDRICH: My name is Jill Aldrich, a property owner, along with my husband, for over 50 years. We have a concern about the newest building site on 24th Avenue South, not far from the federal detention center.

About a month and a half ago, my husband and I walked on the Des Moines Creek Trail for about ten minutes and noticed a sign that said "Critical Area" that was placed there by King County. Looking past that sign, over the stream and past not many trees, was some bulldozed dirt going up to a building site.

N8-2

As the building site has progressed, we have been watching to see what the process has been to protect the stream that is critically close to two dirt hills precipitously close to that endangered stream.

So that's it.

HEARING OFFICER PHILIPSEN: Thank you.

MS. ALDRICH: Thank you very much.

Port of Seattle

COMMENT FORM

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SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

N5-5

1. When the 3rd runway was built, we in the South end were promised it was to be an auxiliary runway. It is, Now THE MOST USED runway. How can we trust anything the Port says???

N3-5

2. THE FACT THAT the Port ADVERTISES "NO CURFEWS" shows a blatant disregard for the 1,000's of citizens AWAKENED each night by AIRPLANE NOISE! THERE MUST be a Night time curfew from 10-7!!!

N10-21

3. The Port Commissioners should be elected by DISTRICT'S NOT "AT LARGE." THE South END NEEDS FAIR REPRESENTATION By Someone who lives in the Southern cities.

N10-22

4. I think the "NO FLY ZONES" in WEALTHY SECTIONS of SEATTLE MUST BE ELIMINATED!!!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: KAREN EELOT
Address: 601 South 291st
Federal Way WA
98003

Port of Seattle

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1) I was disappointed to find the Subject Matter Experts were not informative at the Highline College session on 9/10/2018. They were unwilling to give information, and highly hesitant to say anything except "please write it on a comment form." I spoke with 4 SME's, and while courteous, not at all informative. V1-1

2) The Port of Seattle at SeaTac should look at alternate ways of growing profit besides increasing the number of flights. The number of flights, regardless of time of day or airplane efficiency, is the main culprit. People living under the flight paths, such as myself and my family and neighbors, are restricted from talking to our neighbors outside because of the frequency of interruptions. I live near the South End of Des Moines. N-3

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Mary Eun
Address: 806 S. 273rd Ct
Des Moines, WA 98198

Port of Seattle

COMMENT FORM

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1. Instead of building facilities to attract more flights, or to relieve the current congestion, ~~to~~ wait until the results of the state Joint Transportation Committee Cargo study, and ~~find~~ allow the flights to go elsewhere. By following the "build it and they will come" philosophy, you give no regard to your neighbors - the citizens of Des Moines of which I am one - and make any activities outdoors too noisy to talk to a friend, and too risky for ~~health~~ negative health impacts. S-1

2. When looking at baseline study data, for noise or other environmental impacts, include the most recent 4 years: 2013-2017. When looking at long term data, include 2019. Do not let your studies omit years. N-3, T-3

3. The shear number of flights has made the average noise level go up. Whether each plane is quieter or not, by having them so close together, you are making the ~~noise~~ average noise level go up by having so many flights. N-3

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Mary Eun
Address: 806 S. 273rd Ct
Des Moines, WA 98198

Port of Seattle

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N3-5 1. Implement Voluntary moratium on night flights

N3-15 2. Raise glide path to 3.0% - 3.5%

S5-1 3 Epidemiological studies - Particulates / stress induced illnesses from noise

N5-5 4. Runway #3 - You lied !!! - Apportion incoming flights (northbound) between #1 & #3.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Bill Feldt
Address: 601 S. 291st St.
Federal Way, WA
98003

From: pam fernald
To: SAMP Public Comments
Cc: Lyttle, Lance; Felleman, Fred
Subject: P.S. Fw: SAMP input attached
Date: Saturday, September 29, 2018 12:19:05 AM
Attachments: SAMP input private citizen.docx

It is still September 28, 2018, so am sending an additional comment:

I think if any additional Port employee parking is added in the North end of SeaTac that the Port should build a parking garage for employees at the current employee parking lot off of 24th avenue south across the the L shape property, rather than taking up any more 55 acre buffer zone open space.

Thank you.
Pam Fernald

From: pam fernald
Sent: Friday, September 28, 2018 3:40 PM
To: SAMP@portseattle.org
Cc: Lance Lyttle ; felleman.f@portseattle.org
Subject: SAMP input attached

My SAMP input is attached.

Thank you,
Pam Fernald
2431 S. 133rd st.
SeaTac, Wa.

SAMP input:

9-28-2018

N3-1

I was born and raised in Tukwila and have lived in my current home in SeaTac, on 133rd for 40 years. Everything about our quality of life has been negatively damaged by SeaTac Airport activity. It is NOT my imagination.

N2-1

The constant noise created by the Next Gen is ungodly and untolerable. I smell fuel in the air all the time. Black film covers everything on my property. Port related transportation traffic clogs us the surrounding streets and is not conducive to any kind of feeling of safety while out and about.

N9-3

I want to go on the record voicing my opposition to the Port turning the area off of 136th on the 55 acre map into employee parking for airport employees--or any other type of volume parking being added to our neighborhood/city.

The 136th corridor, between 24th avenue south and Des Moines Memorial Way, has become a well-known, and well used, 'recreational corridor' in the city of SeaTac--NOT the place for a busy employee parking lot with busses and all manner of vehicles.

I live on 133rd and drive on 136th frequently. It is always a bee hive of recreational activity of one type or another, and often many different activities at the same time.

S2-9

Pedestrians, pedestrians with children and/ or dogs, ball fields, tennis courts, disc golf, model car tracks, and BMX. When the BMX activity and activity on the ball fields are in session, 136th is a buzz with activity and there is a lot of on street parking and coming and going traffic and activity on 136th when sporting events are happening.

To put an employee parking lot for the airport in this vicinity is nuts!

The area is not conducive to employees hurrying to and from work and speeding through the neighborhood. We do not need any further congestion in this area

where there are kids catching school buses--and I might add, a new middle school is being built in the general area also.

The current airport employee parking lot unloads tons of drivers at shift's ends on 146th onto 24th avenue south. These drivers rarely make a full stop at the stop sign on 146th and 24th and there have been many wrecks there as a result. We don't need to spread that through our neighborhood anywhere else!

My husband was the victim of a T-bone accident at the very intersection when an employee failed to stop at the stop sign and hit him broadside. Not a happy situation.

The people who lived on the corner across 24th at this intersection told my husband that they didn't bother fixing their chain link fence because of all the wrecks there damaging their fence.

There is NO good reason, including safety considerations, to duplicate this parking situation at 136th and 24th avenue and put more of our citizens at any additional risk.

As it is, it is one big dodge ball game trying to maneuver across our city now because of all kinds of airport related traffic congestion. An economic engine for jobs—can't take that away from ya A destroyer of neighborhoods—can't deny THAT either.

This once country like setting neighborhood full of families has been totally wiped out already by the Port. Leave us a tiny bit of peace and safety and at least a fraction of airport unencumbered community.

Pam Fernald

2431 S. 133rd Street

SeaTac, Wa.

From: Pam Fernald
To: SAMP Public Comments
Cc: Joseph Scorcio
Subject: My SAMP comments
Date: Friday, September 28, 2018 3:23:16 PM
Attachments: SAMP input.docx

SAMP committee,

Please read my attached SAMP input which is in addition to the letter sent to the Port regarding SAMP issues involving the city of SeaTac.

Happy Trails!

Pam Fernald
Councilmember, position 6
City of SeaTac
pfernald@ci.seatac.wa.us
city cell 206.552.4761

This communication may be subject to public disclosure laws of the State of Washington (RCW.42.56)

SAMP input:

9-28-2018

As a council member, representing my constituents, I want to go on the record voicing my opposition to the Port turning the area off of 136th on the 55 acre map into employee parking for airport employees--or any other type of volume parking being added to our neighborhood/city.

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S2-9

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52-9

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Pam Fernald

2431 S. 133rd Street

SeaTac, Wa.

Port of Seattle

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I currently reside in Marine Hills & have done so since 1990 (
the 3rd runway) The reason I purchased in M.H. was ① stabil
of prices due to high quality construction, ② views of water from
homes built oriented to wards views ③ High test scores
Nautilus ④ pride of ownership with CC+R's. Propert
values with the increase in air noise will begin t
drop. Now one cannot enjoy the views without
impact due to airplane noise. Gardens now have
layer of "exhaust" from planes flying so low on
their approaches. I suggest the approaches/depar
be the same as they are from the North. Plane
are lighter, thus sound is mitigated - Also, m
of the approach/departure could be re-routed o
the water I realize it would impact depart
pat nts) & would impact at least initially
ATC but that could be done. I'm not askin
that flights be diverted to Everett, for which

S8-2
S3-1
S2-2

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: DOROTHY FISH
Address: 902 S. 291st
Fed. Way, 98003-3703

(to the Port)

revenue may be reduced. It's a compromise
being a good neighbor

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

Welcome to the SAMP scoping meeting! We're providing a list of sample questions – questions *we* certainly have for the Port of Seattle. Ask the Port personnel these, or any questions you want. We also want to make sure YOUR voice is heard. If you want the subject matter of any of *these* questions included in the scope of the environmental review, for each question we've added a related sample "scoping request." Just initial any request you want, sign at the bottom, and find QSPS volunteers will collect and provide them as a matter of public record to the Port.

QUESTION	COMMENT	SCOPE REQUEST	INITIAL
Why No Study of What's Already Happened? How does Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years?	Four-year increase raised annual overflight total from 316,000 to 413,000.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.	
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	
Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	

Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	
Sensitive populations? Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.	
What About Overnight Flights? Will Port collect and assess global scientific studies relating to impacts from *overnight* flights noise?	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.	
Unique - Full Time 3rd Runway Use. How will Port separately assess the impacts of the full-time usage of the 3rd Runway?	Despite historical statements, 3rd Runway now full-time.	Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3rd Runway.	
What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive. Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	
Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Julie K. Fluke Signature: Julie K. Fluke

Address: 2115 SW 149th St. / Burien, WA 98166

E-mail: julie.fluke@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

N3-9 We need a comprehensive study or a more sustainable NOISE COMPLAINT HOT LINE!

Port of Seattle

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See attached

9/21/18

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Anet Fox
Address: 26456 Marine View Drive So
Des Moines WA 98198

S11-9

I attended my first meeting recently and was so surprised that public comment was limited to 10 minutes. No very indicative that the Port is interested in any public comment from those of us on the ground.

N3-1

I have lived in Des Moines since 2003 and the airplane noise has been getting worse and the planes seem lower, especially the freight ones which you can reach out and touch. I live in an area called "Woodmont" which is between Des Moines and Redondo. When outdoors, I have to speak to my neighbors in the driveway between airplanes. Having a dinner on the deck is almost impossible to hear each other. I have timed airplanes going over my house as frequently as every 40 seconds and landing every 1 ½ minutes. And they all go directly over my house. There was something said at the meeting that planes used to come in across a 5-mile radius and now they are right on top of each other. Why can't planes take off and land over a wider range? Why aren't our limitations to our lifestyles protected?

N32

N6-1

I have installed double-pane windows and extra insulation in the ceiling/attic at considerable expense, and my property taxes continue to increase – 28% last year. I appealed and said you can't tax me as if I live in a mansion when the airplanes have reduced the value of my house. I wonder how much of a loss I can sell it for! Why aren't there programs to help home owners with these expenses? It cuts off right close to the airport but the noise extends clear to Federal Way. Why isn't there work done with King County to re-evaluate the diminishing value of our homes caused by airplane noise?

N3-1/N2-1

And I want to know what fuels/chemicals are being dropped on us? I have a swimming pool that always appeals to have something in it that doesn't belong. At the meeting, there was a lot of emphasis about airplane safety. What about our safety below the airplanes? Information must be provided to us below the airplanes. I want hearing tests administered because I have experienced hearing loss since the airplanes have been so noisy and frequent.

S6-1 S2-1

I feel that our airport is at or over capacity. When is Paine Field or some other alternative airport opening up? I understand that there is a need for more gates and that ticketing areas will possibly be moved off-site, like rental cars. So now traveling will require arriving 3-4 hours early to catch a flight after going offsite for ticketing. It seems that priority is given to airlines to make money at our expense—those who keep them in business.

N10-3

I have a pet peeve about your signage at the airport. On the road going into dropping off or picking up passengers, the sign says [Terminal / Parking] (underneath terminal). This is so confusing, it's not just terminal parking, it is the terminal and parking. Why not put an "and" between the two labels? It would make more sense.

I have always thought I would retire in Des Moines but I don't think I can any more and I'm not alone. Your aggressiveness is advocating for the airlines at our expense is no longer acceptable.

Anet Fox

N10-37

From: Quiet Skies
To: SAMP Public Comments; lauren.e.frederick@gmail.com
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 5:48:14 PM

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Lauren Frederick of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Frederick be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

Port of Seattle

COMMENT FORM

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S1-1 S1-2 S1-3 S2-1 S3-1 S1-1 S1-2 S1-3

I urge you to consider throughout all EIS categories the impacts to quality of life on airport communities - all six of the cities surrounding the airport. This would include thinking of yourself as a neighbor, trying to see things from your neighbors' point of view. The EIS should consider: health, noise and environmental impact of 24/7 use of the third runway. Increased noise from more flights. Siting of a second regional airport. Impacts of the FAA's tree removal program as related to growth. Construction impact on communities near the airport.

Was this plan developed with community input? I did not see any of our concerns represented in the Executive Summary - at least not in laymen's terms that I could understand. Would you want this plan to be implemented in your neighborhood where you live?

I urge you to allow the cities of Des Moines and Federal Way more time to submit comments.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Lauren Frederick
Address: 433 S 207th St
Des Moines WA 98198

From:	Wendy Ghiora, Ed.D
To:	SAMP Public Comments
Subject:	SAMP Report
Date:	Sunday, September 16, 2018 10:51:58 AM

Port of Seattle Commissioners

September 17, 2018

Dear Commissioners,

The following must be included in the scoping of the SAMP report regarding all pending plans for Sea Tac Airport:

S11-3 1. Ultra-fine particle study from the University of Washington
2. The airport mitigation study from the Department of Commerce

S5-1 3. A complete study of all human health impacts and costs resulting from exposure to aircraft noise and jet fuel saturation, especially on children and the elderly living under the flight paths up to fifteen miles away from the airport

S2-1 4. A study of the benefits to human health and the environment in the six airport neighbor cities if airport growth is more fairly distributed throughout the entire region

S5-2 5. Include all worldwide studies from the past ten years, to the extent such studies explore, find or hypothesize any association, correlation, causation, or other potential linkage between airport overflights and impacts on human health or the environment

S11-1 6. A complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth during the last four years

S2-1 7. A study to determine if any other metropolis, the size of King and Pierce Counties combined, has only one major airport. If so, conduct a comparison of airport size (acreage) and internal capacities (gates, runways, number of daily/nightly flights, etc.) to Sea Tac and feasibility for intended expansion. If none exist, conduct a study as to the real reason there has been such a delay in creating another major airport in Washington State

Sincerely,

Dr. Wendy Ghiora
26449 Marine View Drive S.
Des Moines, WA 98198

Wendy Ghiora, Ed.D, President
Washington State Chapter - Phi Delta Kappa
The Professional Organization for Educators

Setting an example is not the main means of influencing another, it is the only means. *Albert Einstein*

SeaTac SAMP Scoping Comments & Requests

David Goebel
12412 Vashon Hwy SW
Vashon, WA 98070
davidgoe@notmail.com
(206)499-5139

NOTE: Subsequent scoping submissions will serve to augment, expand, or compliment these comments and requests, not replace them.

S4-1

1) Include All Geographies With Significant Impact

The recent creation and implementation of NextGen RNPs for Westside arrivals has created new impacts far from the airport in track miles that used to only exist close to the airport. In effect, distant communities have been pulled in by NextGen to become immediately neighboring communities. The SAMP must include in its geographical scope of study, any Hectare (100m x 100m) of land in the Puget Sound area that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same level of detail as the cities immediately neighboring the airport.

S11-1

2) Study the Actual Impact of NextGen Procedures *As Implemented* Compared to "No Change"

David Suomi (FAA Northwest Mountain Region Regional Administrator) has accurately characterized the NextGen changes at SeaTac as the most significant procedural changes since the introduction of civilian radar over 50 years ago, yet there have been no studies of its actual impacts as implements vs. as modeled before implantation in the "Greener Skies" EA. The SAMP, with the benefit of 20/20 hindsight, the latest generation of the FAA's AEDT software, and **real** historical before and after flight track data – with their all important level-offs – must calculate the impact of NextGen vs. NoChange on fuel use, greenhouse gas emissions, and noise.

S4-2

3) Augment the FAA's AEDT Software When it is Deficient in Modeling Airframe Generated Noise

On arrival, when a large part, if not a majority, of the noise is due to airflow over the airframe itself, and extended control surfaces, identify where AEDT is not modeling this noise accurately and engage with the Volpe Center (volpe.dot.gov: AEDT contributors) on solutions to account for and correct these deficiencies.

David Goebel
9/19/18

SeaTac SAMP Scoping Comments & Requests

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David Goebel

9/22/18

PS. Improved some wording from my by hand submission 9/19 at Burien Community Center

From: David Goebel
To: SAMP Public Comments
Cc: Feldman, Fred
Subject: RE: LeighFisher can't even predict the past correctly
Date: Wednesday, September 12, 2018 9:03:50 AM
Attachments: image001.png

[+Fred, as he was passionate about the SAMP at yesterday's Commission meeting and in case "samp@portseattle.org" is an unmonitored alias he can redirect to an email address that someone will read.]

Hi,

In the subject line I meant "can't" not "can", corrected in this reply

Please note that this link is prominently displayed on the main SAMP page under "Planning Technical Memos: . •No. 8. Environmental Effects Overview" If I'm reading this table wrong, please let me know However it seems to just be sloppiness on LeighFisher's part.

David

PS: Fred, I also noticed that error in the meeting memo: "Final After-Action Report January 2018"

From: David Goebel
Sent: Monday, September 10, 2018 1.38 AM
To: samp@portseattle.org
Subject: LeighFisher can even predict the past correctly

Hi,

On page 1-2 (PDF page 6) of https://www.portseattle.org/sites/default/files/2018-05/TM-No-08-Environmental-Effects-Overview.pdf, published in May 2018, LeighFisher "forecasts" 2016 total operations will be 340,478. We know the actual number for 2016 was 412,170; no need to "forecast" it. The whole table is flawed:

Table 1-1
Summary of Aviation Activity Forecasts
Seattle-Tacoma International Airport

	2016	PAL 1 2019	PAL 2 2024	Near-Term 2027
Total passengers	45,737,115	44,815,200	51,827,400	56,083,600
Total air cargo (in metric tons)	319,490	351,544	382,920	401,580
Aircraft operations	340,478	398,910	448,860	477,660

Source: LeighFisher, September 2015.

1-8
1-2

It does say the source was from Sep. 2015 However even assuming this was their prediction in Sep 2015, it's a really poor prediction for 2016 given that 2015 came in at 381 408. However that explanation doesn't square with their passenger forecast for 2016, made in Sep. 2015, of 45,737,115 which was an incredibly lucky guess as it happens to be exactly correct to the passenger. Even Bernie Madoff wouldn't have been so blatant in fudging a statement.

Is the port actually paying LeighFisher for their work on this?

It doesn't instill a whole lot of confidence.

David

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Source: LeighFisher, September 2015.

From: David Goebel
To: SAMP Public Comments
Subject: SeaTac SAMP Scoping Comments & Requests
Date: Friday, September 28, 2018 10:30:50 AM

S4-1

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David Goebel
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davidgoe@hotmail.com
(206)499-5139

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To: SAMP Public Comments
Subject: LeighFisher can even predict the past correctly
Date: Monday, September 10, 2018 1:38:37 AM
Attachments: image001.png

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Source: LeighFisher, September 2015.

60-1
57

It does say the source was from Sep. 2015. However, even assuming this was their prediction in Sep 2015, it's a really poor prediction for 2016 given that 2015 came in at 381,408. However that explanation doesn't square with their passenger forecast for 2016, made in Sep. 2015, of 45,737,115 which was an incredibly lucky guess as it happens to be exactly correct to the passenger. Even Bernie Madoff wouldn't have been so blatant in fudging a statement.

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Source: LeighFisher, September 2015.

From: Kurt Grande
To: SAMP Public Comments
Subject: Feedback
Date: Friday, September 28, 2018 5:46:29 PM

S12-2 At the open house on September 10th at Highline College, it was glaringly obvious that the port does not care about community input. There was not a presentation to share information to educate the public and make the meeting more efficient. There were many blank boards at the end of the room. I heard the blank boards were smaller at the subsequent open houses at other locations to try to downplay them. There were many times when I asked a question that the response was "I don't know." I also heard this phrase used to respond to other people's questions.

S2-1 What is being planned for satellite airports to relieve the burden on SeaTac airport? If satellite airports are used, what is the financial impact on the Port of Seattle? This is my most important question.

N10-18 SeaTac has experienced 30% air traffic growth in the last four years. What were all of the studies done prior to determine the impact of anticipated growth?

N10-32 How much growth has happened in the last four years at all of the other ports around the Puget Sound?

S5-1 What studies have been done, and are planning to be done, in regard to birth deformities near SeaTac airport? And cancer? And the many other health impacts on citizens?

Who is doing the studies? Who is paying for the studies?

N10-20 How does the port collect pollution data? Where and how frequently is soil and building siding tested? Has the soil been tested at the site of the new Des Moines Elementary School, which is directly under the flight path?

N10-34 What kinds of fuels are being researched that are more environmentally friendly, and when will they be used?

How close is electric aviation technology to being a viable technology?

These are only the beginning of many questions that the Port should be researching to find the full impact of the airport on the community.

I would appreciate a response to these questions. Thank you.

Judy Grande
737 S. 232nd Court
Des Moines, WA 98198
Email: kgrande@msn.com

1

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.
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MY CONCERN IS WITH ADVERSE EFFECTS FROM OVERFLIGHTS TO SEATAC & BOEING FIELD. NOISE, EXHAUST, FREQUENCY PATHS. HAVING RECENTLY FOUND 80+% OF OVERFLIGHTS ARE OVER BEACON HILL (WHILE 13% ARE OVER MAGNOLIA), THEREFORE IT BOILS DOWN TO A FINANCIAL ISSUE. I CAN AFFORD TO LIVE ON THE FORMER, NOT THE LATTER. SO DECISIONS MADE (EASILY) TO "PILE ON" EXISTING NEIGHBORHOODS AS OPPOSED TO SPREADING THE WEALTH I WOULD SUGGEST DOES NOT ADEQUATELY SHOW CREATIVE SOLUTIONS. I RECOMMEND CREATIVE THOUGHT (RENTON MUNI AIRPORT / REVISED PATHS) TO AVOID THE BURDEN BEING BORNE BY THOSE LEAST ABLE TO RELOCATE

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: NIKOLAI GREGORIC
Address: 1105 S HUDSON ST
SEA WA 98108

ecoe69@hotmail.com.

HEARING OFFICER PHILIPSEN: Say your name again, please.

MS. GRIFFEE: Kaylynn Griffee.

HEARING OFFICER PHILIPSEN: Kaylynn Griffee. Thank you. You have three minutes, and I'll be timing you.

MS. GRIFFEE: Okay. So is it just questions, or I can --

HEARING OFFICER PHILIPSEN: No, it's questions or comments. You can do both, as you wish.

MS. GRIFFEE: My feeling is this is being done without accommodations for more runways in the future. I feel like -- that it's all going to be done and then all of a sudden, they're going to go, "Oops. I think we need more runways," as the third runway was presented to us, which, at the time presented, we were sold as a cargo-only runway. Now it's become a passenger runway, then -- it's now being used for a plane -- there are planes that land every 30 seconds on that third runway, and lots of them are being sent over my house, jets.

When I have -- I have been taking note of the planes that are coming over my house, documenting the time, calling it in on the noise report and asking that a written statement be sent to me, usually I'm told that it's FAA's discretion to send the jet over my house.

S11-11

N5-2

N3-1

I live in Normandy Park; it is not considered a commercial runway area, but when I called about the prop planes, the Bombardiers, I was told that those are fine and legal because they are prop planes. But when you buy an airline ticket, they are sold as turbo prop jets, and they carry 76 people. I don't consider a prop plane with 76 people, but I probably have five to six cross over my house every day. They're really noisy; they're very low. They're also sent that way so that the other jets don't run them over taking off on the third runway because they're a little bit slower.

N3-1

And I wanted to know why the Port used to provide houses with insulation, heavy-duty-insulation roofing, triple-pane windows for the noise. That's before the third runway was even built. And now they're doing nothing for the houses. The noise is awful. In the morning you cannot open the windows any time. You can't open the windows because of the noise of the jets starting their engines up and taking off. And I really think they need to reconsider double insulating our ceilings; I think they need to consider the triple-pane windows, and they need to consider air conditioning so that we can breathe in the house without the windows open because you cannot listen to all the jets all day.

N3-7

HEARING OFFICER PHILIPSEN: You have 30

seconds.

MS. GRIFFEE: Then I can apply again?

HEARING OFFICER PHILIPSEN: Yes, you can.

MS. GRIFFEE: Also, I'm very curious how come Des Moines has building codes for building houses that are all -- are remodeling that all are compatible with the airport only. I was told they need double plywood, double roofing, triple-pane windows. I mean, some try to add windows and you -- double-pane and they were upset. And so I'm wondering how this was -- came about. How can Des Moines dictate the way you build a house and it has to be compatible for the airport? Who paid for this?

And last summer before they were using the third runway, I did not have 737s flying over my house. Now I have 737s, they just clear my tree, clear the deck; they put soot all over my lawn furniture, all over the deck. And they always put soot all over my boat that's in Des Moines under cover. It's black with airplane dust.

I'm there, so shall I apply again?

HEARING OFFICER PHILIPSEN: Just continue. Yeah, I think you probably need about another minute.

MS. GRIFFEE: So then, I had -- my other issue that's a very severe safety one is the air quality in our area. I have asthma, and it is -- I'm impacted by the airport when there's inversions, and we get all of the fuel,

jet fuel in it. And I was told that -- by somebody I talked to long ago, I was told that that was -- the reason it smells is it's benzene. Benzene is extremely carcinogenic. Four of my neighbors, nearby neighbors, have passed away from brain cancer. There has been studies, but I haven't heard anything. We've heard nothing more about the studies of cancer relationship to the air quality. And when I called about the clean air commission, they said they have a commission, but it -- this was long ago, one person from each county. Whatcom County could care less about the airport soot in Normandy Park or Des Moines.

And so I feel like King County gets one count on the air-quality vote versus -- plus, you've got all the other outgoing counties. So I think that we're not really being treated fairly as far as the quality of our air, which is decreasing and bad. And so I do want to know about a cancer study, what cancer studies have they come up with.

Then the last thing that I have that concerns me is nobody has taken into consideration the area of east-west traffic crossing that is taken out of us that live in this area to get to the freeways and get to Seattle because the airport takes up -- I don't know how many miles long, but 188th is a zoo. There's only two entrances to I-5: one at the north end and one at the south end. So there should be freeways built for us to get access to the freeways and to

509 and to I-5 instead of waiting for ten traffic lights to cross, and that is not even a thought in their mind.

So anyhow, I would like to have those questions answered, if somebody could address some of those.

HEARING OFFICER PHILIPSEN: And I don't know what the process is in terms of whether you will actually get an answer. But there is a systematic process for noting, you know, those questions.

MS. GRIFFEE: I appreciate it.

HEARING OFFICER PHILIPSEN: And that's all I can tell you.

MS. GRIFFEE: Thank you. I really appreciate it, because I feel like you write -- and, you know, I've been a teacher a million years. I have to read everything, even my email. But I really appreciate it. I took a lot of time to think of everything.

HEARING OFFICER PHILIPSEN: It's obvious that you have. And you had a lot of very detailed and important comments.

MS. GRIFFEE: I missed a big fact. Can I reapply?

HEARING OFFICER PHILIPSEN: Yes. Yes. You can reapply. I'll give you one minute.

MS. GRIFFEE: Then the other thing is if they're telling us they're not going to build new runways,

which is what we are being told at this time, I think that the cargo planes need to leave the area. I mean, they really need to use the facilities, which they're building and ramping up for, and it is international big time, that the cargo planes need to go somewhere else for safety of passengers and safety on the ground. I mean, if they're sending planes over my way because it's a safety issue from FAA, well, then get all the cargo planes out, put them in a different location, and proceed with the airport. I mean, things are growing. They will grow. But the cargo planes are also growing. You go to Alaska, and where are they going to have the space to park them all?

So that's a big consideration, I think, is -- that was a big one.

HEARING OFFICER PHILIPSEN: Well, good. I think it's good you added that. Thank you.

Now it is time for you to give your oral comments. You have three minutes, and I'll be keeping time.

MR. EDMISTON: Now, can I ask you a question, before we start the comments, about your instructions?

HEARING OFFICER PHILIPSEN: Yes.

MR. EDMISTON: Are these exclusive processes? Can I give oral testimony and also submit written comments?

HEARING OFFICER PHILIPSEN: Yeah. They're not exclusive.

Port of Seattle

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NG-1 NH-1 S2-1 N3-1

The SeaTac airport has taken away our ability to sit on our decks or even have dinner inside with a window open. They've done this by pursuing the goal of making SeaTac the West coast's gateway of Choice to Asia. This is the goal of Port, and it has been realized at the expense of my neighborhood, my property values, my quality of life, and most importantly, my health. It took 15 years to build Denver once decided. We cannot wait 15 years to DECIDE we need a new airport and then have another 15 years to build. This SAMP is effectively building another entire airport, why must we put it on top of the only airport in the northwest that already has 1100+ flights per day? Doing this with no mitigations is incredibly unjust and downright despicable to the people who live under the existing flight paths

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Chris Hall
Address: 823 S. Marine Hills Way
Federal Way 98003

Port of Seattle

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N2-1 N3-1 N3-17 N4-1

I have lived on my house for 50 yrs. In that time I have seen many changes. Environmentally I love to be outdoors and don't like the air when the airport makes many changes & demands upon our area. I am not against the airport being good neighbors. I am not happy with the noise. The planes are so low & loud. The planes sometimes it is deafening - I do hope the people in the towns will find a solution to all the problems that have arisen.

Submit comments to:

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Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: [illegible]
Address: 3120 S 208th St
Des Moines, WA
98198

N10-37

From: Quiet Skies
To: SAMP Public Comments; earl@harperstudios.com
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 7:14:22 PM

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Earl Harper of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Earl Harper be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

From: JC Harris
To: SAMP Public Comments
Subject: Public Comment on SAMP (Part 2 of 2)
Date: Friday, September 28, 2018 7:44:40 PM

SAMP Public Comments #2

JC Harris
PO Box 13094 Des Moines, WA 98198

S2-1

1. Going back as far as fifty years, the Port of Seattle has spared no effort to prevent the siting of a second regional airport that could take on a significant portion of the region's passenger and cargo needs. Having a second airport would do wonders to improve the quality of life for residents of the airport communities both in terms of physical and mental health.

S11-19

2. The last full EIS and Impact Statements (1997) prescribed a community-based system that would regularly meet with all stake-holders to report on evolving impacts to the communities and provide adjustments as needed to airport operations. None of this was ever implemented. Before any further expansion is allowed, the Port Of Seattle and the airlines should agree to such a system with penalties for non-compliance.

N10-10

3. Because of a history of broken promises by the Port Of Seattle, the airport communities have absolutely no trust in any agreements made by the Port Of Seattle. Therefore any further expansion should be predicated on the establishment of an adequately sized fund paid into by the Port Of Seattle but kept in third-party escrow and payable to the airport communities in case of the Port breaching its promises in any way.

From:	JC Harris
To:	SAMP Public Comments
Subject:	Public Comment on SAMP
Date:	Friday, September 28, 2018 4:24:38 PM

SAMP Public Comments

JC Harris
PO Box 13094 Des Moines, WA 98198

S1-2

1. The biggest environmental deficiency I see at Sea-Tac Airport is the lack of a current baseline of noise and pollution. No comprehensive studies have been published since the last EIS in 1997. There are several studies now being undertaken and these will not be complete until *at least* 2020. We must have these results in hand -before –any- further expansion is begun otherwise we will have no way of evaluating the impacts of said expansion(s).

S3-6

2. After that, we must address the fact that Sea-Tac Airport lacks any comprehensive and ongoing pollution monitoring. The airport should install a system of monitors which can provide regular reports on all major contaminants, including UFPs and heavy metals. A primary feature of this system should be the ability to tease out compounds from jet fuel exhaust vs. gasoline and diesel. The monitors should be installed in sufficient quantities so as to have a range of at least six miles in radius from the control tower. The reporting from this data should be made publicly available every month and in a format that is easy for the public to understand.

S5-1

3. The primary air routes from both runway #1 and runway #2 fly directly over at least half a dozen primary and secondary schools in Des Moines. Studies should be undertaken to assess the special effects that airplane noise and exhaust has on children's health and development--both physical and mental. No further expansion should be undertaken until these effects have been evaluated.

N3-14

4. The airport should install a new set of noise monitors in quantities sufficient to cover a radius of six miles from the control tower with no gaps in coverage. Special emphasis should be given to placing monitors along the current flight paths, but enough monitors should be installed so that the –entire- region is being adequately measured. The reporting from this data should be made publicly available every month and in a format that is easy for the public to understand.

S4-4

5. The airport's noise monitoring reports should also be updated. The current reporting uses the outdated 'DNL 65' model which does not indicate anything approaching the real-world effects of noise on people in the airport communities.

S10-3

6. A large part of the Port's expansion includes an increase in carrying cargo—both as 'belly cargo' of passenger flights –and- on dedicated cargo flights. These increases will occur in conjunction with a major highway development (the 509 expansion). The synergy of both the airport expansion and the roadway expansion will create increases in noise and pollution that go far beyond any simple sum. In fact, the increases of noise

and pollution will likely increase in a fairly steep curve. A study should be undertaken to assess these impacts before any further expansion of the airport can occur.

S11-18

7. As the airport has expanded, the region has suffered from significant increases in a variety of sociological ills, including but not limited to:
   a. Property values which lag far behind comparable cities outside the airport area
   b. Increases in crime, both property and violent which are greater than comparable cities outside the airport area
   c. Personal incomes which lag behind comparable cities outside the airport area
   d. Increases in need for government assistance, especially for children which are far greater than comparable cities outside the airport area

   A study of each of these effects should be undertaken to establish a baseline of the airport's contribution to these problems and then regular reporting should be undertaken to monitor the ongoing effects of expansion. No further expansion of the airport should be undertaken until this baseline is established –and- the monitoring system(s) are in place.

S9-1

8. The area's stocks of flora and fauna (particularly salmon and raptors) have been decimated. The area creeks, which used to provide significant sources of salmon are now barren of fish for all practical purposes. Poverty Bay, which used to provide great fishing is now far less fecund and all shellfish are hazardous. A great amount of the damage to this eco-system is directly attributable to the airport. Reports of damage coming from run-off from the airport has been documented going back to at least the 1970's and was never properly mitigated. Before any further expansion be allowed, a study should be undertaken to establish a baseline assessment of the effects of the airport (both the ground facilities –and- the airplanes) on Poverty Bay and the area's wild-land.

S10-2/S10-3

9. This expansion will increase the security risk for residents. The recent theft of an airplane by an employee shows just how porous the airport security can be. There are numerous areas of wild-land surrounding the airport which are not adequately monitored Also, the amount of fuel and other toxic chemical being stored near the airfield will significantly increase. A comprehensive study of the airport's security should be undertaken before any further expansion be allowed to occur. This study should include (but not be limited to) the perimeter, the and fuel storage facilities and all properties (such as rental car lots) which are prone to property crime which may effect neighbours.

S11-21

10. Last but certainly not least, the Cities (and the general public) should have a 'right of refusal' should the results of –any- of the above studies be such that the impacts cannot be adequately mitigated. Our experience with the last major EIS (1997) is that the Port will simply build what it wants, when it wants, regardless of any results of any EIS. The simple fact is that the Port adopted –none- of the recommendations of the 1996-1997 EIS and Impact Studies and only provided the most meager of mitigations that were required by law or that they were compelled to provide after protracted legal action. Some mechanism must be provided to hold the Port to account if they attempt to further increase operations.

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

N3-3

We are very much concerned about the amount of airplanes over our house at Wesley Des Moines.

However, we know the airport existed before we ever built our home.

What do we do?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print)
Name: Faye Hart
Address: 216 S 216th
Des M 98198

Harvey

Port of Seattle

COMMENT FORM

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S8-2 • Studies of Negative impacts for property Values & sale of homes.

S4-3 • Studies of negative impacts for harm to our hearing and quality of life w/ existing & future noise from airplanes

S4-3 • studies from additional traffic and airport becomes larger w/ more flights

S10-1 • Impact of law enforcement as more people travel to and from airport.

N3-3 • We Can't hear each other when we are outside even just a few feet from each other

N3-6 • Early morning (2 AM) flights are waking us up and need to stop.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Deborah HARVEY
Address: 32910 4th Ave S W
Federal Way WA 98023

Port of Seattle

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N3-2 Please strongly consider alternate flight paths to spare the land and impact on current residents' real estate values

S8-5 2 - Is it safe to drink the water in the South Sound?

N3-5 3 Will flights be limited to certain times (ie not after 12pm) if flying over residential areas?

N6-1 - How will home owners be compensated for loss of real estate value due to noise and/or pollution?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Kristeena Adams
Address: 2901 S 344th St
Federal Way, WA 98003

Port of Seattle

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S3-4

Approval of NEPA or SEPA without the final report on ultra fine particle study is immoral.

N4-3

How much money are you planning to set aside for the continued increase in cancer, respiratory & other related illness that are caused by the jet emissions – this has been proven to be true.

S2-7 S2-6

Bullet train technology & the hyperloop are just alternatives for transportation that ought to be studied. Also, why are State Reps not included at the START meetings??

S12-24

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Blanche Hill
Address: 18806-8th Ave SW
Normandy Park
98166

what's happening now has just been astronomical. But I do think the environment is the most important thing. Social is important to me too because I can't talk on the phone to people, I can't listen to my TV, I can't have parties on my deck because you can't hear anything.

That's probably the extent of my rant.

HEARING OFFICER PHILIPSEN: Thank you.

MS. ANDERSON: Anyway, I'm really worried about health, mental and physical health. And thank you for listening and writing that down, and I think I'll probably submit a written comment as well when I have more time to think it through and edit it.

HEARING OFFICER PHILIPSEN: We will begin with Dana Hollaway, and then State Senator Mark Miloscia, 30th District. Okay? And I'll time you.

MS. HOLLAWAY: Okay. Do I have to identify myself first?

HEARING OFFICER PHILIPSEN: Please do so.

MS. HOLLAWAY: My name is Dana Hollaway. I'm from Federal Way. Before the SAMP approval and implementation, the impact on human health and environment must be analyzed under applicable EPA, federal and state laws. Testing analysis and published results must be done prior to any increase in flight operations or of airport expansion. Testing for the toxic chemical thorium -- and

I'll spell that, T H O R I U M -- must be included in the testing. Thorium is an indisputable tracer of airport emissions, unique to airplanes versus diesel engines.

The Council on Environmental Quality, acronym is CEQ, Regulation Section 1508.27 refers to major federal actions significantly affecting the quality of environment of human environment. The regulation says that both short-term and long-term impacts must be considered. In other words, impacts must be considered in the context of time. Quote, intensity, unquote, is a severity of a potential impact considered in context.

The regulation directs agencies to consider adverse impacts, impacts to human health and safety. Therefore -- oh, excuse me, there are health and environmental impact studies underway, such as but not limited to, the University of Washington Ultrafine Particulate Study Phase 1, I believe there's going to be a Phase 2; the Washington State budget proviso, Sea-Tac Airport impact study being managed by the Department of Commerce.

Results of these studies and any other recent studies need to be included in the Port of Seattle SEPA and the FAA NEPA process.

Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

And now we have -- are you a senator?

From:	Dana Hollaway
To:	SAMP Public Comments
Cc:	Quiet Skies Puget Sound
Subject:	SAMP Public Comment on Scoping
Date:	Friday, September 28, 2018 4:18:07 PM
Attachments:	SAMP Scoping Comments from Dana Hollaway (Email).docx

Dear Mr. Rybolt:

Enclosed are my public comments (in a 9 page document), regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review which I have submitted within the September 28, 2018 deadline.

Respectfully,
Dana Hollaway

September 28, 2018

SAMP Scoping Comments from Dana Hollaway

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P. O. Box 68727
Seattle, WA 98168
Email: SAMP@portseattle.org

Dear Mr. Rybolt:

The following needs to be included in the NEPA and SEPA process for Environmental Assessment (EA) and Environmental Impact Statement EIS) Scoping for the Port of Seattle's Proposed Seattle-Tacoma International Airport, Sustainable Airport Master Plan (SAMP).

1. The proposed SAMP must be rejected in its entirety.

The Port of Seattle, Sea-Tac airport and the Airlines have not addressed the existing and past increased rate of growth and expansion and it is unconscionable to go forward with SAMP's increased flights and expansion plans until the existing impacts to human health and environment has been fully studied and addressed.

The Port of Seattle and FAA have not taken action to correct, mitigate or stop the existing/current excessive airplane noise (attributed to altitude, flight corridor and glide path angle percent) and the frequency of air operation (arrivals & departure overflights) resulting in increased airplane noise and toxic pollution on local communities

- Flight operations have increased to 97,000 in the past 4 years, that's 1,140 flight operations per day, 416,000 annually without an EIS.
- The last EIS study was done in 1997.
- The 1997 EIS study recommended $148.1 Million mitigation ($232 Million in 2018 dollars) to Federal Way, but was done.
- Third runway north flow landings have increased 6x from 2008.
- Flight operations at Sea-Tac airport has increased from 309,597 in 2012 to 416,136 in 2017.
- Neighborhoods and communities are already beyond "reasonable" level of noise and health impacts.

SB-2

- Loss in property values are much lower than property located away from Sea-Tac airport.

2. Must adhere to the ***National Environmental Policy Act Sec. 101 [42 USC § 4331]*** which states

   a. In order to carry out the policy set forth in this Act, it is the continuing responsibility of the Federal Government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate Federal plans, functions, programs, and resources to the end that the Nation may-

      i. Assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings.

      ii. Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;

   b. The Congress recognizes that each person should enjoy a healthful environment and that each person has a responsibility to contribute to the preservation and enhancement of the environment.

SII-32

3. The Port of Seattle and the FAA must describe and analyze a "no action alternatives" for <u>all proposed Near-Term Project improvements</u> in the Sustainable Airport Master Plan. "No action alternatives" is valid when the proposed project would increase impacts on human health and safety.

SII-B

4. Port of Seattle's <u>Long-Term Vision projects</u> must be included in the SEPA/NEPA review, excluding Long-Term projects would not allow for a true evaluation for the proposed project over time, context, intensity and significance.

   a. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts [Citizens Guide to NEPA Dec 2007, Section 1508.27 Significantly.]

   b. The Port of Seattle and the FAA must describe and analyze a "no action alternative" for <u>all Long-Term Vision projects improvements</u> in the Sustainable Airport Master Plan. "No action alternatives" is a valid when the proposed project would increase impacts on human health and safety.

SII-2

SU-1/SU-26

5. Port of Seattle has not done an EIS since 1997. The proposed Sustainable Airport Master Plan SEPA/NEPA must include all changes to Sea-Tac airport since the last SEPA/NEPA was done to capture, review and evaluate the "cumulative impact" from that baseline date which are "collectively significant". Changes such as but not limited to hardscape, gates, runways, taxiways, increased flight operations and frequency, increased air cargo, increased international flights, increased passenger flights, increased traffic, increased crime, lower home values, etc. These items have not been adequately covered in prior environmental reviews.

6. Per the Citizens Guide to NEPA Dec 2007, Section 1508.27 Significantly.

   - Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment.
   - Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts. Per the Citizens Guide to NEPA Dec 2007, Section 1508.27 Significantly and NEPA Assessment Significance 40 CFR 1508.27

   Section 1508.27 Significantly.
   "Significantly" as used in NEPA requires considerations of both context and intensity.

   The regulations also say that both short-term and long-term impacts must be considered – in other words, impacts must also be considered in the context of time.

   "Context" means the geographic, social, and environmental contexts within which the project may have effects. The regulations refer to:

   - The affected region such as Puget Sound or South Puget Sound
   - Affected interests, such as those of a community, Indian tribe, or other group as such South Sound cities.
   - The immediate locality

   "Intensity" is the severity of the potential impact considered in context. The regulations direct agencies to consider:

   - Both beneficial and adverse impacts
   - Impacts on human health and safety

S11-33 / S11-34

7. The Port of Seattle should not be the **lead agency**, and the FAA should not be **joint lead agency** with the Port of Seattle for this SEPA/NEPA review. The Port of Seattle should not have the primary responsibility for preparing the environmental impact statement on their own proposed Sustainable Airport Master Plan, it is a **conflict of interest.** The "lead agency" role can and should be turned over to another agency that can be impartial such as the Department of Transportation. The Port of Seattle has proven historically it cannot "objectively evaluate" the environmental process that determines whether or not the Port of Seattle and Sea-Tac airport can proceed with proposed projects which they have initiated.

S11-1

8. The cumulative flight operations from 2012 to 2018 must be included in the baseline for the SAMP including the increased use of the third runway (runway 16R/34L).

N10-42

9. The Port of Seattle has stated it cannot implement a night-time curfew as "it does not have the authority to limit operational access to the airport. FAA regulations prohibit airports from imposing restrictions on flight operations at federally funded public facilities such as Sea-Tac". Knowing that local city officials, StART members, and the members of the public have requested implementing a night-time curfew to the Port of Seattle multiple times, why does the proposed SAMP include receiving federal funding?

N10-15

10. Missed approaches/Go-Arounds.
Port of Seattle, FAA and Sea-Tac airport must implement a process to track and evaluate the reasons for all missed approaches/go-arounds and make those reports available to the public on the Port of Seattle website. The cumulative effect of <u>current</u> increased flight operations from 2012-2018 and SAMP increasing flight operations, will result in more missed approaches/go arounds.

S2-1

11. EIS must include the option for utilizing other airports (Paine Field, Moses Lake and other airports) to accommodate future passenger and air cargo growth in the Puget Sound region.

S5-1

12. NOISE: Perform a comprehensive risk analysis of the <u>cumulative effect of noise and noise pollution</u> on the communities around SeaTac airport, and specifically for the cities of Federal Way, Des Moines, Burien, Normandy Park, Tukwila and

SeaTac. The SAMP baseline must include the cumulative flight operations from 2012 to 2018 including the increased use of the third runway (runway 16R/34L).

The analysis must include

- Frequency of flight operations
- The separation between other aircraft. When the distance between aircraft is reduced there becomes a point where there is no separation of noise between one airplane to the next resulting in constant noise impact without relief.
- Time of day
- Measure individual airplane noise using decibels (dB) levels. Do not use DNL which averages noise data collected over a one year time span. Humans hear individual sound occurrences not averages. Averaging the noise data results in a lower noise data point than individual noise data points. Decibels levels is the standard for measuring noise and this should be used in regards to aircraft noise.

13. Alternative Solutions to mitigate noise resulting from Sea-Tac Airport and aircraft

- Reject the entire SAMP proposal because the Port of Seattle, FAA, SeaTac Airport and Airlines have failed to address current and past noise and emission pollution from the increases already by the Port of Seattle to flight operations which was done without an EIS.
- Implement a curfew on all night time flight operations between 11:00 PM and 7:00 AM.
- Implement a minimum arrival glide slope of 3% - 3.2%. Discontinue the 2:75% arrival glide slope.
- Extend the zone for locations allowed to receive noise mitigation packages. Communities that have been outside of the identified area are being impacted by the changes the Port of Seattle and FAA have implemented; the City of Federal Way is one example.
  All schools, residences, businesses, etc., who originally received mitigation soundproofing should have the right to have it redone. The original soundproofing mitigation work was poorly done (inferior products used and poor quality of installation) and has failed, no longer providing the intended protection. Soundproofing technology has improved. The overflight operation frequency has greatly increased since this mitigation resulting in more airplane flight operatons and more noise.
- Roll back the flight operations and patterns to year 2014 to the time when communities and people could live amiable with the airport as a neighbor.

N3-28

- Require mandatory noise retrofitting of aircraft to reduce noise created by aircraft utilizing SeaTac airport.

S3-4/S5-2

4. AIR QUALITY: Perform a comprehensive risk analysis for all known chemicals, toxic metals, carcinogens and other known toxins in the communities around the airport and under the current flight paths. The study area must extend beyond the historical geographic area that has been used to exclude communities from studies and mitigation because of the change in flight paths, examples of such communities are City of Federal Way, Vashon and Maury Islands.

S10-2/S10-3

5. FUEL FARM & PIPELINE: The SAMP project adds four fuel settling tanks, additional piping, expansion of the spill containment dike, adds four above ground storage tanks and increases the pipeline fuel throughput to satisfy the increased fuel consumption necessary for the increased flight operations, increasing the possibility of explosion and jet fuel.

There is increased risk of explosion and/or accidental release of fuel (spills) via the pipeline, above ground storage tanks, settling tanks and containment dikes affecting the environment and public health to toxic and hazardous materials contained in the fuel.

I was told at the City of Federal Way SAMP Scoping meeting that the existing safety plan worst case scenario was for the leak/failure and containment of the largest (single) tank.

a. The safety plan must be revised to include more than a single tank failure.
b. If the fuel farm is to be expanded then it must be able to contain failures from multiple tanks.
c. The existing pipelines needs to have a safety inspection prior to any increase in fuel throughput requirement based on increased fuel requirements of SAMP.
d. Provide all documentation of inspections and incidents from all pipelines supplying fuel to Sea-Tac airport over the last 20 years.
e. The existing pipelines and the additional piping must have a certified preventative maintenance safety inspection scheduled and performed annually at a minimum due to the increased risk posed to this city environment.
f. The fuel storage tanks are above ground and in plain view from the road which makes them easy targets for terrorists using weapons fired at or planted in the fuel farm.
g. Port of Seattle and SeaTac Airport must implement

SID-2 / SID-3

i. Enhance the security in and around the fuel farm, including limiting access to the fuel farm.
ii. Preventative procedures to prevent the intentional damage to the fuel farm such as by terrorist actions.
iii. Preventative and containment procedures for damaged caused by earthquakes which are expected in the Puget Sound region.
iv. Add walls &/or visual barriers to block the street view of the fuel tanks/fuel farm.

16. Socio-economic, Environmental Justice, and Children's Environmental Health and Safety Risks

a. Communities located South of Sea-Tac Airport have large minority and low-income populations and are disproportionately impacted by airplane noise and emission pollutants than other King County and Puget Sound communities as such the agencies of the Port of Seattle and FAA are required to adhere to the following during the environmental review:
    i. "Using the NEPA process, agencies are required to determine if their proposed actions have significant environmental effects and to consider the environmental and related social and economic effects of their proposed actions. "
    ii. Executive Order 12898, Environmental Justice for Low Income & Minority Populations, 1994. This Executive Order directs federal agencies to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high adverse human health or environmental effects of its activities on minority and low-income populations.
    iii. The Environmental Protection Agency (EPA) must be included in the NEPA review process and evaluate per Executive Order 12898 on Environmental Justice.
    iv. Environmental Protection Agency's (EPA) Office of Federal Activities reviews environmental impact statements (EIS) and some environmental assessments (EA) issued by Federal agencies.

SB-1 / SB-3

b. Environmental health risks to humans, plants, soil, air, animals and marine life must be included in SAMP, including but not limited to noise, emission pollution, toxic metals and chemicals especially those unique to jet aircraft.
    i. The EA & EIS needs to Assay for toxic metals and chemicals in air, soil, plants and humans the testing must be done in all the communities under Sea-Tac airport flight paths/overflight areas including but limited to the entire geographic area of the City of Federal Way, Vashon Island, Maury Island, Beacon Hill in Seattle, etc. that historically have been excluded because of the arbitrary mileage limitation.

SS-1

ii. Testing must include the following 19 toxic metals: aluminum, antimony, barium, beryllium, cadmium, cesium, copper, gadolinium, lead, manganese, magnesium, molybdenum, nickel, silver, thorium, tin, zinc, ytterbium, yttrium.
iii. Testing to include toxic metals specifically attributed to airplanes and jet engines. "Thorium" is the signature of the jets engines.
iv. Human testing must include In Vivo (urine, blood, hair) assay for metals and toxic chemicals.

c. What does global science say about human and environment health risks related to aircraft and airport releases or potential releases affecting public health, such as toxic or hazardous materials?

d. What are the known and potential human health and environmental risks and what is the plan to eliminate them? If the risks cannot be eliminated or reduced to a safe and healthy level, that is just cause to stop further expansion at Sea-Tac airport and reject the SAMP.

e. There are health and environment impact studies underway (such as but not limited to):
   i. University of Washington Ultrafine Particulate Study (phase 1) and there may be a phase 2 of the study.
   ii. Washington State Budget Proviso - Sea-Tac Airport Impact Study being managed by the Dept. of Commerce.
   iii. What other health and mitigation studies are underway?

   The results of these studies and any other recent U. S. studies need to be included in the Port of Seattle SEPA and the FAA NEPA process.

f. Request a "Cumulative Health Impact Analysis" be conducted by Huxley College of the Environment - Western Washington University and University of Washington team to help us better understand the stressors of cumulative noise and emissions in relationship to our high, adverse and disproportionate level of negative health outcomes communities living in the proximity of the airport are experiencing.

g. Before SAMP approval and implementation:
   i. Its impact on human health and environment must be analyzed under applicable federal and state laws.
   ii. Testing and evaluation of the results must be published and the information shared with the public prior to any increase in operations or expansion.
   iii. A complete and meaningful mitigation of noise and health impacts must to identified and implemented.

17. TRANSPORTATION:

S6-8 / S6-3

a. Increased Air Cargo will increase semi-truck and delivery truck traffic trips to/from the airport to move the cargo adding to the already high traffic congestion and gridlock on local streets, SR-509, I-5. SEPA/NEPA must include full and detailed transportation trip plan and evaluation.
b. Increased passengers will increase vehicle, bus and shuttle traffic trips to/from the airport adding to the already high traffic congestion and gridlock on local streets, SR-509, I-5. SEPA/NEPA must include full and detailed transportation trip plan and evaluation.

Respectfully,

Dana Hollaway
2020 SW 304th St
Federal Way WA 98023

Port of Seattle

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Comments must be received by September 28, 2018.

-AIRPLANE NOISE HAS INCREASED BY 50% OVER OUR HOUSE - SLEEP IS IMPORTANT TO EVERYONE BUT ESPECIALLY THOSE W/ DISABILITIES - LIKE ME! EVEN W/ THE WINDOWS CLOSED FAN ON + EAR PLUGS THEY WAKE ME UP + DISTURB MY SLEEP! VERY FRUSTRATING PLEASE VARY THE FLIGHT PATH - SOMEHOW!

NTP-1

NTP-2

Submit comments to:

Mr. Steve Ryboit
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: AUDREY ISE
Address: 3416 S. 252ND PL
KENT WA
98032

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

Welcome to the SAMP scoping meeting! We're providing a list of sample questions – questions *we* certainly have for the Port of Seattle. Ask the Port personnel these, or any questions you want. We also want to make sure YOUR voice is heard. If you want the subject matter of any of *these* questions included in the scope of the environmental review, for each question we've added a related sample "scoping request." Just initial any request you want, sign at the bottom, and find QSPS volunteers will collect and provide them as a matter of public record to the Port.

QUESTION	COMMENT	SCOPE REQUEST	INITIAL
Why No Study of What's Already Happened? How does Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years?	Four-year increase raised annual overflight total from 316,000 to 413,000.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.	P.f.
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	P.f
Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	P.f
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	P.f

Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	P.J
Sensitive populations? Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.	P.J
What About Overnight Flights? Will Port collect and assess global scientific studies relating to impacts from *overnight* flights noise?	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.	P.J
Unique - Full Time 3rd Runway Use. How will Port separately assess the impacts of the full-time usage of the 3rd Runway?	Despite historical statements, 3rd Runway now full-time.	Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3rd Runway.	P.J
What If Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive. Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	P.J
Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	P.J

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Patricia K. James Signature: Patricia K. James

Address: PO Box 421, Seahurst, WA 98062

E-mail: pat.theswede@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

I have lived in the Seahurst neighborhood for 70 years The noise + pollution is out of control. I cannot imagin what it will be like in 5 years. Please study the possibilit of using Paine Field as an international airport.

From: Stuart Jenner
To: SAMP Public Comments
Subject: comments on Port of Seattle Sustainable Airport Master Plan (SAMP)
Date: Friday, September 28, 2018 12:42:04 AM

Hello, I have some comments on the new plan.

S11-10

First, it is very hard to tell how this planning process is any different than previous planning processes. In previous processes, citizens have given lots of input. There tend to be promises of studies, promises of what the amount of air traffic will be, promises of what the impacts will be, then the reports get published, the flight levels turn out to be higher than forecast, and .... Nothing happens to deal with the increased flight activity. Were the forecasts sandbagged, to avoid reaching numbers or outcomes that would be problematic from someone's point of view? In a sense, these questions are water under the bridge. But with a name like "sustainable", I am somehow hoping this planning process will be different. That is my first comment and request.

S10-1/S12-8

Second, the word "sustainable" implies that something can be implemented long-term without adverse impacts. In other words, it doesn't contain the seeds of its own destruction. It implies that somehow there are no externalities within the entire system that are unaddressed. Is that the case? I was struck at the recent open house at Highline College by the lack of data. There were "placeholders", signs that seemed to be posted only because protocol called for them. But, talking with uninterested, ignorant, staff about areas they knew nothing about was a complete waste of time. So is this plan "sustainable"? It is impossible to know because the people who were staffing many of the blank placards were themselves blank.

S10-1

Third, let's have a reality check on the full range of externalities. In part, it is the air pollution, noise pollution and costs to the nearby communities of providing fire, police and other services to areas that don't pay property taxes to those entities. The lease-hold excise tax does not go to the local city, school, fire, or other entities. Instead a part goes to the state, and the rest to the county, with no apparent trickle – down. So, missing from any of the planning document is a list of the externalities, and plans for dealing with them.

S11-2

Fourth, I wonder what the real long-term agenda is for Seatac expansion. How many billion is this going to cost? The port employee told me there is no long term plan for Seatac, that long-term plan has to wait on the PSRC to finish up their work. But in a sense, by spending a lot of money on one location, we foreclose discussion of other locations. Maybe that's "sustainable" but is it prudent? Are we remodeling a house that simply is not cost-effective to add onto?

S1-11

Fifth, I talked with an employee about the Hush House. The employee informed me that SAMP is a "short-term plan" so the Hush House was not in the plan because "that will be in a long term plan." But, we've been hearing this for longer than today's high school seniors have been alive. The Hush House is always an expedient pawn, the type of mirage one finds in Death Valley. This mirage is always on the horizon, something people are earnestly studying, something that will have a positive impact, and something "we really want to find a place for." But when push comes to shove, or when there's an opportunity to earn money, that proposed Hush House disappears. It is supposedly discussed in Commission meetings, yet a search in the Port website turns up nothing. It is proposed

as a part of the Part 150 plans, and indeed the same consultants one sees in the room this time were the ones who in Part 150 were extolling how the Hush House could be built to reduce the impacts of engine run-ups. But, what happened? Is this so-called "sustainable" plan going to do any good at all at reducing noise? Or does it just enable more noisy cargo flights, more truck traffic, more night passenger flights? I think we know the intent is yes, yes and yes.

S11-10 S6-9

Sixth, I looked at the proposed airport vicinity layout. Seriously: how many acres are needed for Uber and Lyft cars that are waiting for passengers? What is the traffic impact on the north side of 518 from the various buildings? This is Ridiculous! My hunch is there's some hidden agenda, clear the land, get the permits, never mind that land was kept with trees to reduce the impacts of air pollution from the planes, just pave it over, find out there's no demand after all from Uber and Lyft, then use it for more warehouses. Or something. What is that something?

S11-10

Seventh, I wince when I see the projects related to the third runway. I guess they are completely giving up the fiction that the third runway was only to be used in 'bad weather' by adding taxiways, hardening surfaces and making other enhancements. It is quite "nice" (in a perverse use of the word) how these projects can be done in stages, thereby avoiding the full impact analysis needed if the projects are specified as a complete package.

S1-6

Eighth, one way of making a project sustainable would be to follow the lead of the Bullitt Center building on Capitol Hill. There's nothing in the plans that I can see though about creating living buildings, about having glass windows replaced by solar panels, or other techniques people have used. But I'm also not sure this is feasible. For example, I think all the air pollution would reduce the efficacy of solar panels. The noise pollution would likely shake the solar panels in the same way the noise shook the windows of the supposedly noise mitigated houses and prevent them from operating very well.

S1-7

Ninth, I drove by the site of the Doug Fox lot that supposedly can house an entire new terminal. Wow, does it look small. Have you ever seen those placeholder wood setups on house construction projects where people put up a few posts so people can estimate what the house will be like, and how it will impact views? I would suggest doing the same in this area to make sure things can actually fit.

S2-8

Tenth, I would like to suggest eliminating plans for LO6 and LO7. Incent employees to carpool, ride transit, or use other means than SOVs to get to the airport. Pay for buses, in the same way that some tech companies have their own bus service.

S11-10 S6-2

Eleventh, I would suggest that if you are going to put cargo lots in at CO2 and CO3, that you be realistic about the impact of what roadways are needed to cross 518. Really, though, I think all of the expansion north of 509 is a first step to the development of the fourth runway that would go east/west that Port employees mentioned several years ago, and had diagrams of in previous open houses.

To close, I wrote this without looking at the talking points prepared by the Quiet Skies Coalition. I do endorse their points, and some overlap with my points as well. So, please consider their input as well. I have copied and pasted them below.

Stuart Jenner
200 SW 178th Street
Normandy Park, WA 98166

QUESTION
COMMENT
SCOPE REQUEST
INITIAL
Why
No
Study of
What's Already
Happened
?
How does
Port
intend to study the
human
health
and
environmental impacts of
the
97,000
new
flights
already
added in last four
years?
Four
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year increase
raised
annual
overflight total
from
316,000

to
413,000.
Please
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and environmental
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noise and
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result
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the additional
97,000
aircraft
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operations
growth from the last four years
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Why
No Study
of
Your
Own
Long
-
Term
Plan
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Why
not
study of

the
human
health
and
environmental impacts of
the
Long
-
Term
Vision
anticipated
to begin
when
capacity
is reached
in
2027?
SAMP Executive
Summary
;
Port's
own consultant
says long term
study is "key."
But
Port's will not be
studying total
growth plans for
potential harms.
Please
include a complete
assessment
of the human
health
and environmental
impacts res
ulting from additional
aircraft overflight operations

for the
Port's
post
-
SAMP
Long Term
Vision
projects
and Century Agenda growth
plans.
Adequate
Geography
?
Will
Port
study unique
human health and
environmental impacts
from
aircraft
noise and
emissions,
in all of the
six
south
-
end airport
neighbor cities?
The Port has
not
committed
to study
all of Des Moines,
Federal Way,
Burien, Tukwila,
Normandy Park,
and SeaTac.
Please include a

complete
study of all
of the human health
and
environmental
impacts
for
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of
Des Moines, Federal
Way, Burien, Tukwila, Normandy Park,
and SeaTac
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resulting from aircraft
overflights
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from 2013
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present; for the
Near
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Term Projects; and for Long
Term Projects.
Use Current Science
?
Will Port review all
studies from around
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rld relating to human
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noise and pollution?
Studies around the
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ears, to the
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other potential linkage between aircraft
overflights and impacts on human
health or the environment.
Wait For Pending
New
Science
?
Why
is Port
proceeding without
waiting for
the results of
the pending
studies in
the State of Washington
directly relating to Sea
-
Tac Airport?
Regional
studies
underway, include
ultra
-
fine particle
study from UW and
the airport
mitigation study
from Departmen
t of
Commerce.
Please include a review
and

assessment of
the results of critical
Sea
-
Tac Airport studies now underway
before proceeding with the
environmental review for the SAMP.
Sensitive populations?
Are you studying the
unique impacts of aircraft
no
ise on elderly citizens
and children?
Studies have
found
risk of harm to
elderly
citizens
and
children from
aircraft noise.
Please include a complete
assessment
of the unique human health impacts
from noise on elderly citizens and
children.
What About
Overnight
Flights?
Will Port collect
and assess global
scientific studies relating
to impacts from
overnight
flights noise?
Studies have
concluded
increased risk of

human harm from
overnight flight
noise.
Please include a complete scientific
study review a
nd assessment of the
unique human health impacts from
noise from overnight flights.
Unique
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Full Time 3
rd
Runway Use.
How will
Port separately assess
the impacts of the full
-
time usage of the 3
rd
Runway?
Despite historical
statements, 3
rd
Runway now fu
ll
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time.
Please include a complete study of the
unique human health and
environmental impacts from the
exponential increase in overflights over
neighborhoods beneath and near the
3
rd
Runway.
What if Your
Projections Are
Wrong?
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To determine the risks of error in Port
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Operations.
Regional Airport Now?
Are you studying the
benefits of a
regional
airport?
The Port has
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Please include a study
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to human health and the environment
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growth is more fairly distributed
throughout the entire region

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.
Comments must be received by September 28, 2018.

Enclosed sheet was from a letter sent to elected officials about a year ago when we became aware of expansion plans. A lot of the comments go beyond environmental issues, but we thought sending you an unedited version would give you a better picture of what many people in Des Moines, and probably those in ~~Burien~~ another surrounding communities, think about this expansion

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jim & Paula Jobe
Address: 924 S. 245th Pl
Des Moines, WA
98198

Sea-Tac Airport Expansion – Citizen Concerns

As residents of Des Moines, WA, we are deeply concerned about the impact of the Port of Seattle's expansion plans for Seattle Tacoma International Airport (Sea-Tac). We have lived south of the airport in Des Moines for over 4 years; airport noise has been somewhat tolerable until now, but the planned expansion will significantly degrade the noise environment. We are already observing implementation of some of the planned changes, such as 1) more frequent landings & takeoffs, particularly noticeable at night because there used to be only occasional middle-of-the-night flight operations [between about 10pm and 6am], 2) larger aircraft landing on a 3rd runway that was supposed to be used only by smaller aircraft and in bad weather, and 3) two aircraft flying in tandem as they approach parallel runways.

S3-1 N3-1/N5-2 S4-3

Doubling international flights and tripling cargo flights as planned by the Port of Seattle in such a congested airport will increase the risk of accidents. The NextGen program may have a mitigating effect on the increased risk of accidents, but the significantly higher frequency of flight operations will impose a disproportionate environmental burden (e.g. significant increase of noise and toxic aircraft emissions) on the surrounding communities. In our opinion your planned expansion does not consider the citizens of the communities surrounding Sea-Tac. You have a responsibility, as an elected official, to consider the wellbeing of those citizens in your expansion plans. We urge you to scale back the insane growth plan (i.e. doubling and tripling of international and cargo flights) currently envisioned for Sea-Tac; and work with the cities surrounding Sea-Tac to seek balanced solutions that will allow progress without neglecting the concerns and wellbeing of those citizens.

S3-1

S2-3

We urge you to consider a slow phase-in approach for Sea-Tac expansion. Development of new aircraft technologies (e.g. biofuels, quieter engines) during this phase-in approach would allow future increases in aircraft traffic without imposing increased noise and pollution on surrounding cities. During this phase-in approach, consider offloading some of the increased aircraft traffic to regional airports (e.g. Boeing, Payne and Renton). Also consider developing capabilities at one of these regional airports to handle cargo aircraft on a permanent basis. The tripling of cargo flights could then be shared between Sea-Tac and the regional airport. This might also facilitate further air cargo growth in future years.

An even better approach would be to adopt a statewide vision where the increase in air cargo traffic would be directed to another airport somewhere else in our State. Although this approach would impact the increase in economic benefit to Sea-Tac Airport, it would still have a significant economic growth benefit to the Port of Seattle since most of the incoming cargo would be shipped to Seattle. And it would also bring economic growth to other parts of the State. The Grant County International Airport at Moses Lake seems to be an excellent candidate; it has 1) runway capability for large cargo aircraft, 2) available commercial and warehouse facilities, 3) lots of land to build more facilities if required, and 4) easy access to I90 and several rail loading facilities to handle cargo shipments. The Port of Moses Lake, in welcoming the opportunity to expand, would no doubt be anxious to work with the Port of Seattle by making development of necessary facilities as economical as possible.

S2-1

Mr James Jobe
[illegible]
Des Moines, WA [illegible]

Port of Seattle

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Comments must be received by September 28, 2018.

We have been living under the airport for 40 years. The last few years have greatly effected our quality of life.

1. Cargo planes - especially middle of Night! Need time at Night to sleep. Allow Cargo to go to Eastern WA - Moses Lake Wants them.

2. Build another Airport in Eastern WA (Chicago : Denver addressed this

3. Two planes landing consecutively.

4. 3rd runway used all summer when promised us it would only be used in inclement weather - how can we trust what you now tell us!

5. Representation on Port Authority for those of us living in South End.

N6-1 S2-1 N3-1 S2-1 N10-21

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Paula Jobe
Address: 924 S. 245th Place
Des Moines, WA

Port of Seattle

COMMENT FORM

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- Environmental impact is big concern (noise, pollution) — a bigger airport w/ more traffic will increase an already unsatisfactory noise & pollution environment. Sea Tac used to abide by night restrictions for landing & takeoff (11 or 12 am to 5:30 am); those restrictions are not currently observed. It will get worse with increased air traffic.
- You're always going to want a larger airport. Why not consider developing an offsight airport (Moses Lake, adjacent to McChord) to handle at least cargo flights.

S4-1 N3-2 N2-1 S3-1 S2-1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jim Jobe
Address: 924 So. 245th PL
Des Moines, 98198

your three minutes or offer your spot in line to someone else; four, if you need significantly more time than the three minutes, please consider one of the other commenting options: A, comment forms that you can complete now and turn in or take home and submit via email; B, email documents to samp@portseattle.org; C, submit comments through the project website, which I can give you if you'd like; D, note that all comments, no matter how they are submitted, are treated equally. Most important is that all comments must be postmarked by September 28, 2018.

And with that, I open the door with the comment portion of the scoping meeting. And you are the first name on the list. Could you just say your name?

MR. JOHNSON: Christopher Johnson.

HEARING OFFICER PHILIPSEN: Okay. Thank you. You have three minutes, and I will time you.

MR. JOHNSON: So this is not a question-and-answer? It's just the thought that I give to you?

HEARING OFFICER PHILIPSEN: Yes. You can do question-and-answer out there, yeah, but this is just for you to give your considered thought.

MR. JOHNSON: I understand.

HEARING OFFICER PHILIPSEN: And you can do that and come back, if you would prefer.

MR. JOHNSON: So I will do it here.

I am aware that the Chicago airport, ORD, has a rather robust recycling and reuse plan for waste and other materials that come into and out of the airport. I think that that should be thoroughly researched and considered for this expansion of Sea-Tac Airport.

Second thought is I am concerned that the security, cyber security, of individuals using the airport has not been adequately addressed in previous designs and should be considered -- should be considered in this master plan.

And then my final thought is that we are -- we see a constant development of the airport in response to increasing annual passenger counts, but only in the form of -- or, rather, mostly in the form of physical plant and infrastructure development.

How has the master plan considered technological investments that could also alleviate and mitigate increased utilization at the airport?

That's it. That's all I got.

HEARING OFFICER PHILIPSEN: Your name, would you say again?

MR. CARTER: Sidney Carter.

HEARING OFFICER PHILIPSEN: Thank you, Mr. Carter. You have three minutes, and I'll time you.

MR. CARTER: Well, my comment will be just one,

Port of Seattle

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Thank you for the opportunity to describe my concerns about SEATAC proposals. I am a long-term neighbor of the airport and knew there would be noise moving in. We have been growing more and more concerned as neighbors all around us are getting cancers of all kinds. I am worried for the health of my daughters. N4-1

The noise has increased with the 3rd runway to an unbearable level. N5-2

Lastly, as the mother of a pilot, more plane traffic means greater risks. NB-4

Regional airports are needed. S2-1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Terri Juberg
Address: 801 S. 248th
Des Moines, WA
98198

Port of Seattle

COMMENT FORM

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NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
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These are my main concerns about The proposal to expand Seatac airport:

S5-1 1# - health studies need to be done. Too many of my neighbors have cancers! My daughters are at risk!

N5-2 2# - The noise level since The addition of The Third runway is unacceptable.

N6-1 3# - Property values near The flight path are low

N6-2 4# - Tax money should not be going to The Port of Seattle.

N10-4 5# - Increased flights mean increased danger to crews & passengers & those of us below.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Dave Juberg
Address: 801 S. 248th
Des Moines, WA
98198

From:	Roger Kadeg
To:	SAMP Public Comments
Cc:	City Council; Joseph Scorcio; Kyle Moore; Steve Pilcher
Subject:	Comments To SAMP Scoping
Date:	Friday, September 21, 2018 5:12:09 PM
Attachments:	Comments re SAMP Scoping.docx Additional SAMP Scoping Comments.docx

Gentlemen:

Attached for your consideration are comments on the Scoping for the EA/EIS for the Sustainable Airport Master Plan (SAMP). I previously provided a copy of my initial comments at the Open House at the SeaTac Community Center. I have attached a copy of these for reference, together with additional new comments .

Sincerely,

Roger Kadeg, M.S.; M.S.E. Managing Scientist, retired

15248 29th Ave. So.

SeaTac, WA. 98188-2008

09/18/2018

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

Subject: **Comments: Sustainable Airport Master Plan – Scoping**

Gentlemen:

I wish to submit comments to the Sustainable Airport Master Plan (SAMP) Scoping under NEPA/SEPA EA/EIS, and be considered a party of record. I serve as a citizen representative on the City of SeaTac Airport Advisory Committee, and have resided adjacent to the airport for over 60 years.

General Comments

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2.) In relation to the above, the SAMP notes 30+ associated safety and other projects in addition to the construction of a new terminal facility with 19 gateways. However, there are additional

ongoing operational issues, as well as other proposed projects and projects still under construction, such as the new international facility. In essence, baseline conditions appear to be a continuum or moving target. A serious effort must be made to adequately define these conditions, and account for all present and ongoing projects and operations in the impact assessments. The scoping document must adequately enumerate and define/describe each of the noted 30+ projects, and require assessment of their aggregate impacts. If they are not identified and/or adequately described, it will be impossible to know precisely what the EA/EIS covers, and if assessments are accurate. It is suggested that each project be covered in a separate subsection under each of the main categories (as described in the noted tech memo), together with a summary aggregate conclusion subsection. This consideration is very important, and differs to a major extent from assessments conducted at many other large airports (e.g. Denver).

S1-13

There is minimal room for expansion at the present location; it has been characterized as "trying to write a thesis on a postage stamp". The geographic/land constraints here force all projects and operations to interact; which in turn results in the interactions of associated impacts. This is further complicated by the adjacent surrounding commercial and residential community. These interactions and constraints must be factored into the scope of the EA/EIS components.

S1-14

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S1-15

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S1-16

Specific Comments

5.) The port is a financial participant in ongoing research conducted by the University of Washington re: jet engine emissions; specifically nanoparticulates. Based on this group's recently published research from LAX, as well as studies conducted in Europe, it appears these emissions are significant and have significant associated impacts. Ongoing human health

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S3-4 S3-1 S3-4

6.) The risk assessments above also must incorporate other exposures, not commonly considered under usual evaluations. For example, under noise, what are the cumulative health risks associated with sleep interruption/deprivation from the late night early morning low level overflights associated primarily with the air cargo flights (e.g. the infamous 3:00 a.m. "China" flight).

S4-1

7.) During certain meteorological conditions (quiescent air or inversions) one can not only smell but also taste the air wafting from the airport property. I have personally observed this in my own back yard, to such a level that I had to return inside. This is not all associated with aircraft, but also includes ground operations and transport issues, and vehicle traffic. Emissions associated with tire skid (burnt rubber smell) from landing aircraft are also detected. The aggregate of all of these with the above noted aircraft emissions must be assessed to accurately define both baseline conditions and projected impacts from the SAMP proposed projects. Both organic compounds and trace metals should be included in the evaluation.

S3-5

8.) The SAMP proposes major potential changes to location of air cargo facilities on the north property (e.g. "L" parcel) as well as potential expansion of the employee parking facilities. The feeder roads connected to 24th Ave. So. (e.g. 152nd, 150th, etc. heading north) as well as DesMoines Way So. are grossly inadequate to handle additional traffic. (DesMoines Way is already jammed/busy at certain times, before all the new warehouses on the Burien side have been opened.) Many of these roadways are narrow with open ditches, and some may even have dirt under beds. They are presently signed with gross weight restrictions to deter truck traffic from taking short cuts (e.g. to Boeing parts facility), but these are often ignored. In addition, particularly with 152nd and 150th, traffic from the employee parking lot takes these roads, cutting across other side streets (e.g. 30th Ave.). These residential streets are already over capacity at

S6-2

certain times. The EA/EIS must address these impacts; the city has no funds for major road improvements and does not want cargo truck traffic on its residential streets.

9.) The airport owns Air Cargo Road, and can close it as proposed in some SAMP affiliated designs. However, this roadway has been open since the inception of the airport, and is used by the local residents as a convenient shortcut to avoid the busy International Boulevard going from north to south in the City of SeaTac, as well as accessing the I-5 I-405 on-ramps and roads to Westfield/Southcenter. It is a key link between the north part and central/south parts of the city, as noted by several of the council members. It is also used extensively by all airport facility traffic (e.g. cargo trucks) for a similar shortcut. Closing of this road will have major impacts; potentially pushing significant additional large truck traffic unto International Boulevard or DesMoines Way So. The issue is that due to the airport footprint and the way the surrounding communities developed, there are very limited major north-south routes, and no real potential to develop new ones or expand the existing roads. This impact must be addressed, and measures to mitigate or alternatives clearly defined.

Thank-you for consideration of these comments. I plan to attend the SAMP meeting, and may submit additional comments after viewing the presentations. Again, the objective is to create an ES/EIS that will truly address the community concerns, and improve relationships with the Port.

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Roger Kadeg, M.S.; M.S.E. Managing Scientist, retired

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SeaTac, WA 98188-2008
rkadeg@comcast.net

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.
Comments must be received by September 28, 2018.

S3-12

Please see my other typed comments. I realized that I omitted one issue related to noise, that may not have been previously addressed. The airport operations, especially relating to air cargo facilities on the northend, operate effectively 24/7. Most cargo actually comes in after "hours" in relation to passenger flights. When this cargo is handled/off-loaded, the back-up alarms on the vehicles emit the annoying "beeping". I can hear this from my yard - and especially during quiescent air conditions - and at night. This noise impact is most annoying and often extends for long periods. The impact of these vehicle operations and cargo related noise must be assessed. I have often been startled when certain containers & pallets have been dropped - emitting a loud "bang"

Submit comments to: Thank-you for your consideration!

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Roger Kadey
Address: 15298 29th Ave. So.
SeaTac, WA 98188-2008
rkadey@comcast.net

09/18/2018

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

Subject: **Comments: Sustainable Airport Master Plan – Scoping**

Gentlemen:

I wish to submit comments to the Sustainable Airport Master Plan (SAMP) Scoping under NEPA/SEPA EA/EIS, and be considered a party of record. I serve as a citizen representative on the City of SeaTac Airport Advisory Committee, and have resided adjacent to the airport for over 60 years.

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1-2
5-1

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S11-13

S11-14

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S5-1

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S2-4 S3-4 S9-1

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S6-2

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S-67-1

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Sincerely,

Roger Kadeg, M.S.; M.S.E. Managing Scientist, retired

15248 29th Ave. So.
SeaTac, WA 98188-2008
rkadeg@comcast.net

09/21/2018

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

Subject: **Additional Comments: Sustainable Airport Master Plan – Scoping**

Gentlemen:

Following are additional comments on the SAMP Scoping. These augment my comments of 09/18/18. I will continue with the numbering from those comments, to avoid any confusion.

10.) Clarification: In previous comment 5, I used the term nanoparticles. The UW study prefers to term these as ultrafine particles.

11.) Traffic considerations: To elucidate further my previous points 8 and 9, it is important that specific traffic issues be further understood. Due to the airport footprint, and geographic layout of the adjacent cities, there are only two main north/south arterials that effectively connect the cities of Burien, Normandy Park, SeaTac, DesMoines, Tukwila and Renton directly with the airport. These are South 188th Street and 154th Street South. State Route 518 also connects some of these cities, but not all directly. Virtually all of the truck traffic (from 18 wheel semi's to box vans) coming from Interstate 405 (much via SR 167 and the valley warehouses) making deliveries or pickups at the cargo facilities head west on SR 518 (405 turns into SR 518). Most of the truck traffic from Interstate 5 also takes the SR 518 exit heading west. Alternatively, some heading southbound on I-5 will opt to take the direct exit to So. 154th Street in Tukwila and head west across International Boulevard to 24th Ave. South. There are some trucks that may opt to take the S. 188th Street off I-5 if they are making deliveries at the south end of the airport. This is a minor percentage due to the location of the cargo facilities and the several lights and traffic on So. 188th. It is not a direct route to these cargo areas, passing by schools and several intersections on So. 188th Street.

When WDOT constructed SR 518, they opted to not put any off ramps directly onto southbound International Boulevard. Instead, they provided a small turning spur onto So. 154th Street. (There is a sharp U-turn exit to northbound International Boulevard that serves the Rental Car facility, but it does not provide any direct access to So. 154th Street). Most of the truck traffic (from I-405 and I-5) takes this So. 154th Street exit. Due to the proximity of this exit to the intersection of International Boulevard and 154th Street (which is very busy and serves the adjacent light rail station), WDOT will not put a traffic light on this exit, rightly claiming it would back-up vehicles and confound the intersection. This is a sharp, tricky turn for the semis, and the traffic at this exit with a stop sign often backs up significantly onto SR 518. It is then a

straight direct route west on So. 154th Street to the light at 24th Ave. and turn onto Air Cargo Road to deliver or pick-up.

Trucks could continue on SR 518 West, taking the DesMoines Way exit, going under SR 518, and back onto the SR 518 ramp heading east, and then take the So. 154th Street exit near the light at 24th Ave. This exit also requires a very sharp turn from the semis, with traffic racing over the SR 518 overpass, with view restrictions. Thus, this circuitous route is rarely if ever used by these trucks.

Another alternate is to take the airport exit off SR 518 (adjacent to the So. 154th Street exit lane), designed primarily for the passenger terminal traffic. However, the trucks must cut through this traffic (lanes are often backed up) and take the So. 170th Street exit, head west to Air Cargo Road, and double back to the north end of the Airport. Again, not that feasible or desirable.

The net effect of these issues is that So. 154th Street receives truck traffic at all hours of the day or night. It is effectively the sole access road for the majority of the cargo coming into or out of the airport. This is a fairly recent development. About 5 years ago, the City of SeaTac received a four million dollar plus grant to upgrade this impacted section of So. 154th. It was previously a narrow, two lane road with open ditches and no sidewalks. It is now a wide two lane road with center turn lane, bicycle lanes and 8 foot wide sidewalks on each side. This expansion required the construction of several high, tapered retaining walls due to the road grade on both sides. It will not be further altered due to this configuration.

The construction of the new eastbound exit ramp off SR 518 near Burien will not alleviate much of this truck traffic. As noted this traffic is primarily coming from I-405 and I-5 heading west up the steep hill on SR 518. At some distant point in the future, if SR 509 is ever completed/connected to I-5, this might prove one viable alternative for trucks coming from the south.

In addition, under the proposed SAMP configurations, many/most of the cargo facilities may relocate to Port properties on the north side of SR 518. This move will not alter the noted problems with all the truck traffic on So. 154th Street. The preferred route will still be to the light at 24th Ave. So., turning left onto 24th instead of right onto Air Cargo Road. Depending upon precise locations and constructed access, some traffic may opt to take the westbound exit off SR 518 to DesMoines Way So. However, as previously noted DesMoines Way So. is already overloaded and is inadequate to handle increased truck traffic loads (again prior to opening of adjacent major warehouse complex on the Burien side). There is no off ramp or on ramp from SR 518 to 24th Ave. So. Note also there are several school bus stops directly on So. 154th Street in the section of concern.

The trucks also all return/travel east on So. 154th Street after making their deliveries or pick-ups, to International Boulevard. They then turn right and quickly move to the left to gain the only nearby access ramp to I-405 or I-5.

In summary, a comprehensive traffic analysis/study is required to evaluate and address these issues and provide additional feasible access for trucks to the cargo facilities. Actual baseline conditions need to be defined, and proposed configurations evaluated. This will require interactions with the cities as well as WDOT. The present volume of truck traffic, including emissions, noise and safety on So. 154th Street is unacceptable. The current existing condition of SeaTac city streets is not conducive to the amount of airport traffic they presently carry, let alone the proposed expansions or relocation of cargo areas. Note also the thousands of employee vehicles that use the employee parking lot also use the So. 154th Street route per Port directions.

S6-2 S6-11

12.) Related to the above traffic comment, the emissions from these trucks and employee vehicles must be factored into the previously noted necessary risk assessment (comment 4). In addition, the emissions from the additional passenger vehicles travelling to and from the airport must be considered, as well as airport operations vehicles.

13.) The disruptive noise of these trucks racing past my house at all hours of the night, including the compression braking or downshifting that often occurs as they approach the constructed crosswalk and barrier near the SR 518 overpass should be addressed in the noise assessment. The added employee vehicle traffic also increases the noise, as well as the passenger vehicles that use this access route, and should also be included in the assessment.

N3-6

14.) As previously noted in a handwritten comment at the open house, the back-up alarms from vehicles operating in the north cargo area provide an annoying noise that can be heard at all hours at my house/yard, especially during quiescent wind conditions. It is most irritating at night. This should be addressed in the noise section, as well.

S6-2/S6-11

15.) Mr. Roger McCracken (of Master Park and McCracken properties) has previously provided the Port staff with comments re: his passenger vans which provide the majority of such traffic to the drop-off and pick-up zones at the terminal. A key issue is the connection of the new proposed terminal facility with the current terminal such that his vehicles do not have to take circuitous routes and loops that force long, time delaying trips, or have no logical access at all. This issue will also impact the necessary traffic analysis, and must be factored in. Logical access to the terminals and cargo facilities is imperative. It does no good to expand the airport if individuals cannot make their flights and/or traffic is gridlocked. There is real concern about traffic backing up onto city streets (e.g. 160th or 170th), International Boulevard or the associated freeways (which it currently does quite often on SR 518).

S3-1/S4-3

16.) Activist groups such as Quiet Skies have submitted numerous comments re: noise and emission issues. I would simply note that they have legitimate concerns. The noise and emissions impacts on the surrounding communities are significant, and continue to expand. These impacts must be quantified and properly assessed, both for baseline/current conditions and those associated with the proposed expansion.

17.) Home and facility noise insulation programs previously provided by the Port were effective in mitigating some of the noise impacts. They helped at my residence. The feasibility of reinstituting such programs for possible mitigation should be included in the scope. Details, to the extent possible, should be included (e.g. four pane windows, special roof vents, attic insulation, custom doors) and effectiveness assessed (e.g. db noise reductions). Potential areas of eligibility and cost analysis should be included. In order to be effective, the program must be comprehensive. As I recall, years ago the estimated Port costs were about $20,000 per home.

N3-7

18.) The EA/EIS must address the Port/FAA interactions, including responsibilities of each entity. It is not acceptable to simply state that it is the FAA's jurisdiction, not the Port's, and therefore fail to address critical issues such as flight patterns. The Port must provide procedures and proposals for working with the FAA to determine feasible solutions to mitigate impacts. If the FAA does not interact, then such failures must be noted and identified as additional adverse impacts. The surrounding communities are frustrated with the Port and FAA's failure to cooperatively interact to address key issues.

S11-28

19.) It has previously been noted how constrained the airport is in terms of available expansion areas/land, forcing difficult engineering layouts and designs. It is imperative that the EA/EIS provide a detailed introductory description or vision of how the new proposed facilities will operate, as well as integrate with existing facilities. This should cover the typical passenger arrival, off-loading, parking, pickup, security stations, ticket counters, baggage handling and processing etc., together with estimated capacities and processing times. Similarly, an analysis should be provided for all cargo facilities and processing. Details are important. The impression that many have of the City of SeaTac is derived in part from the individual's experience at the airport. It is a quality of life issue, and also has a significant economic impact on the city. Comparisons should be made with existing conditions to those of an airport with the new proposed facilities. To the extent possible, these comparisons should be quantitative, not qualitative. Discussions should identify the proposed changes, improvements, and provide the potential passenger a clear picture of where to go/what to expect.

S1-13

20.) The light pollution, especially from the special stands lighting the north cargo area at night is extremely bright and may increase with the new proposed facilities. It is seen from my house. The light impact of the current facilities and new proposed facilities must be addressed.

S12-13

Thank-you for the consideration of these additional comments.

Sincerely,

Roger Kadeg, M.S.; M.S.E. Managing Scientist, retired

15248 29th Ave. So.
SeaTac, WA 98188-2008
rkadeg@comcast.net

From: Perry K
To: SAMP Public Comments
Subject: Sustainable Airport Master Plan Comments
Date: Friday, September 28, 2018 6:16:20 AM

I have a list of questions/comments related to the Sustainable Airport Master Plan.

S11-5

Will the Port be studying the environmental and health impacts from airplane noise and emissions to all of the cities and communities surrounding the airport?

S11-3

Will the Port be utilizing any of the recent or pending research related to airports, emissions, fine particles, and ultrafine particles? Particularly as it relates to the Seatac airport and the surrounding communities.

S11-4 N35

Does the Port have plans to work on the mitigation of airplane emissions? Both as it relates to the environment and to the health of the surrounding communities.

S11-4

What will the Port do if the growth projections prove to be too little?

Perry Kent
121 Southwest 154th St Burien, WA 98166
perry.pnw@gmail.com

and I'm just hired to serve in this capacity. I'm not employed by the agency; I'm just contracted.

MR. KINNEY: I was just wondering about your independence.

HEARING OFFICER PHILIPSEN: Well, I think I'm independent. I don't have any official position with regard to this.

MR. KINNEY: Okay. I'm going to start my three minutes now?

HEARING OFFICER PHILIPSEN: My introduction didn't count against your time.

MR. KINNEY: My concern is noise. Not much of the airport project matters to me beyond the fact that it puts more airplanes out more quickly; denser traffic noise, basically. I understand that the noise will be analyzed by a model -- via a model that takes into account a few microphone locations that are already established in this area. And it doesn't appear that there's any return calibration of that model or validation of that model aside from just those few.

And my main concern is that I believe that the measurement -- that far more measurements around the area need to be taken farther out, probably as much as at least ten miles or maybe 15 minutes away from the end of the runway. Maybe laterally it's less, but certainly north and

south it needs to be more frequently.

I would like to see an advance of the use of the airport at these higher frequencies and whatnot, that the noise limits are established prior to -- prior to the analysis. And the noise needs to be presented in a manner that's not just minimum and maximum noise levels but an average dBA or whatever.

That's it.

HEARING OFFICER PHILIPSEN: Okay. Two minutes.

MR. KINNEY: I'm good.

HEARING OFFICER PHILIPSEN: Concise. Thank you.

With that, we are ready for the presentations by Susan White; is that right?

MS. WHITE: Yes.

HEARING OFFICER PHILIPSEN: Okay. And Wasim Azzam.

MR. AZZAM: Correct.

HEARING OFFICER PHILIPSEN: Okay. Very good. I will be timing you. Please begin.

MS. WHITE: It's not going to take more than three minutes.

HEARING OFFICER PHILIPSEN: We'll see.

MS. WHITE: Should I say my name and address?

HEARING OFFICER PHILIPSEN: Yes, please. Just

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

N2-1

N10-19

I am very concerned about the impact of micro particulates on the citizens of Federal Way. This concern is magnified when the considerations of proposed increase in air traffic and the revised flight plan that concentrates the air traffic in a substantially narrower path.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MARK LOFFANG
Address: 639 S. 295th Pl
Federal Way WA 98003

Port of Seattle

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N3-1 N10-19

Noise continues to be of concern. The increase in flights combined with narrower flight paths have concentrated the impact of over flights to an unprecedented level.

N3-15

Increasing the glide path to 3.2 degrees, which has been successfully implemented in Frankfort Germany is going to be a necessity to address noise concerns going forward

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MARK KOPPANG
Address: 639 S. 295th Pl
Federal Way WA 98003

Port of Seattle

P.O. Box 1209
Seattle, WA 98111-1209
Tel: (206) 787-3000

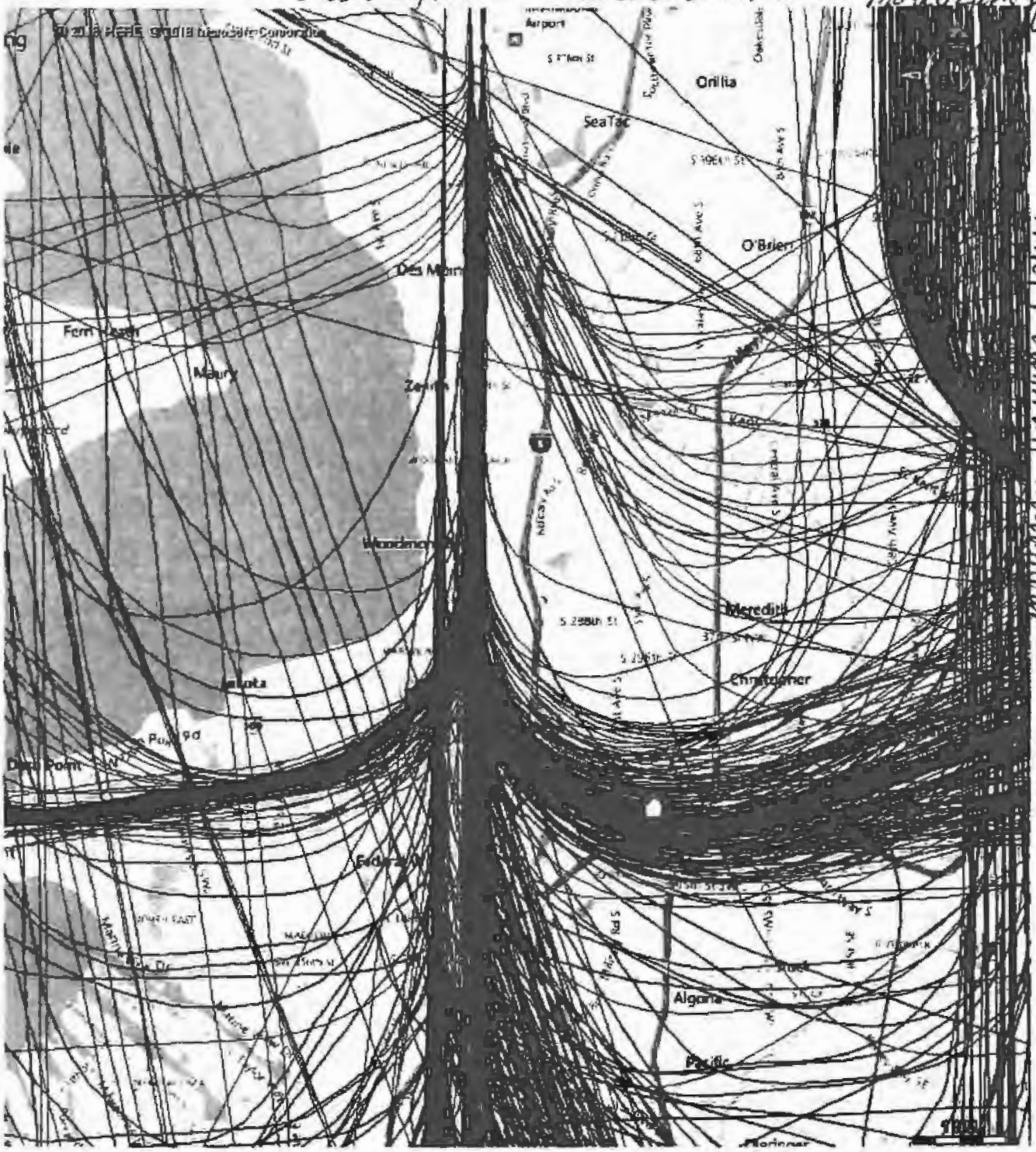
The house loan (ours) tells the story - new house 2017 - Air condemned for East Corridor F.A.A. 1980 site is formal consent - Auburn city 24 hours is not their problem - but Seatac problem! Need to accountable!

Thank you K. Kalachnik

Steve Lin & Noise problems!

Need to Meeting Lake Fe Cargo

51 Grd. Many mountain Mountain Many & Kamron Mountain



Flight track map depicts aircraft operations for Seattle-Tacoma International Airport on Aug 9, 2018 – 24 hours

From:	Anne Kroeker
To:	SAMP Public Comments
Cc:	Richard Leeds
Subject:	SAMP Near Term Projects Scoping Comments
Date:	Friday, September 28, 2018 10:51:09 AM
Attachments:	SAMP Near Term Projects Scoping Comments.docx

Environmental justice is the movement to ensure that no community suffers disproportionate environmental burdens or goes without enjoying fair environmental benefits.
Van Jones

Re. SEPA and NEPA for the proposed SeaTac Airport Master Plan Near Term Projects reviews

Dear Mr. Steve Rybolt,

I and my husband, Richard Leeds are submitting comments to this scoping process for the SEPA and NEPA for the proposed SeaTac Airport Master Plan Near Term Projects reviews. Additionally, public comments were previously submitted by myself, via Quiet Skies Puget Sound, which I also support.

S11-2/S11-1

While we applaud the recognition and pursuance for all public projects to receive full and adequate environmental review, we cannot condone this particular process going forward, in its current form, as it does not include any of the projects already started and under operation for the past 20 years nor any of the ones after 2027, which is less than 10 years out, and inadequately covers long term needs and expectations for the Port of Seattle operations.

For the 10 reasons we have submitted, we strongly request resetting this public comment process to include the missed time periods for all changes to airport operations and infrastructure done prior to, and all those that will be planned to be completed subsequent to this short term airport and operational plan proposal.

Thank you for your attention and consideration,
Anne Kroeker and Richard Leeds

Port of Seattle

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N2-1 N3-1 N10-8 N3-13 N3-2

I live in the middle of Federal Way. I'm concern about the noise and the pollution. We've also experienced fuel dumpings over our area (yes I called. Yes they said recently reported fuel release.)

1. I'd like to know why we can not have Noise Abatement Departure Procedures 1 or 2 at Seatac airport?
2. Why can't the planes take off towards Fed. Way and fly down towards the Port of Tacoma and turn to climb up over the Port. Woody lives there.
3. I understand that planes take off into the wind. But, when there is no wind & the clouds & the sky are real low still, why are the planes still taking off over Federal Way?

Can we attend comment form

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MICHAEL KUN
Address: 33113 10th Pl SW
FEDERAL WAY, WA 98023

Port of Seattle

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NID-15

4. What is the Port doing about the increase in missed approaches? These require circling two and full power.

N39

5. When I call in a complaint, I never get a call back. Why? Once I was sitting on my deck trying the phone. TAKING OFF and flying over me every 1½ minutes. I called several times that day. I got a later response saying that on that particular day the planes were LANDING and not taking off over my house. Why?

S2-1

6. The real solution is to build a new airport. What plans are being made for this?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MICHAEL IVN
Address: 33113 10TH PL SW
FEDERAL WAY, WA 98023

From: Tina Larson
To: SAMP Public Comments
Subject: Fw: You have got to be kidding me.....
Date: Friday, September 28, 2018 8:10:38 PM

From: Tina Larson
Sent: Friday, September 28, 2018 8:09 PM
To: samp@portseattle.com
Subject: You have got to be kidding me.....

N3-2

N5-2

N6-1, 11

Listen, I live in Blakely Manor, I just found out through the BTown blog that tonight is the last night to submit public comments. I tried to down load the "samp" questions, it didn't work, I can't actually edit and submit the document requesting that the studies suggested be done. Here's what I will tell you. I have lived here for 7 years, the air noise was not an issue 7 years ago. In the past year the air noise has become a TREMENDOUS ISSUE. I cannot have a conversation in my yard without pausing to let the plane overhead pass so we can continue to speak to one another. The noise is unacceptable. I believe it is the use of the 3rd runway.....I'm listening to it right now, it's overwhelming and I am INSIDE my house. It wakes me up at night, it interrupts my day, it makes me NOT WANT TO LIVE IN MY HOME anymore. Airplanes now pass OVER my house, it looks like I could throw a rock and hit one they're so close. I am afraid to eat my tomatoes out of my own little garden because there is jet fuel all over me and my house. My property value is going to plummet if you do not maintain your end of the bargain. I see what is happening, the air noise and traffic has gradually increased, we all adjusted, but little by little it's reached a "fevered pitch" and now there is not enough time for residents to take heed.....the Delphi method, isn't that what it's called. I cry "wolf"! I want ALL the studies done! You cannot railroad the working middle class like this, it is absolutely reprehensible.

Tina Larson
17035 Ambaum Blvd So
Burien, WA 98148

Port of Seattle

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air traffic FAA question S4-11

1) I am concerned the "right turns" will deviate from the NORTH-SOUTH taxiway and airspace. Currently, turbine-mass are allowed take off to the north turn west and enter airspace over Burien. What is to prevent these from getting a clearance and altering its to the same

5-12-23 FAA question

2) WHY SNT FAA AIRTRAFFIC "REP" PRESENT AT THESE MEETINGS? This is a major concern for Burien citizens. We need an "air traffic" specific rep to be here.

N3-20

3) We need an "engine run up" 3 sided enclosure to limit noise pollution!

4) How will you monitor air quality with increased flights?

Submit comments :

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 168
SAMP@portseattle.org

FROM (Please Print):
Name: Dawn Lemmel
Address: 3138 SW 172nd
Burien, WA
98166

email: lemmel2@comcast.net

Port of Seattle

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S1-23 FAA reps must be in attendance at these meetings. My concern is noise generated by aircraft taking off and landing. More specifically noise levels northwest of the airport have increased as the "Burien Turn" for northbound turboprops have increased.

S1-1 How is this increased noise issue being monitored and how will it be mitigated?

S2-2 As air quality becomes more of an issue with increased daily flights at SeaTac, how will the air quality be monitored by the Puget Sound Clean Air Agency?

How often is air quality monitored to the west of the airport

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: STAN LEMMEL
Address: 3139 SW 172nd Street
Burien, WA 9866
email: slemmel@comcast.net

Port of Seattle

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S7-1/S7-2 With Additional Hard Surfaces Around The Airport being created, More Run-off From The Airport Should require Additional Monitoring. Once-A-Month or Big-Storm Monitoring by The Storm Water Agency is NOT enough.

S7-2 How much Additional Storm Water Run-off Monitoring Are you proposing?

S7-3 Traffic Pattern out of The 3rd Runway Must be Assessed For Noise, pollution, Air Run-off

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: STAN LEMMEL
Address: 3138 SW 172nd
Burien, WA 98166

Fold Here

Place Stamp Here

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

Fold Here

S1-11

Provide a ground engine run-up 3 sided enclosure to eliminate/ reduce noise. Early morning noise is a problem. How will the Stamp Address engine noise, both Testing and Take-off Landing?

need to study. I haven't really run into anyone that suggests there's a reason not to start the siting process immediately, other than folks that have an interest in economic growth right here in a very specific and small sliver of our state, our region. If that's what you want, then you want to handle all of the region's growth at Sea-Tac Airport. If you want an even and fair distribution of the costs and burdens of aviation, and perhaps even improve the overall efficiency in the long run, then you'd want to jump on a regional airport as soon as possible. Whether we can get that, I don't know. I think it should be included in the scope.

Those are my comments. You've been very patient. You gave me extra time, and I really appreciate that. I know -- I work with court reporters, and I know I just wore her out. So you've been very good. Thank you for helping me out tonight.

HEARING OFFICER PHILIPSEN: Well, you've had a lot to say, and there was time.

MR. EDMISTON: I appreciate it.

MR. LEWIS: Well, I want to talk about demand, or actually, you know, hopefully generate some responses from responsible officials at the Port of Seattle about demand and how it's defined.

I'm a retired air traffic controller and whistleblower,

was forced into retirement ten years ago by the FAA. But as sort of an odd hobby, I've developed a website; it's been running for six years now, Aviation Impact Reform. And I do a lot of research on what's going on at airports across the country, and I've been looking a lot the last few years at Seattle, in Sea-Tac, because these happen to be my roots as a child and growing up here, and I still have aging parents here.

I'm concerned about what really appears to be going on, the alleged demand, that is defined, for example, by one of the graph boards there, one of the displays. It's implied that it's consumer demand, which would be, you know, the natural demand we would want to accommodate in an industry as we expand infrastructure, but in reality it's airline demand; that the Port needs to get serious about documenting with great precision the number of passengers that are flying through this airport greatly bumping up the airline profit bottom line, because the airlines make their money as much by flying anybody as they do by flying people through airports. That's a reality. We understand that, that when Delta came in here in 2012, they started -- basically, they, you know, raised the bar. And both Delta and Alaska are doing a lot of a hub traffic here, and that's creating enormous growth in impacts around the airport.

Those impacts correlate with the growth in operations.

The growth in operations do not correlate with population growth. The chart on there that's displayed shows a 0.6 percent annual population growth in the current decade, 2017 to 2027, when you look at the numbers on that particular chart, and I have a PDF of it from the July 17 SAMP presentation.

But Port -- Puget Sound Regional Council just reported that our growth rate is one and a half percent; it's even higher. They've got that growth, and yet this year, if you look at the numbers, FAA's official ATADS OPSNET numbers for operations at Sea-Tac, the first seven months of 2018 are 5.6 percent higher than the first seven months of 2017.

Now, we all understand, or we should understand, that there hasn't been a ten-fold increase in people in the Puget Sound area suddenly saying, "Let's do a whole bunch more flying." It's because more passengers are flying through, more operations are being scheduled, creating more passengers flying through to assist the airlines' bottom line.

So what I'm suggesting is that the Port of Seattle needs to -- since they're taking money from the local community in taxes in serving us, you know, as their constituency, they shouldn't be just focusing on serving and accommodating airline demand, airline capacity demand; they should be accommodating other demands and balance with that,

such as for the local community. And some of those demands that are arising have to do with the impacts, where you stand outside this door most times a day here on a university campus, and you can't have a conversation without having an airplane every minute blasting over and interfering.

HEARING OFFICER PHILIPSEN: You're at three, but I'll give you another minute.

MR. LEWIS: I'll run just a tad more.

So basically, the Port of Seattle needs to, you know, somehow bring in some balance to how they are advocating, you know, they are behaving on this. They are clearly, unfortunately, accommodating and overly accommodating the industry. That needs to change; otherwise we're going to see continued degradation of what used to be -- what still is for people -- a fleeting, you know, formerly wonderful place to live. People cannot enjoy their yards anymore; you can't enjoy barbecues. It's not just the noise; it's what they're breathing.

And if we keep feeling like we have to accommodate the airline capacity needs, we're just going to trash this whole area, turn it into nothing but an industrial dump. So I would hope that the Port would come on board with advocating for the people who provide their basic tax funds and support their programs and not just be advocating alone for

From: Jeff Lewis
To: SAMP Public Comments
Subject: Citizen comments for SAMP Scoping
Date: Friday, September 28, 2018 1:57:18 PM
Attachments: KSEA.20180928., SAMP EnvroReview Scoping Comments.pdf

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Please accept the attachment as my comments for your SAMP Environmental Review 'scoping'. A confirmation of receipt would be appreciated.

28342 S. Salo Rd., Mulino, OR 97042

September 28, 2018

Port of Seattle, via email (SAMP@portseattle.org)

Dear Sir or Madame,

Please accept this letter as my abbreviated **comments on the Port of Seattle's Sustainable Airport Master Plan (SAMP) Environmental Review**. While my responses are abbreviated, I will gladly offer much more detail, if one of your officials makes a sincere request that indicates my effort will be matched by POS effort.

I attended two Open Houses (Highline and Federal Way) and engaged in lengthy discussions with badge-wearing personnel who worked for POS, FAA, or as paid contractors. Here are my comments based on (1) what I observed at the Open Houses, (2) the discussions I had those two evenings, and (3) my intensive online research:[1]

1. POS et al are knowingly and fraudulently pitching a false 'Demand Myth'. For example, you want/need us regular people to believe that our consumer demand is driving the roughly 40% increase in airport operations at Sea-Tac, from 2012 through 2018. But, you know quite well, this is not consumer demand; it is 'airline demand' related to the creation of Delta's latest hub. The growth since 2012 far outstrips regional population growth. You know the reality that you intentionally try to distort: both hub airlines (Delta and Alaska) are pressuring POS and FAA (ATC) to excessively grow 'runway throughput', solely to accommodate their profit-seeking hub development schemes. Sadly, both POS and FAA refuse to constrain these two hub airlines in their excessive scheduling. There is no capacity management being practiced by either the airport authority (POS) or the federal regulator (FAA). Both POS and FAA strongly appear to be captured, serving only industry and at great cost to the communities.
2. The graph posted at the Open Houses, showing operations and enplanements by year, was posted to deceive citizen participants. There is absolutely zero evidence that the Puget Sound area is unique within the U.S., where consumer demand (as in per capita air trips per year) is far out-stripping regional population growth. The core reason for the enormous per capita enplanement gains at Sea-Tac since 2012 is the intensified hub scheduling by Delta and Alaska, and the unmitigated willingness of both FAA and POS to accommodate these two airlines. In 2018, we are seeing much higher percentages of through-passengers (those who pass through this growing hub, but never even leave the airport during their trip). POS

[1] My background research focused on the Sea-Tac airport history and master plans (including the current SAMP), as well as other FAA-funded 'sustainability' plans across the U.S.

has the data and needs to share the data with the people who are impacted, from Shoreline to Vashon to Tacoma, so that the impacts can be understood and reduced.

3. POS was created to serve THE PEOPLE, but as so often happens, over time you have instead become a servant of narrow corporate power. In your current capacity, POS is dis-serving the people. Your airport management, development and future plans are all increasingly destructive to health and quality of life for the residents who have no choice but to pay taxes into your program each year. There is a total lack of balance between what POS is doing related to Sea-Tac, and what the people need POS to do.
4. The term 'sustainable' is commonly understood to relate to finding a fair balance between two opposites, such as serving corporations versus serving people, or such as aiding commercial profits while minimizing residential pollution impacts. In this context, POS has shown a total incapacity to act sustainably; not just today, but for decades.
5. There is no validity in appending the word 'Sustainable' at the front end of your latest airport master plan. This is pure, propagandistic greenwash.
6. One thing that the people need POS to do is simple: advocate back to Congress and to FAA, to shift the rules and regulations away from what they have become, thanks to industry lobbyists.[2] Advocate for the people, to restore local control, and then follow through with hourly flow-rate limits, night-time curfews, and other 'balancing' policies that ensure commercial and residential interests can coexist in good health. I asked nearly every 'white-badge' at the two Open Houses, what they do to advocate FOR THE PEOPLE; not one 'white-badge' offered a valid answer.
7. Lastly, POS should be ashamed of their failures at these recent Open Houses. Not just for the numerous empty white-boards, but also for the rampant deflection of questions. Over and over again, I saw good questions by many different concerned citizens; the questioned were asked, but drew no answers; instead, the 'white-badge' would say 'write that into your comment' or say 'you should talk to so-and-so' and refuse to answer.[3]

We depend on you to manage our airport. Please ditch your ugly habit of corporate-serving spin and greenwashing. Please come back to serving the people, and push true sustainably, finding a fair balance where Sea-Tac is ***OUR airport*** again.

Sincerely,

Jeff Lewis[4]

---

[2] Two of many needed changes: (1) abandon the DNL metric and replace it with ***REAL*** noise metrics; and, (2) restore meaningful ***LOCAL CONTROL*** by the local community (as was taken away by Congress, under ANCA in 1990).

[3] These referrals were always dead-ends; 'so-and-so' always failed to provide a substantial answer, too.

[4] My standing: I grew up in Seattle and Kent; today, I care for relatives from Bothell to Skyway, including my parents. I am also a retired FAA ATC whistleblower and blog about FAA and aviation impacts at the aiREFORM.com website.

Port of Seattle

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N4-1 N3-6 N3-5

I strongly support restricted use of the airport between 11:00pm and 6:00 am. When fully loaded old, loud freighters wake me up a couple of times a night. I know there is a negative impact on my health. Studies have shown a measurable increase in cardiovascular disease and dementia (in particular in the elderly

N3-5

Just because the law passed in 1990 allows the FAA to reject curfews does not mean it is the right thing to do.

Dramatic growth in noise impacts should require mitigation and a curfew is at the top of my mitigation list

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Steve Lewis
Address: 28843 7th Ave S.
Federal Way WA 98003

Port of Seattle

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N3-6/N3-7

Reduce No. of flights in early morning
Need Quality Sleep/rest
OR provide Noise Mitigation program

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: WING L.
Address: 08 S. 297th Pl
Federal way, WA 98001

From: Quiet Skies
To: lordvicki@yahoo.com; SAMP Public Comments
Subject: Re: Airport more flights
Date: Monday, September 17, 2018 10:41:58 AM

Dear Mr. Steve Rybolt,

Please accept the public comment below by Mr. & Mrs. Lord of Federal Way, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Lords be deemed unacceptable, please email all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

On Fri, Sep 14, 2018 at 7:08 PM Vicki Lord <lordvicki@yahoo.com> wrote:

SEE BELOW

> 1. No limit on full-time use of the 3rd Runway 2. Another 80,000 annual "Near Term" flights 3. Undefined "Phase 2" growth 4. How noisy will it become in our region? 5. What are our risk to our health and the environment? 6. How does SAMP impact crime, property values, environmental justice, and our quality of life? 7. What health and mitigation studies are underway? 8. What does the global science say today about these risks? 9. What about the growth beyond 2027?

Can you answer these questions. They are very concerning

Thank you. Vicki and Brian Lord
30939 36th Ave SW. federal way 98023

Sent from my vlordiPhone.

1. N5-2
2. S4-3
3. S11-2
4. S4-3
5. S5-1
6. S10-1, S10-2, S10-3, S8-2, S8-3
7. S5-1
8. S5-2
9. S11-4

From: Lorie Lucky
To: SAMP Public Comments
Subject: Review of Port"s Sustainable Master Plan.
Date: Wednesday, September 19, 2018 10:34:25 AM

I am commenting as a resident of the southern-most tip of Des Moines, at Redondo Beach.

As with many residents, my main concerns are air pollution and noise, which may otherwise be referred to as sound pollution.

S8-2/S4-3 Although the original sound mitigation plan only extends, apparently, to S. 216th Street, it is very noisy all the way down to where we live. Even more traffic overhead would considerably impact our quality of life, and the property values of this otherwise lovely area of the state.

N3-3 I have already soundproofed my bedroom window, but still use a white noise machine and ear plugs in order to sleep without disruption from overhead traffic. I have a friend who leaves once a month, for a weekend break from the noise.

S2-1 Is there ever a consideration for a 'more-than-commuter airport' in Yakima or the tri-cities, to reduce the necessity for eastern Washington residents to funnel through Sea-tac?

S9-2 Increasing air traffic noise will hasten the extinctions of small birds and creatures in the South Sound, along with disturbing humans.

What is Sea-tac's plan for sound mitigation all the way down to Federal Way??

Thank you for providing this opportunity to comment on the Master Plan.

Lorie Lucky
28313 Redondo Way S., Unit 101
Des Moines, WA 98198-8256
Phone: 206322-7332
Email: lorie916@gmail.com

From:	Bernedine Lund
To:	SAMP Public Comments
Subject:	Comments on SAMP
Date:	Friday, September 28, 2018 10:47:23 AM
Attachments:	SAMP Comment #1.pdf SAMP Comment #2.pdf SAMP Comment #3.pdf SAMP Comment #4.pdf

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Attached are 4 comment sheets for the SAMP environmental review

Bernedine Lund
824 S 296th Place
Federal Way, WA 98003

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
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N3-1

The newly implemented flight paths put airplanes over the same houses constantly throughout the day and night. For example, I have recorded 100 planes in just under 2 hours one evening in early Sept 2018, and this is not unusual. Flights every ½ - 2 minutes can happen any time during the day from 5 AM to 12 PM, and can last for as little as 10 min to over 2 hours. There is no way to predict when the noise will start or stop. During the time of the overflight, you cannot hold a usual conversation with a person right next to you. And when the planes come every 1-2 minutes, there is no time when you are not hearing aircraft noise. This type of noise is more than an annoyance, and the DNLdb does not capture what is really happening.

N3-3

This constant aircraft noise is like water torture (a drop of water on your head that you cannot prevent), something that seems small until it happens over and over and over again. Torture, like water torture, can cause serious injury and death, and if survived can cause PTSD. The airplane noise is like the water torture. Studies have already shown that there is an increased risk various health problems, such as high blood pressure, cardiac arrest, sleeplessness, hearing loss, and other health effects.

N3-7 / N3-3

The constant airplane noise over our house has stolen our ability to enjoy our home and yard, something we have worked on for over 33 years. Mitigation may help some homes if you stay inside with the windows closed and if the contractor is competent. There are reports that the mitigation POS used in the past was poorly done and the company is now out of business.

Qx: What mitigation is planned for homes under the new flight paths?

Qx: What mitigation is planned for people who want to enjoy their decks and yards?

N3-N3-2

Qx: How and when will the Port modify its procedures to have less impart on the people on the ground.

Qx: How will the Port reimburse residents for lost property values? How will the port

S8-6

Qx: Currently the POS shows a large economic benefit to increasing the capacity of the airport. Any model of the changes will show a profit when negative impacts are not included. When and how will the costs of negative impacts of the airplane overflights be added to the cost model.

#1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Bernadine Lund
Address: 824 S. 296th Place
Federal Way, WA 98003

Port of Seattle

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N4-1

Health effects to people near and working at the airport: Studies are coming out each week about the negative health impacts of living with noise and jet engine toxic chemicals. Some of the most concerning studies are of effects on children. These include slower learning, less concentration, and absorption of toxic chemicals released from jet engines.

- What and when will the POS protect the communities under the flight paths from the effects of the jet noise and toxic chemicals?
- How far away from the airport is it safe to build schools?
- How will the POS notify current schools and communities planning to build new schools of the risk of being too close to the airport?
- What new measures will the POS offer current schools to clean the areas (soil, water, playgrounds, etc.) around current schools to protect children?
- Describe how you will protect employees such as flight attendants and pilots, ground crews, etc. from long term exposure to airplane emissions.

N10-14

- Describe how you will change policies so that employees who point out safety issues will be protected from demotions, firing, etc.

Submit comments to:

#2

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Bernedine Lund
Address: 824 S. 296th Place
Federal Way, WA 98003

Port of Seattle

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Jet fuel is currently delivered to the Sea-Tac Fuel Farm by Olympic Pipeline from Anacortes. The plan is to add 4 more fuel storage tanks to the existing 8 tanks, a 50% increase. A POS spokesperson said the increase in jet fuel will go through the same Olympic Pipeline pipes using faster throughput.

- Does the increase throughput mean the pipes will be under increased pressure? If so, how will Olympic Pipeline ensure there are no ruptures in the line with the increased pressure?
- What is the maintenance schedule for the underground delivery pipes and the current large Olympia Pipeline from Anacortes?
- What system has been set up in case of pipe rupture or tank rupture? Describe how it will be increased to accommodate the increased rate of delivery of the fuel. Describe how it will be protected from earthquakes and other natural disasters, such as lightening and fire.
- Describe the current security around the fuel depot.
  - How is it protected from active attacks, such as explosives?
  - Currently there is only a gate with lock – which is not sufficient to keep out large trucks that can break through the fence. When will sufficiently strong gates be added.
  - Is the area protected on all sides? There are other areas of the Port of Seattle that do not have adequate security gates to stop large trucks, and there is one dirt road that only has a security sign. When will these security risks be addressed?

S12-28

#3

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Bernadine Lund
Address: 824 S. 296th Place
Federal Way, WA 98003

Port of Seattle

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NID-28

Airport security

From looking an maps and pictures, there are several access points that seem each to breach the POS grounds. For example, there is one dirt road with no gate, only a sign saying private property, and other gates with locks that could be easily broken by a vehicle.
- Describe plans and schedule for bringing security around the entire SeaTac area up to current recommendations.
- Describe how you will keep up to date with security and not let it lapse again.
- What are the plans to rapidly inform communities about toxic hazards should there be a rupture in the fuel tanks or pipeline?

Submit comments to:

#4

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Bernedine Lund
Address: 824 S. 296th Place
Federal Way, WA 98003

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

Welcome to the SAMP scoping meeting! We're providing a list of sample questions – questions *we* certainly have for the Port of Seattle. Ask the Port personnel these, or any questions you want. We also want to make sure YOUR voice is heard. If you want the subject matter of any of *these* questions included in the scope of the environmental review, for each question we've added a related sample "scoping request." Just initial any request you want, sign at the bottom, and find QSPS volunteers will collect and provide them as a matter of public record to the Port.

QUESTION	COMMENT	SCOPE REQUEST	INITIAL
Why No Study of What's Already Happened? How does Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years?	Four-year increase raised annual overflight total from 316,000 to 413,000.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.	
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	
Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	

Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	MWM
Sensitive populations? Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.	MWM
What About Overnight Flights? Will Port collect and assess global scientific studies relating to impacts from *overnight* flights noise?	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.	MWM
Unique - Full Time 3rd Runway Use. How will Port separately assess the impacts of the full-time usage of the 3rd Runway?	Despite historical statements, 3rd Runway now full-time.	Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3rd Runway.	MWM
What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive. Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	MWM
Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	MWM

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Matthew Mahoney Signature:

Address: 21036 4th Ave S., Des Moines, WA 98198

E-mail: matco871@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

SEA [A 2nd Airport is needed (Period)

Port of Seattle

COMMENT FORM

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N3-3 Aircraft flying over our residence is really loud not only outside but audible too Inside since our house is an old one. It seems to block too our cell signal so

N10-5 that when you're texting or talking on your cell, you have to pause or wait for the pairing plane because you don't hear well the person on the other line.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Yolanda Maneto
Address: 26414 Marine View Dr S
Des Moines WA 98198

N10-37

From: Quiet Skies
To: SAMP Public Comments; mmarkkanen@comcast.net
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 6:54:35 PM

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Marianne Markkanen, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Markkanen be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

Port of Seattle

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C3-2

We need to have monitors in the neighborhoods near to the SeaTac Airport to monitor the air quality in the area.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Marianne MacKraken
Address: 20613 12th Ave S
SeaTac WA 98198

Port of Seattle

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S12-22

Would prefer to have Question and Answer session included in this session

I would like to have a group question and answer questions from the community.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Marianne Markkanen
Address: 20613 Bothell
Seattle, WA 98188

Port of Seattle

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N3-7
N5-2

What about program to provide triple paned windows to homes near the Airport? I live under the 3rd runway and deal with constant noise 24 hours a day and it will only get worse.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Marlene Markeen
Address: 20613 12th Ave S.
SeaTac, Wa 98198

Port of Seattle

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SID-3

The fuel farm AT AIRPORT needs TO HAVE A WALL BUILT AROUND IT SO TERRORISTS OR ARSONISTS CANNOT ATTACK IT.
ALSO The fuel Lines running ALONG INTERNATIONAL BLVD IS A RISK TO The community. WHAT PROTECTION do we HAVE AGAINST LEAKS OR VANDALISM?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MARIANNE MARKHAM
Address: 20613 12TH AVE S.
SEATAC, WA 98198

getting ready at three minutes?

HEARING OFFICER PHILIPSEN: Sure. I can give you a half a minute left. You can go over a little bit if you need to. I'll just let you know, and I can warn you if necessary.

MS. MARKKANEN: Okay. My name is Marianne Markkanen. I live at 20613-12th South in SeaTac above the -- I live below the third runway.

When I bought the house in 1999 no Realtor mentioned the -- I knew there was Runways 1 and 2, but I had no idea there was going to be a third runway built. When the third runway was built, we were told that it would just be for overflow. I now hear at least 50 to a hundred planes come over, especially between the hours of 7:00 to 11:00.

My cable reception is bad. My cell phone reception, everybody that comes to visit me says I have the worst cell phone reception. It's affecting my hearing. Once a year I have to get my house washed because of the jet fuel emissions that come down on my vinyl siding. And I have -- if I leave my car outside, in the morning there's all kinds of crap that comes down from the airplanes.

And it's basically the air quality that I'm concerned with. And also, I understand that even though there's noise monitor little boxes in the area that there's nothing that captures air quality, what's going on with the air quality.

N10-5, N5-2

And that's one of my main requests for this, you know, environmental study, is to -- I understand there are some air quality monitors, but they're like a ways from the airport. And those of us that are affected are right by the airport right under the runways.

The Port has already cut down thousands of trees; you know, we protested that. The trees catch the emissions. They claim that they had a complaint from a pilot that it was not safe, so they went ahead and cut down all these trees.

So I want to see out of this SAMP something for the community. I was told back about five years ago that my house was too young for a third -- three-pane window program. I feel that the amount of volume that they're anticipating for this airport, that that program should be aggressively started.

We need to see that the Port and the FAA care about the community. Right now all I see is that the plan is for increased volume of passengers, more building and making the airport larger. And they're going to do all of this increase with three runways. I don't get it. We've needed a regional airport for years, and I don't see any plans on the books for a regional airport. New York has JFK, LaGuardia. We need -- for the increase, we're the ninth biggest airport in the country, we need another regional

speaking.

And your name is?

MS. MARKKANEN: Marianne, M A R I A N N E, Markkanen, M A R K K A N E N.

HEARING OFFICER PHILIPSEN: And can you give us an address, please?

MS. MARKKANEN: 20613-12th Avenue South in SeaTac 98198.

HEARING OFFICER PHILIPSEN: And an email address?

MS. MARKKANEN: M, and my last, markkanen@comcast.net.

HEARING OFFICER PHILIPSEN: Thank you.

So now you have three minutes. I'll time you.

MS. MARKKANEN: I'm making a statement because I live underneath the third runway. When I bought the house in 1999, I had never lived that close to the airport before. No Realtor told me about the third runway.

Fast-forward, the third runway is built right over my roof. We were told by the Port that it was going to be only for overflow. Now between eight and eleven -- at times, the planes fly over one a minute. How they can come that fast, I don't know. But the roar of the planes creates a cloud of pollutants, so when you step outside of my house, you smell jet fuel fumes. The berries in the area don't grow. I have

NZ-1

NZ-1

to have my house washed off every year; I have plastic siding. It's because of the amount of stuff coming out from the sky from the planes.

I'm worried about my health. I don't see any studies being published about the effect of the airport and the increase on my health. And I feel that the community has been consistently lied to. And there's no trust, very little, between the people and the Port of Seattle.

We need another airport; we need another runway to accommodate all of the changes that -- of the increase in the volume of the planes. But basically, I live daily with the roar of airplanes over my head, which affects my television reception, cell phone, computer reception.

So that's why I'm here.

HEARING OFFICER PHILIPSEN: Are you finished?

MS. MARKKANEN: Yes.

HEARING OFFICER PHILIPSEN: You're under time. Thank you very much.

MS. MARKKANEN: You're welcome. Thanks for being here.

HEARING OFFICER PHILIPSEN: It's a pleasure.

MR. THOMPSON: Hi. There's about three things that really -- two or three things that really concern me. One is, we have an ultrafine particle study being done at the University of Washington. That is due to be completed

Port of Seattle

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S11-23 Sensitive Population are you studying the impacts of aircraft noise on elderly citizens and children in schools?

S8-2 Are you studying the impact of increase of ~~pop~~ aircraft noise on property values

Submit comments to:

Mr. Steve Ryboit
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Marjorie Markham
Address: 20613 12th Ave
Seatac WA 98198

Port of Seattle

COMMENT FORM

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NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
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S11-23 Social & Community Services

are you ~~studying the~~ ~~xxx~~ visual impacts of aircraft noise on elderly and children in schools -

S2-1 are you studing the benefits of a regional airport? The Port has refused to join calls for siting a regional airport now.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MARIANNE MARKKANEN
Address: 2613 12th Ave So
Seattle WA 98144

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
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S11-18 S3-1 S4-3 S12-24 S7-2

Effect on environment. Noise pollution. Air and water pollution.

Quality of life for residents.

Hazardous materials.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Robert Maurus
Address: 2218 S. 336 St.
Federal Way, WA. 98003

it. Thank you very much.

HEARING OFFICER PHILIPSEN: With that, I open this phase of the hearing for James McCartney. And you have three minutes and I'll be timing you.

MR. MCCARTNEY: Okay. I have lived in the same house on Star Lake since 1988. I was never underneath a flight path that used to run parallel to Pacific Highway South. And now in the last couple years you have been flying over my house, and this last Sunday I had four flights over my house, dead center, about 700 feet up. I believe the correct solution is not to cram more flights into this airport, or more runways. Build a new runway somewhere else, either as it was proposed in the '90s, east of Bellevue, or north, expanding Everett airport, or go south of Olympia or use Bremerton because this is noise pollution.

I am woken up at 3:00 in the morning, usually, 2:00 in the morning, because the flights start at 11:00 over the top of my house, and they don't stop until about four in the morning. And I have a concrete tile roof that rattles when these planes are going over. So there's two tons of concrete over my head with the fear of it crushing me because of the vibrations of these planes.

It would be advisable they go somewhere else; otherwise I will be insisting that the Port of Seattle pays for

quadripane windows and closed cell phone insulations to deaden the sounds, because the more panes of glass, the more insulation in sound reduction happens. But my best solution is to have a contractor that I choose to put it in, since the jobs done for the Burien and Des Moines area seem to be failing and have a lot of subpar contractors put it in, and they're having mold remediation problems. And the quadripane windows that were installed there are failing now.

That's my nutshell, I guess. I don't know. I was trying to cram it all in.

HEARING OFFICER PHILIPSEN: You're under three minutes.

MR. MCCARTNEY: Go build it somewhere else is basically it. I was never under a flight path. And it starts about 11:00 to 3:00 in the morning, and my health is affected through sleep. These bags aren't from work; it's from not being able to sleep. So thank you.

HEARING OFFICER PHILIPSEN: It is now 8:25, and there are no other speakers signed up to speak. I am officially closing tonight's oral comment portion of the scoping meeting.

(Public meeting concluded at 8:25 p.m.)

Port of Seattle

COMMENT FORM

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There NEEDS to be a CURFEW on ALL Flights in&out of SEA-TAC. Being Woken up at 1am - 3am by flights Over my house - Making my concrete roof tiles Rattle is Unacccpatable! You-SEA-TAC Airport will need to supply ME and my neighbors new quadruple-pain windows to muffle the sound and fill my Attic with Close-Cell spray in insulolation. The NOISE level is unaccepatable! I shouldnt have to turn my TV to MAX just to watch the news at night. My Health is at risk with the soot deposit on my house, it affects my allergies. And my car needs to be washed constantly. I can NoLonger get a Healthy-Normal nights sleep! Being woken up constantly at 1am, 2am, 3am, 5am is Unacceptable!

Go Build a NEW airport somewhere ELSE, like Everett!

N-1 N-2 N-3 N-4 N-5 N-6 S2-1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: James McCartney
Address: 27842 38th PL S
Auburn WA 98001

Port of Seattle

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N3-1 If SEATAC Airport is going to continue to spread NOISE POLLUTION farther out from the Standard Flight Path That was to run parallel to Pacific Highway. At all hours of the day and well into the late hours of the night! Port Of Seattle WILL HAVE to buy us NEW Quadruple-pane Vinyl WINDOWS AND Closed-Cell Spray-In Foam Insulation! By a contractor of my choice, because the contractor you hired for the same Noise-Cancelling work in Burien & Des Moines, ALL Their work is FAILING Now and needs to be redone. So You hired the lowest bid, so the work was subpar. With ALL Your Late Night Jet Flights starting at 11:00pm and going constantly thru to 3 & 4am! it IS affecting my health! I haven't had a decent night sleep in the last year. So my health and work is suffering! This is unacceptable. Jet Planes NEVER flew OVER the top of my house before!

N4-1

N3-1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: James McCartney
Address: 27842 38th Pl S.
Auburn WA 98001

Port of Seattle

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I113-1

I have lived in this house since 1988. The Flight Path for Sea-Tac Airport was parallel to Pacific Highway South. In the last few years the flight path is been getting closer to Star Lake. And NOW you are flying directly over my house, with Jet airliners at FULL throttle. On Sept. 16, 2018 at 2:12pm, 2:14, 4:32, 4:35pm, I watched these 4 JETS take off Full Throttle over my house at about 700 feet above my house. The NOISE is deafening! The noise level is unhealthy, and the exhaust is dumping soot on my cars. So the pollution is also UNHEALTHY.

N2-1

N3-5

The take off NEED to STOP at 11:00pm! Because You send out flight after flight OVER MY HOUSE, starting at 11pm, going to about 3am!

N3-6

My health is being affected by constantly being woke up by the Jet Planes!

S2-1

Build a NEW airport somewhere ELSE! Do NOT add MORE traffic to SEA-TAC. Build it South of Olympia or Bremerton. Expand the Everett airport! Port of Seattle Needs to Stop the GREED for money and put an Airport SOMEWHERE Else.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: James McCartney
Address: 27842 38th PL S
Auburn WA 98001

From: Mike McDowell
To: SAMP Public Comments
Subject: Public Scoping Sea Tac / Sustainable Airport Master Plan
Date: Friday, September 28, 2018 10:48:16 AM

N3-6 / N3-1

I am a long time resident of Seattle's Beacon Hill. I purchased my home in 2012. At that time the aircraft noise was tolerable and not a huge nuisance. I and my neighbors could sleep with our windows open at night during the summer and most of the time be able converse on the street without interrupting the conversation because of the aircraft noise. At that time and up until a few years ago the aircraft noise was predictable and somewhat tolerable. It would start each morning and generally subside by 10am.The same was true for the evenings, it was generally quite by 10pm and you could generally rely on 6 to 8hrs of relative quite each night. That is definitely not the case now. We can no longer sleep with our windows open (My wife and I have resorted to wearing earplugs and purchased a "white noise" machine because the noise is non stop each night WELL past midnight…365 days a year. It's impossible to get a good nights sleep. Aircraft noise is what we hear when we go to bed…and what we wake up to each and every morning…365 days a year.
The noise affects my 6 yo daughters sleep and has had breathing problems. She attends Beacon Hill elementary which is a block away and the entire school is subject to the same noise.

N3-3 N2-1

With all those planes comes the pollution fallout….we have black soot on our cars, window sills etc. Which we ALL are breathing.

We can no longer enjoy being outdoors…it's NEVER peaceful in our neighborhood because of the constant aircraft noise. The aircraft noise is equivalent to a hair dryer being turned on (this is Greener Skies / Next Gen's own wording when it comes to the "level" of noise from the overhead aircraft)
I attended the meetings a few years ago when both programs were announced (The first meeting was in BALLARD The public outcry was so loud that subsequent meetings were held in the Beacon Hill area. The end result was at the "final" meeting as per the FAA official "go home…this is going to happen..there is nothing you can do about it"

S4-3

Total air operations are at 416,000 as of 2017….the math on those numbers is that 1,100 flights a day are flying directly over Beacon Hill.
Increase to 480,000 in 2027. Increase to 540,000 in 2034. Beacon Hill has seen it's quality of life eroded because of the aircraft noise and in my opinion soon be unlivable.

N3-1

With the advent of increased passengers... and particularly Greener Skies / Next Gen programs we've seen the air space over Beacon Hill compressed to where we have air traffic overhead…non stop…24hrs a day. As I write this there have been aircraft take offs occurring every 20 to 45 seconds FOR HOURS since 5am….it's 10:30am. It's inhumane….it's stressful.

N3-2

None of the goals in the SAMP address impacts of air and noise pollution under the flight path. This needs to be taken into account.

Flights need to be spread out over the ENTIRE Seattle area in a fair and equitable manner… not compressed over Beacon Hill.

The SAMP plan needs to include alternative flight paths. (on a side note…when the Blue Angels are in town air traffic is diverted away from Beacon Hill so IT CAN BE DONE)

Air and noise ground studies need to be conducted

Mitigation

Sincerely, Mike McDowell
1813 12th Ave So, Seattle, 98144

N10-37

From: Quiet Skies
To: mceachel@aol.com; SAMP Public Comments
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 12:18:02 PM

Dear Mr. Rybolt, Please see Ms. McEachern confirmation regarding submission of 10 individual public comments submitted to the Port of Seattle on SAMP Scoping.

Ms. McEachern, We agree the event was very diverting. Thank you for attending and supporting the 10 related scoping request that need to be included in the Port of Seattle SEPA EIS and NEPA EA.

You will receive a response from the Port of Seattle regarding your 10 public comments attached in this email chain.

Kind Regards,

Sheila Brush
Quiet Skies Puget Sound

"Hearing it? Breathing it."

On Thu, Sep 20, 2018 at 11:55 AM Laurie McEachern <mceachel@aol.com> wrote:

Sheila,
I'm so sorry - that was a very distracting evening! Yes, that was my submission.
Thank you!
Laurie McEachern

> On Sep 19, 2018, at 5:22 PM, Quiet Skies <quietskiespugetsound@gmail.com> wrote:
>
> Dear Mr. Steve Rybolt,
>
> Please accept the public comments attached by Ms. Laurie McEachern of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.
>
> We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.
>
> Should us forwarding a comment on behalf of the Ms. McEachern be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.
>
> Dear Ms. McEachern, Please confirm this form to be your submission, sadly you forgot to sign it, but did initial and provide your contact information. Thank you!
>
> Kind Regards,

Quiet Skies Puget Sound
Team Member

<Scoping_Comment_McEachern.pdf>

Port of Seattle

COMMENT FORM

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S2-1

THE INCREASED NUMBER OF TAKE-OFFS + LANDINGS CAN BE REDUCED BY SEPARATING CARGO + PASSENGER OPERATIONS. AIRCRAFT ARE STACKED UP MUCH CLOSER ON APPROACH TO NECESSITATE THESE INCREASES, CAUSING SAFETY + NOISE CONCERNS - MORE NEIGHBORHOODS WILL BE IMPACTED BY NOISE + JET POLLUTION.

AT SOME POINT A SATURATION POINT WILL BE REACHED. PLEASE CONSIDER SENDING CARGO FLIGHTS ELSEWHERE!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: LAURIE McEACHERN
Address: 601 S. 227th STR., #408 SOUTH
DES MOINES, WA. 98198

From: Laurie McEachern
To: SAMP Public Comments
Cc: Laurie McEachern; Dayna Anderson
Subject: Increased Take-offs & Landings
Date: Thursday, September 27, 2018 7:19:24 PM

Dear Mr. Rybolt,

While I have the universal concerns regarding the noise and particulate pollution, I have an additional concern relating to safety. I spent 44 years flying as a flight attendant with Pan Am and United, the bulk of it flying internationally, and have experienced my share of "go-arounds", blown engines and air pressure problems.

N10-4

I live in Des Moines and watch aircraft on final approach. For the first time in my life I've become fearful living so close to the airport. While I know the approaching aircraft are landing on different runways, the distance between the approaching aircraft, often stacked up for miles, leave little maneuver room in an emergency and necessitating a possible increase in "go-arounds". While NextGen may be good for airline/airport revenue, it will also be detrimental to the health of a greater population living near the airport because more aircraft will be routed over more neighborhoods

I'm sure you've calculated the risks, but I'm sure you never thought an airline employee would steal an aircraft either!

Sincerely,
Laurie McEachern
601 S 227th Str., #408 S
Des Moines, WA 98198

206-824-8101

right over this building, hit the Boeing Distribution Center, and then they have to veer towards the west to get to the runway and land. And to verify this, we'll go to the perimeter road and watch the planes. And they're coming over this building and then veer off to land. The worst ones are the big jumbo jets and the air cargo.

So I guess my thing is, if you could just get the airport to tell the pilots to stay on their original course over 20th or 18th until they get to 128th, which is the end of the clear zone, then they can go wherever they want. Somebody in the other room says it's five miles out. So the planes are violating that rule, if it's an FAA rule.

But we just wanted to say you could take care of a lot of noise mitigation problems just by -- just moving it over slightly, where it used to be since 1946 till 1975.

MS. MCLEES: I moved in there in my house, which is two blocks over, about 40-some years ago, and when I was outside, you could hear the planes, fine, but you could still talk. You go in the house, you couldn't hear. Now I have to turn the TV up even with the doors and windows closed when I'm in the house because they're coming so close, I can read the bottom of the Delta plane when it goes over.

So one day I was out working in the yard, and an Alaska Airline plane was really off course; it came right over my

head, and it scared me to death. But I wish they'd stay where they belong. I've had four windows replaced from the Port, and two more are cracked. I mean, probably two of the ones they replaced.

S2-2

So that's all I have to say. I just wish they'd stay where they belong.

MR. CHRISTOPHERSON: Thank you for your time.

HEARING OFFICER PHILIPSEN: Thanks to both of you, yeah.

I welcome you to give your three minutes of comments, and I will keep time for you.

MR. YEREMEYEV: Cool. Thank you.

And I'm Aleksandr Yeremeyev, City of SeaTac economic development. My comments, as far as the scope of the environmental impact study, is more on the ground transportation accessibility and logistics; meaning people who are coming to the airport, they come from all over the region, and they use certain means for transportation access points or infrastructure, if you will, highways and freeways and entry points, side streets, and other ways of getting to the airport. And so the impact study should include a broad geographic area because of the transportation coming in and then going out again.

S6-2/3

The main concern with that being the gridlock that could potentially be a result of the increased growth, and

From: rebecca megal
To: SAMP Public Comments; INFO@QuietSkiesPugetSound.org
Subject: Sustainable Airport Master Plan (SAMP)
Date: Friday, September 28, 2018 2:47:11 PM

To whom this may concern,

Please do the necessary studies on all environmental impacts for the Sustainable Airport Master Plan (SAMP). Do not move forward with a plan until you have all the facts on the impact to the region.

Thank you.

Regards,
Rebecca Megal
Seattle, WA

CATHERINE "KITTY" MILNE
11913 - 27TH PLACE SW
BURIEN, WASHINGTON 98146
206-248-2549

September 11, 2018

Comments with regard to the "Sustainable?" Airport Master Plan

S2-1 The SAMP is calling for doubling the growth of both passenger and freight air traffic at SeaTac Airport through 2027. The first question to ask is "Who gave the Port of Seattle the authority to use SeaTac Airport to provide for all the national and international air transportation needs of the State of Washington, let alone Puget Sound? Just because more people are coming to Washington isn't a suitable answer. There are other ports around the Puget Sound area who are more than capable of providing for air transportation needs like: the Port of Everett to serve people north of Seattle, the Port of Bremerton to serve people across Puget Sound, the Ports of Tacoma and Olympia to serve the south end of Puget Sound, and of course Moses Lake, Tri-Cities, and Spokane in Eastern Washington. Using these other airport locations lessens the travel time for travelers and spreads out both the air and road noise and congestion from already heavily congested areas.

S4-7 The continued expansion of SeaTac Airport in its limited footprint is absurd, not to mention that the thought of doubling the impacts of increased airplane and road transportation noise and air pollution to the people and environments in the communities around SeaTac airport borders on being evil. The Hwy 509 and Hwy 99 corridors already have combined road and airplane noise levels over 70 decibels, the highest in the whole state, and this noise has never been mitigated. Noise mitigation will be a poor tool anyway when airplanes will be arriving and leaving every few minutes. What is your plan for noise????? People will never be able to enjoy being outside without the constant noise of airplanes day and night.

N5-2 SeaTac Airport has added 97,000 flights in just the last four years using the 3rd runway, which was supposed to be used only in inclement weather. This has resulted in many communities who never had any airport noise, to now experience noise around the clock!! The SAMP proposes NO LIMITS ON THE USE OF THE 3RD RUNWAY, which is in violation of its previous permissions. In order for more planes to take off and land simultaneously, precision is required for EVERY take off and landing and safety becomes an overriding issue. Planes also have to cross 2 runways to access gates. NO scientific studies have been made by the POS of the impacts of doubling the noise and air pollution and CO2 emissions on the health of people, animals, plants, and water near the airport. NO studies have been made of doubling the road transportation impacts of getting to SeaTac from the North, South, East, and West highway corridors. Anyone who travels knows it is barely possible to not only get into the airport now, but also to navigate the aisles and passageways of the airport once you get in!! Instead of adding more business places to spend money, how about building some moving walkways to help people navigate your long corridors, especially for the elderly, families with children, and the handicapped.

S2-5 S5-1 S6-2 N10-6

It is my hope that there are people of integrity making decisions for the POS and the FAA and the continued assault of noise, air, and safety pollution on the communities surrounding SeaTac Airport will stop and new places for air transportation will be developed quickly.

Catherine Milne

SENATOR MILOSCIA: Yes, I am.

HEARING OFFICER PHILIPSEN: Okay. Senator Mark Miloscia, 30th District.

SENATOR MILOSCIA: My name is Mark Miloscia, 30th District. I'm also a resident here in Federal Way with my house directly under the flight path. I'm also a former Air Force pilot, living on many Air Force bases, so I'm familiar with airport noise and ways to lessen it.

I've been involved with this issue for 18 years in the legislature, and in fact, I've sponsored various bills and budget provisos, as you've heard from other comments, trying to aim at reducing this great, what I call, health and quality alike problem that we have here in south King County. I can tell from just my own living here and from the literally hundreds, almost thousands, of comments I've received personally from residents and friends, acquaintances about how bad the noise is here.

A better job must be done by the airport working with the FAA on changing the flight paths; not just working on insulating some certain buildings, but working on the flight paths and working on the airlines to -- and get noise reduction that really works.

S2-2

I have the sense that you are not -- you are not listening to the voters. I talked to a lot of folks that they need better outreach from the airport. I very much

S12-7

S12-7

appreciate this outreach session right now, where you're taking people's comments in multiple formats, but more needs to be done. And I would hope the Port works specifically with the local elected officials and state officials on this issue.

So with that, I hope we can work together and reduce noise, which is -- which is, again, a burdensome quality of life issue for everybody down here in south King County.

HEARING OFFICER PHILIPSEN: Thank you, Senator.

SENATOR MILOSCIA: Thank you very much.

HEARING OFFICER PHILIPSEN: Now we are opening the hearing comments for Carol Sabotka.

MS. SABOTKA: I'm Carol Sabotka. I have been a resident in Federal Way since 1972. And at that time, the airport only had, I believe, two runways, and so the amount of traffic and air noise that you heard of the planes was minimal.

Since that time, I do know that a third runway has been put into effect. And, you know, it took it a while to get it completed, but now it is operational. And I understand that part of the reason that we're having this discussion is that they're considering increasing the amount of traffic that's going to be through Sea-Tac Airport.

S4-3

I am greatly concerned about that for two reasons; the first one is the noise. The second one is, I happen to have

three grandchildren who have considerable chronic illnesses; two of them have cystic fibrosis, and the other one has Crohn's disease. And I do live at Lakota Beach, which is on the waterway on Puget Sound, and consequently, we get a lot more of the traffic than some other areas do.

I'm concerned, besides the fact that it's noise pollution, I believe there's also air quality that's being disrupted by the number of planes that are going. I just happened to notice that there were more recently, but I wasn't keeping track. But I knew I was coming today, and there was a plane that went over at 2 a.m. And I just do not recall before the third runway that we had such a problem with traffic that would disrupt someone's sleep. I do believe that that's a disruptive thing to everyone's both emotional and their physical health.

Yeah, I think I'm good, other than -- can I give you my address? Okay. I live at 30213-33rd Avenue Southwest in Federal Way. It is at Lakota Beach, and I've been there since 1995.

HEARING OFFICER PHILIPSEN: Thank you.

SENATOR MILOSCIA: I forgot to mention something.

HEARING OFFICER PHILIPSEN: Okay. You have another turn, then.

All right. Senator Miloscia has returned for some

further words.

SENATOR MILOSCIA: I need about another 30 seconds.

HEARING OFFICER PHILIPSEN: You have three minutes if you want.

SENATOR MILOSCIA: My name is State Senator Mark Miloscia from the 30th District. What I failed to mention previously is we also need to look at the health effects of airplanes' particulate chemicals from exhaust and airplane use. That is also an important issue to the constituents in my district, and we need real data on the effects of that and ways to mitigate particulates and also those chemicals along with, as I said previously, the noise. And this involves, again, working with the FAA and airplane manufacturers, engine manufactures, and the way we do the flight paths to make sure we minimize the effects of all these harmful chemicals and noise as much as possible.

And with that, I conclude my talking. Thank you.

HEARING OFFICER PHILIPSEN: Thanks. Now I am opening the comment period for John Raymer. Thank you. And you have three minutes and I'll be timing you.

MR. RAYMER: Okay. Yeah, I have two primary concerns. I know a captain for one of the big three airlines, and he says Sea-Tac is already a hazardous airport. He gets multiple collision warnings with the --

will follow up with that in writing.

And those are my comments this evening. More work to do. Thank you.

HEARING OFFICER PHILIPSEN: Now it is your portion of the meeting to make your oral comment and I will time you.

MR. MITCHELL: I can start now?

HEARING OFFICER PHILIPSEN: Yes.

MR. MITCHELL: My name is Chris Mitchell. I'm a resident of Des Moines, Washington. We live under the second runway. We were told certain things several years ago about the use of that runway, which really weren't true, and we're very concerned about the -- very concerned about the noise, very concerned about the pollution, very concerned about the possibility of disease derived from breathing the air when the jets go over.

I'm very much for Hyperloop. I'm supporting Ernie in this one, in that it's clean, efficient, fast, does not make noise, and is probably the wave of the future.

That's my comment.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

MR. MITCHELL: Thank you.

HEARING OFFICER PHILIPSEN: And now I'll turn it over to you, three minutes, and I will be timing you.

MS. MARKKANEN: Do you give me a -- when I'm

N10-10 N3-3/N2-1

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

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S6-8 I + WILL THE EXPANSION AFFECT THE SECOND RUNWAY? WILL THIS INCREASE TRAFFIC?

S2-6 HYPERLOOP

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: CHRIS MITCHELL
Address: 22712 10TH AVE S
DES MOINES

you know, I just wonder about -- I asked them about the alternative patterns of planes coming into the airport and out and opening up the regional airports for like cargo and stuff like that, to just make, you know, specialized airports so it's not all happening in one spot.

What else? That's pretty much what my concern is. I can detail it out on paper, but I didn't know what the process was.

HEARING OFFICER PHILIPSEN: You have three minutes and we'll listen to you and the court reporter will take a record of them and I'll time you.

MR. MOORE: Great. Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

MR. MOORE: I live directly in the path of the -- of the airplanes that are coming from the north. And we've observed a dramatic increase over the last -- in just five years; we've lived there for almost 20 years. And our biggest concern is that the level of noise and the level of pollution is a known quantity, yet, there's not mitigation to deal with that. So as the airport considers expansion and growth, my request is that much more aggressive work in terms of mitigation, rerouting, and other aspects be taken very seriously.

That's all I had.

HEARING OFFICER PHILIPSEN: Good. Thank you.

Port of Seattle

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N10-1 N3-6

As a city Councilmember - I've listened to a lot of Concerns regarding this topic. from the airplanes keeping my constituents up @ night to quality of life - it's all a Concern.

N5-3

I oppose a third runway until the FAA & The Port of Seattle Can Come up with a good-win-win Solution that addresses My Constituents Concern.

S1-3

The FAA Needs to change their Course and Actually work with the Concerned stakeholders and Develope a better Strategy.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Martin A. Moore
Address: 1905 S. 360th Pl
Federal Way, WA 98003

N10-37

From: Sharon Morehouse
To: Quiet Skies
Cc: SAMP Public Comments
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 9:37:34 PM

Received, thank you.

On Wed, Sep 19, 2018, 6:43 PM Quiet Skies <quietskiespugetsound@gmail.com> wrote:

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Sharon Morehouse of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Sharon Moorehouse be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

Port of Seattle

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NVD-9 NID-8

Dumping of Fuel

Birds in Flight of Engines

Deicing of Planes / Runways

Hyg. Fluid / Rubber on Runways / Taxiways

Cockpit Access

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Bill Moore
Address: PO Box 66072
Seattle, WA 9816

V'L

Port of Seattle

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Several items:

S6-10 (1.) 170th Access to the airport is a major access - It must be left open. Leave the cell phone lot where it is for quick and easy access.

S4-13 S3-4 S5-4 (2.) Hire an independent firm - not hired by either the Port or FAA conduct the studies on (A) noise impact on residents living near the airport (B) Particulate matter caused by aircraft (C) research on the occurrence of certain diseases as they apply to neighborhoods impacted by air

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Sheila Murray
Address: 815 S. 216th St
Des Moines, WA 98198

Port of Seattle

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S1-1 S1-2 S1-3 S2-1

Traffic (1) Impacts on water quality as it is impacted by chemical usage and run off from de-icing and Aviation fuel (2) Educational impacts on children in schools (3) Health impacts on senior citizens that reside in several large retirement centers

(3) Refer to studies already completed or currently underway such as the Groundwater Master Driven @ the UofW

(4) Stop spending $ on this and get moving on a regional airport. All Other major Metropolitan area in this nation is running on one airport. Get politics out first and safety in

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Seattle, WA 98168
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FROM (Please Print):
Name: Sheri Murray
Address: 815 S. 216th St.
Des Moines 98198

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N2-1 N3-1 N3-17 N4-1 S2-1 N10-17 S11-17

Impact of noise, air quality when I am near flight path. Will construction result be absorbed in or injured from health hazards of increased [illegible]

Airport is located in densely populated area - why not develop [illegible] Olympia to ease flights

Will you strive to [illegible] from the Environmental Impact Statement [illegible] to increase in flights.

Will you proceed with project if [illegible] [illegible] at the time [illegible]

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: [illegible]
Address: [illegible]
[illegible] WA [illegible]

From:	Regina Mutter
To:	SAMP Public Comments
Subject:	SAMP Comments
Date:	Saturday, September 15, 2018 9:03:08 PM

Hello,
I am a long time resident of Normandy Park, a neighboring city to SeaTac airport. I grew up in Burien, and have lived my entire life in the Seattle area. I somewhat understand the demands and pressures (as well as benefits) of economic growth and population growth in the region.

My comments are as follows:

S2-1 1) This is a **systemic issue for the Puget Sound region** and should be studied accordingly. During this scoping process, it would be most effective **to see evidence of the Port of Seattle working collaboratively** with other governments and agencies **from Olympia to Everett.**

S6-2 2) Growing SeaTac airport, with additional terminals, is NOT the only answer to accommodate current demands as well as predicted future growth. **The surrounding infrastructure is insufficient to get future travelers in/out of the airport via I-5, 518 and even 509**. Have you seen the back-ups to I-5 during peak travel times (especially holiday period in November and December)??

S8-5 You can make the airport BIGGER but how are you going to get travelers in and out, safely and effectively without totally destroying Burien, DesMoines, SeaTac and Normandy Park neighborhood communities and environments? You will need more roads - more lanes to existing freeways - which means displacing more people and businesses.

S7-1 An alternative concept to explore is to **grow additional/existing smaller regional airports such as Paine Field in Everett,** and possibly additional new airport in Olympia, rather than concentrate all travel at SeaTac - (similar to the number of airports in Orange County, CA) to distribute the air traffic, and corresponding free-way traffic. While this may not be in the best interest of the $$ for the Port of Seattle, it may be better for the region as a whole.

thank you,
Gina Mutter

Port of Seattle

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I-4N

Our hearing is affected by the noise of air planes. Our blood pressure can go up w/ the noise. This doesn't help America be strong. Working together is the best way to solve these issues. We must learn to listen to one another. If I was only concerned about myself - it would be selfish. My children, grandchildren + great grandchildren will breathe the air in the U.S.A. long after we are dead + buried. Not a good choice on our part. Technology should improve our lives not threaten our health.

NIO-26

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Roberta Needles
Address: 816 So. 216th St T323
Des Moines, WA. 98198

Port of Seattle

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I am 70 – not deaf – I sleep w/ wax earplugs + I still hear the planes! Too loud – Too often! They interrupt my sleep, my conversations in person + on the Telephone. They keep me awake. They keep me from hearing complete dialogue on TV. There is no airport job or airplane that is more important than our health. I have had a sinus infection since Oct. 2017 & a lung infection the same. Meds do help but expensive. We all need to breathe. No ones job or economic growth in Seattle is more important than our health. If Moses Lake can be part of the solution so be it. Do not compete w/ other cities – we need to be who we are. We don't need to be greedy.

N4-1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Roberta Needles
Address: 816 So. 216th St. T223
Des Moines, WA. 98198

Port of Seattle

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S12-1

N3-3

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name:
Address:

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S12-19

I. AGREE! Environmental Study essential!
II. EXPANSION ESSENTIAL!
III. QUESTION ON CARGO PLAN:
- Has consideration been given to the availability of the MOSES LAKE AIRPORT as a CARGO RECEPTION SITE?
POSITIVE: 1- FORMER AIR BASE -
2- LONG RUNWAYS.
NEG: COST OF HAULING CARGO BACK TO THE ~~EAST~~?

N10-27

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: FRANK E. NEEDLES
Address: 816 S. 216TH. ST, T323
PH- 206-870-8323

Port of Seattle

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S12-1

I'm concerned that I don't think I saw anyone over 40 – Maybe 45. They're all so proud to have a job, a career + prestige. They seem to have no vision for the future. Stewardship of the earth is every citizens duty. Cutting down old trees, which help for the fresh air is wrong. Planting new trees – small trees is not a replacement. When I was in 8th grade I-5 was not there. They cut down all the trees ~~cost~~ east of 99 Hiway and built a freeway which is now a parking lot & heavy traffic. Air planes & even more pollution in the air than cars. If we care about the earth + atmosphere then we have to care more for the earth than ever before.

N10-1

Anita

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Roberta Needles
Address: 816 So. 216th St. T323
Des Moines, WA. 98198
206-870-8323

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S11-4 1) Include study of health + environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.

S11-1 2) Include study of the health + environmental impacts from the already huge increase in overhead flights in all of Federal Way.

S4-4 3) Include a study of detriment to health due to sleep interruption under current flight path over all of Federal Way.

S5-2 4) Include all studies worldwide since 2000 that explore or hypothesize any association of poorer health or environment with overflights of airplanes.

S2-1 5) Include a study of difference in anticipated health + environmental effects if Sea Tac didn't expand but Paine Field, Everett, Moses Lake + Centralia airfields were expanded instead

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Allen Nelson
Address: 32904 47th Ave SW
Federal Way WA 98023

Port of Seattle

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I-115 Hi there; Why has there been no study of what's already happened? How does the Port intend to study the human health & environmental impacts of the thousands of new flights already added in the last 4 years? Please include a complete assessment of the human health & environmental impacts including from noise & emissions for the 97,000 aircraft overflight ops growth from the last 4 years. Have you considered sensitive populations in your assessment? Overhead noise really does bother humans as well as animals whose ecological position has already been disrupted. There are multiple retirement communities under the flight paths & surrounding the airport – reducing this noise is imperative for the health of us all.

I-15 V1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: KATE NELSON
Address: 1300 SW Campus Dr. Apt 11-4
Federal Way, WA 98023

Port of Seattle

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N2-1 S3-4 N3-1 N3-14 S4-9

1) I am concerned about chemical pollutant studies from overhead planes. What studies are planned? What studies have already been done in King + Pierce County?

2) I am concerned about particulates (including ultrafines but also larger particulates + their effect on lungs (See congestive bronchitis in Afganistan + Iraq vets). How will you study this? How will you compare "our" results to known problem areas?

3) Noise – too loud, too frequent. Effect on birds, animals, human sleep disturbance + health. You need more decibel meters in Federal Way, a pattern to go both N-S on 1st Ave + east + west every 2 miles. You need to record highs along w/ noise averages.

A17-1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MARGARET NELSON
Address: 32904 4TH AVE SW
FEDERAL WAY, WA 98023

Port of Seattle

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S11-16 1) What's the hurry? What have you already studied & used to determine the environmental impact does not seem critical to you as opposed to us?

N5-3 2) Are you only going to mitigate previous? If so, Federal Way already received no mitigation from the third runway. How will you deal w/ problems found?

S1-8 3) You already have exceeded the # passengers expected in 2017. Shouldn't your graphs be tilted even higher (rising to right)?

S2-3 4) What is Sea Tac's capacity? Do you think we will reach it without terrible environmental consequences? I do!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MARGARET NELSON
Address: 32904 4th Ave SW
FEDERAL WAY, WA 98023

Port of Seattle

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S12-11

1) Is it appropriate to continue to expand Sea-Tac in such a populated area. What about possible airplane crashes, fuel explosion?

NS-4

2) Please show the effects of the 3rd runway which was supposed to be a bad weather only runway but appears to be in constant use.

SS-1

3) What kind of is in terms of human health would occur if you stopped expansion Sea-Tac but developed Sats & airlines other parts of the state.

S12-13

4) How do the extensive runway airp + l jets & lights each plane effect us? What Studies

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SAMP@portseattle.org

FROM (Please Print):
Name: MARGARET NELSON
Address: 32904 4th AVE SW
Federal Way, WA

Port of Seattle

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N3-1 N3-2 N3-6 S2-1

NOISE MONITORING BEFORE THE 3RD RUNWAY STOPPED AT SOUTH 250TH STREET. WILL THIS AREA BE EXPANDED TO INCLUDE WOODMONT/REDONDO AREA? WILL NOISE ABATEMENT PROGRAMS BE INSTITUTED FOR AREAS WHERE THE 3RD RUNWAY HAS PUT FLIGHTS DIRECTLY OVER HEAD? I AM EXPERIENCING HEAVY AIRCRAFT OPERATIONS AT 4a.m, 5a.m AND 6 a.m. BOTH THE LEVELS OF NOISE AND THE FREQUENCY ARE OF MAJOR CONCERN. WHY AREN'T WE HEARING ABOUT DEVELOPING THE SATELLITE AIRPORTS OF PAYNE FIELD, OLYMPIA, OR MOSES LAKE AND BELLINGHAM? THESE ARE ALL VIABLE AREAS FOR GROWTH.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: DONALD NEWMAN
Address: 25130 MARINE VIEW DR S
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ZZNEWMAN@YAHOO.COM

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.
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N4-1 N2-6 What forward thinking measures to limit immisions while taxiing and approaching or backing away from the gates. At times the smell of fuel is so strong it triggers headaches and dizziness.

N2-6 N3-1 Will Port be looking at impacts over the past couple of decades to air quality and noise pollution and include offsets to the impact they are already making along with offsets for the additional impacts?

N10-3 I hear planes dump fuel before landing. Are there guidelines for this behavior?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Diane Numrich
Address: 16824 Sylvester Rd SW
Normandy Park WA 98166

Port of Seattle

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S2-1 Seatac airport is a monster and expansion does not serve any of our communities. It only serves industry.

S2-1 The solution is obvious. Almost all other megalopolis have at least 2 regional airports. We need regional airports too. Paine Field is an obvious choice.

Submit comments to:

Mr. Steve Rybolt
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Aviation Environment and Sustainability
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Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Steve Numrich
Address: 16824 Sylvester Rd SW
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There seems to be changing plane patterns more frequently now. Are they due to added planes or something else.
In the evening there are many more incoming flights than there used to be, why? N3-1

A friend has a boat at the Des Moines Marina. They have a terrible time to keep it clean – due to fall-out from dumped fuel. What can be done to change that? N10-2

When is another airport going to be built? And where?
Won't another terminal just increase our existing problems? S2-1

Submit comments to:

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Seattle, WA 98168
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FROM (Please Print):
Name: _____
Address: _____
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N3-3 N3-1 N3-21 N4-1 N3-6

1. At Wesley Terrace and Wesley Gardens we are directly in the flight path from the airport.
2. The planes fly over every 30 seconds
3. The residents below what was legally agreed upon - Sometimes the plane is lower than our roofs.
4. The noise is above the legal level and above threat to Hearing
5. Emotionally disruptive &
6. LESS NEIGHBORLY FRIENDS &

Submit comments to:

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FROM (Please Print):
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Address: _____

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S2-1 Build an Airport NORTH in the Everet Area, LA has serval airports and they dont piss off the residents as much as Sea-Tac does

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N10-27 1) Move Cargo to Moses Lake. Spend $$ Marketing Cargo. Use Hyper-loop to move goods from Moses Lake to destination

N3-20 2) Build Hush House where Cargo is at North Runway. Sleep deprivation during engine runups in middle of night. Runups at 10pm, not 1:30-3:00Am.

N10-1 3) Do not cut down Madrona trees. Do not topany tree WSDOT said at Des Moines farmers market, leave

N3-2 4) Stop all commuter flights over my bedroom Up tracks house for past year. Lived in house 27 years This year, sleep deprivation, Raised blood pressure. Stop now!

N3-6 5. Stop all Landings & take-offs of night flights.

N3-5 6. Stop all traffic between 10:30Pm and 5:30Am. This is common in airports around the world.

N2-1 N3-1 N6-2 7. Noise and air pollution worst ever in 27 years. Unacceptable Move to Biofuels faster

S12-29 N10-23 8. Obtain trademarks from operations before using on signage.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

Divert planes to Paine Field for tourist Commuter flights

FROM (Please Print):
Name:
Address: Normandy Park WA 98166

Port of Seattle

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N10-25

One way to reduce the amount of complaints of airport noise/emmissions is to disallow residential development near airports. It seems that three different digits need to be in agreement for close-in residential development: (1) the greedy cities who want tax revenue — though they should be looking out for the health & welfare of their citizens (2) the short-sighted developers & lastly (3) the short-sighted buyers of properties in airport zones. All three have to be complicit for the scheme to work!

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Aviation Environment and Sustainability
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Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: _____
Address: _____
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52-1

I encourage the PSRC to make a master plan for airport congestion relief by creating smaller airports à la Southern California. No one wants to go to LAX when one can go to Burbank or Ontario or Orange Cty. Spread the noise/emission misery — and add convenience. (I am aware that Paine Field will be opening soon for a few flights.)

Submit comments to:

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Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: _____
Address: _____
_____
_____

field. We work with the skills center and Highline Public Schools and other school districts to make sure that children have an option other than college which actually provides them a pathway to a living-wage career. So we've got kids that can -- that may not be on the college path that can, in five years, go from earning zero to earning $80,000-plus a year with benefits for their families without college debt and the burden of that.

So with that, I would just strongly encourage the Port commissioners to look at these upcoming projects and be smart about their allocation and make sure that we have an overarching agreement that makes it a level playing field for all and provides opportunity and pathways.

HEARING OFFICER PHILIPSEN: Thank you, Mr. Weir.

Okay. Ms. Oliver, you have three minutes.

MS. OLIVER: Thank you.

I have lived here for almost 16 years. These last nine months have been life in hell because of the environmental effects of the airplanes going over my house. I sometimes have them every 20 seconds. It's so noisy, you can't hear -- you can't hear another person talking; you can't hear yourself think; you can't sleep. You close all the windows; it doesn't matter.

So you get no rest; you get no time to focus on

thinking; you don't get to enjoy the environment. I have two-thirds of an acre. The last thing I want to do is be outside enjoying my yard, which I've enjoyed for 15 years. Even being near the airport, I've coped with it, but the change that has happened has been dramatically awful; it's like living in hell.

I'm going to have to speak personally because I know there's great environmental issues for everybody, but personally, I've never had respiratory problems in my life. I've always been healthy. I have respiratory problems now. I've had ear infections. I've had pus coming out of my ears since these changes.

My phone, I can't talk to anybody on the telephone at my house. I'm disconnected every two seconds. Every time a plane comes over my house, my phone disconnects; it's terribly unsafe. If I had a business, I'd never be able to conduct business.

I would have to say my mental health is suffering major. And I'm so upset, you can hear my voice shaking because that's how upsetting it's been. I have been angry a lot because my life is disrupted constantly with noise. I've been so depressed at times because there's no way out of this. I've had my house up for sale for three months, nobody comes to even look at it. Another beautiful house with two-thirds an acre, nobody even comes. Property values

N3-1 N5-1 N10-5 N4-1 N6-1

in other places great; here, zero. A major investment that I'm suffering from, as well. Is that environmental? I think so. And I've got Port windows; it means nothing.

And I guess I don't know how close I am to three minutes, but every other day I'm trying to clean to keep my house clean for showing, and there's always filthy grime every day that I'm cleaning up from the oil in the air that we're breathing, the particles inside. It's the worst, the worst. And the only way it's going to be better is if the airport buys us all out. I can't think of anything that will work because there's nothing that I can do to counter the noise.

N9-2

I'm done. Thank you for listening. But I'm on the verge of a nervous breakdown because of it.

HEARING OFFICER PHILIPSEN: Thank you for your comments.

Sir?

MR. ELLIOTT: Are you ready for me?

HEARING OFFICER PHILIPSEN: Yes.

MR. ELLIOTT: My name is David Elliott, and I live west of the runway, slightly. And again, I've lived here for almost 13 years now, and likewise, it was -- it was -- I knew I was living near an airport, but it wasn't bad. It would entertain my in-laws; they'd go out on the front porch, and they'd count the approaching aircraft. But

From: DAVID E ORTMAN
To: SAMP Public Comments
Subject: Sea-Tac "Sustainable" Airport Master Plan Scoping comments
Date: Friday, September 28, 2018 1:00:59 PM
Attachments: Port near-term airport expansion scoping comments 2018.pdf

---

Attached are scoping comments on the Sea-Tac "Sustainable" Airport Master Plan.

Please provide an email reply that you have received these comments. Thank you.

David E. Ortman
Attorney-at-Law
7043 22nd Ave N.W.
Seattle, WA 98117

Sent from Outlook

September 28, 2018

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

Via email to: SAMP@portseattle.org

RE: SAMP Environmental Review

The following are comments on the SEPA Determination of Significance (DS) and Request for Comments on Scope of SEPA Environmental Impact Statement (SEPA EIS) and National Environmental Policy Act Environmental Assessment (NEPA EA):

S11-2D Because of the significant adverse environmental impacts from the proposed "Sustainable" Airport Master Plan (SAMP), a SEPA EIS and a NEPA EIS must be prepared.

S12-31 **It was very disappointing that the Port of Seattle refused to hold a scoping meeting in north Seattle, which continues to be adversely impacted by SeaTac airplane traffic vectored over north Seattle to make turns back to SeaTac.**

S12-30 **It was very disappointing that not a single Port Commissioner (that I could find) bothered to show up at the City of SeaTac community center scoping meeting on September 19, 2018.**

S2-1D **It was very disappointing that no alternatives were presented at the scoping meeting. Rather there appeared to be a shovel ready list of projects that the Port seemed prepared to go out to bid on immediately, with the SEPA/NEPA process merely an obstacle and after-thought.**

RCW 43.21C.030 provides:

> (c) Include in every recommendation or report on proposals for legislation and other major actions significantly affecting the quality of the environment, a detailed statement by the responsible official on:
>
> . . .
>
> (iii) alternatives to the proposed action;

40 CFR Sec. 1502.14 provides that for a NEPA EIS, the alternatives section "is the heart of the environmental impact statement."

Any SEPA/NEPA EIS will be woefully inadequate if it does not address alternatives to continuing to sink billions of dollars into a SeaTac airport location that is unsuitable for further expansion.

NID-38

The Third Runway, which opened in 2008, resulted in a Washington State Auditor's office report that the Port wasted nearly $100 million in construction contracts. An internal investigation found numerous instances where Port employees broke state law or Port policy, and identified 10 instances of civil fraud.[1]

NID-39/N61

The Port's Third Runway EIS also failed to disclose significant changes to inbound and outbound commercial airplane patterns and noise impacts.[2] Because of Sea-Tac's N/S orientation, north Seattle and Shoreline residents are adversely impacted at a much greater frequency by landing patterns into Sea-Tac. Many inbound flights track north along Puget Sound, past Sea-Tac, with low turns back south (often under 3,000 feet), along with past mid-night outbound overflights that combine for noise impacts up to 21 hours a day.[3] As a resident 16 miles north of Sea-Tac, in 2012, I successfully appealed our property tax assessment resulting in a property tax reduction due to Sea-Tac overflight air traffic noise. This reduction in property values throughout Seattle due to Sea-Tac is an unacknowledged cost of the Third Runway.

Sea-Tac cannot support projected increases in passengers. In 2015, Sea-Tac served 42 million passengers. The Port's Master Plan projects 66 million by 2034.[4]

S2-1

The following alternative should be included in any draft EIS. Work with the Washington Congressional delegation to move Joint Base Lewis-McCord to Moses Lake, one of the largest commercial airports west of the Mississippi, with an under-utilized 13,500-foot main runway, one of the longest in the nation, and far closer to the Yakima Training Center. Eastern Washington could use the "business." Then move Sea-Tac to JBLM served by a rapid transit system from Seattle, Tacoma, and Olympia.

I have just returned from Malaga, Spain, a city of over a half-million with an international airport located just west of the city. There, the flight paths do not intrude on the city and it was remarkable what two weeks of freedom from abusive commercial airplane noise was like.

S2-1

It is time for the Port of Sea-Tac to plan for a future that contributes to the quite enjoyment of residential life in the greater Seattle area by including alternatives for re-locating Sea-Tac airport.

David E. Ortman
Attorney-at-Law
7043 22nd Ave N.W.
Seattle, WA 98117

[1] See: http://www.historylink.org/File/4211
[2] *Seattle P-I* article, January 8, 2009.
[3] While Sea-Tac does not control flight paths, the FAA has in the past diverted noise complaints to a phone sex line. See *MyNorthwest.com* article, September 28, 2011.
[4] See: http://www.portseattle.org/Business/Construction-Projects/Airport-Projects/Pages/airport-master-plan.aspx

Port of Seattle

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I'm concerned about several things:

1. Noise - especially bad when flights are low & in middle of night (midnight → 6 am). How much worse will it get in future? S2-3
2. Air Pollution - again, how much worse will it get with additional air & vehicle ~~traffic~~ traffic S3-1
3. Water Pollution - what will be impact on local creeks w/additional construction? S7-1
4. Transportation - The S18 ~~exit to~~ entrance to/from the airport is very scary - cars are coming onto the freeway on the right & must immediately start merging over 2 or 3 lanes. There are so many near accidents. I feel like we're playing "bumper" cars. Need to have merge lanes on left for I-5 traffic. Also, need southern access &/or direct I-5 access to airport. In addition, drop off/pick up curb access at terminal needs to be improved I've almost been hit several times by other cars. Maybe dedicated lanes for each airline?

Overall, I think we need another airport to handle the projected increase in air traffic. N10-10

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
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FROM (Please Print):
Name: JoAnn Pasek
Address: 14628 - 7th Ave SW
Burien, WA 98166

N10-37

From: Brieana Paice
To: SAMP Public Comments
Subject: SAMP
Date: Thursday, September 20, 2018 4:23:53 PM

Thank you

streets or City of Des Moines streets, City of Tukwila streets, City of Seattle streets.

And those things will happen, and if not planned for it will happen the way it happened without our ability to make an impact or preplan for it or mitigate it.

Thank you so much.

HEARING OFFICER PHILIPSEN: I welcome you to make your three minutes of comments and I'll be timing you.

MR. PALOSAARI: All right. So we have these tomatoes from our garden that's right over here. This is part of my comment in terms of -- recently they've found thorium in tomatoes that are gown in this area. I don't know if you know much about thorium, but it's nasty stuff. And kind of my question of the evening is, should I be eating these tomatoes? And I'll answer it to a certain degree: If it's just one tomato, it's probably not going to hurt. But if it's a lot of tomatoes, maybe that would become more toxic.

The reason thorium is an important piece is because a lot of the chemicals that we find in our environment around here can also be attributed to other things besides jets. And so through the years, the Port of Seattle has said, "Well, you know, yes, we see that there's problems, but this could be because of the diesel and the cars living next to I-5, 509." You know, there's all these reasons to say it's

not about the airport.

Thorium's a really important piece because that's only from jets. It's not something you can say, "Well, that's because of all the, you know, ground traffic that we have."

So I have a seven-year-old and a three-month-old child, and my concern is, is this environment safe for children? It's as blunt as that. I mean, there's -- this is where I bring in Flight Pattern Kids. These are adults who have grown up in this area, and, you know, they're dying 12 years sooner than the average around here. They have all sorts of autoimmune diseases; they have all sorts of cancers, as much as 500 times the rate of the average. And they all grew up literally under the flight path.

So one of the things that I want people to consider before they expand this airport any more than it is currently is, do you guys even know the ramifications of the product that you're promoting? And I look at air travel as a product. It's not a necessity; it's almost like a privilege. And a lot of people are benefiting from it, but at the expense of the communities around the airport.

I've been asking people, "Should I, you know, stay around here?"

And I've had more than one official person say, "Well, if I had a young child, I would move."

My daughter is open to it because she's open to a lot

of things, but she doesn't want to particularly move. She has tons of friends. We're highly involved in the SeaTac area, and we don't want that to be the option. And the other piece is, it's an option for us, but it's not an option for probably about 80 percent of the people who live around here who are very poor; they don't have the opportunity to, you know, leave the area.

And so as you think in terms of moving forward, I think you have the moral responsibility to say, you know, "What's the cost on communities? What's the cost on children's health? Before we go any further, let's really study this."

And so this is where we're calling for a thorough environmental study; not just in terms of how it affects the, you know, natural environment but also the human environment. And, you know, the future of our children needs to be paramount. We should never put profit before children's health.

So that's my major statement. Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

Now you have three minutes to express your views. Thank you for coming and being here. We're very interested in hearing what you have to say. And I'll time you. Okay?

MIRA PALOSAARI: Well, the first thing I need to say is that like the planet needs like more help because the environment is kind of like crashing down because of

like the airport, like because they said to cut down the trees. And when they said to cut down the trees, I was kind of shocked because I usually would see more from the airport. I still like it, but I just wish that there wouldn't be so much pollution in like this environment.

MR. PALOSAARI: Why is pollution bad, Mira?

MIRA PALOSAARI: Because like many cancer or any of that stuff can happen sometimes, yeah.

MR. PALOSAARI: So what's your concern as far as the airport getting bigger?

MIRA PALOSAARI: Because there might be pollution more around the world. There might be more pollution like anywhere, really. Yeah.

MR. PALOSAARI: And what's your concern as far as your health?

MIRA PALOSAARI: Well, because I'm scared that like it might happen to me or anybody else that's important. So, yeah.

MR. PALOSAARI: So what would you like them to do?

MIRA PALOSAARI: Maybe help it some more, make it more healthy.

MR. PALOSAARI: How can they help it?

MIRA PALOSAARI: By like having a certain time that -- like we can plan a time that like we know that

N10-1 / N4-1

planes are going to go; we know that: Okay. This plane is going to come at like 5:30 or something.

MR. PALOSAARI: Have better planning?

MIRA PALOSAARI: Yeah, like better planning.

MR. PALOSAARI: Do you think they should expand the airport?

MIRA PALOSAARI: Yeah, there should be electric planes.

MR. PALOSAARI: Okay. Look into maybe some alternative forms with planes?

MIRA PALOSAARI: Um-hmm. And like maybe just, yeah, make it more -- yeah.

MR. PALOSAARI: Healthier?

MIRA PALOSAARI: Healthy. Make it more healthy, yeah.

MR. PALOSAARI: Do you have any questions?

MIRA PALOSAARI: No. I don't got any questions.

MR. PALOSAARI: All right. Thank you.

HEARING OFFICER PHILIPSEN: So with that, you now have three minutes and I will time you.

MS. PALOSAARI: It's for the environmental impact currently of the airport or the expansion of the airport? Is it talking about that?

MR. PALOSAARI: So what are your thoughts?

N4-1 / 53.3

MS. PALOSAARI: Well, we live a mile from the airport, which, initially when we moved to where we live, we thought it was pretty cool because we could easily get there for things and we could access the freeways really easily. But it's been difficult. And my husband's done some studies just about the impact of us living so close to the airport, and just, at times, with the smells we can smell based on the exhaust from the airplanes. And me and other women in the neighborhood have struggled from infertility. And we would like to assume that it's not from the airport, but it's been hard -- it makes you wonder.

But I guess my biggest concern is, I understand that companies need to expand; I understand. I understand how companies would want to expand. And we ourselves love to travel, but I would -- I would like to see our airport take the lead on -- if they -- since they want to expand on -- take the lead on being -- having healthier -- figure out a healthier fuel for airplanes.

And for me, I think when people become a frontrunner on something economically, there's ways that money can come back to them if they're willing to take some risks and do the right thing and still expand but figure out a way to have the pollutants that come from the airplanes be lessened if they are going to be expanded.

So being the frontrunner, being innovative, yeah,

that's kind of my thoughts.

HEARING OFFICER PHILIPSEN: Very good. Thank you.

It is now 8:17, and there are no other speakers signed up to speak. I am officially closing tonight's oral comment portion of the scoping meeting.

(Public meeting concluded at 8:17 p.m.)

From: Linda Pappas
To: SAMP Public Comments
Subject: Airport Issues
Date: Friday, September 28, 2018 6:49:48 PM

N4-1

We in Normandy Park have learned from past experience that the port does not care about the noise, air pollution, and medical problems cause by all airport expansion projects.

Shame on all of you for not listening to medical facts about all the problems that are caused to our area.

"SHAME ON YOU" FOR NOT BEING HONEST!

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.
Comments must be received by September 28, 2018.

N3-1

N9-2

Our home is on 216th St - between RW 2+3 - we have constant noise every day all day. We bought our home in 2015 and have done major upgrades to our 1 acre of land. The noise is unbearable, annoying + embarrassing. The schools under the flight path - the new DM Canal. What study was done about the health impacts? I measure the decibels at 80+ at my home. Please reconsider the impact this will have on the city + our children.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Lisa Patton
Address: 1506 S. 216th St
Des Moines 98198

From: Steven Pedersen
To: SAMP Public Comments
Subject: Comment Form - Seattle-Tacoma International Airport
Date: Sunday, September 23, 2018 1:12:38 PM

Mr. Steve Rybolt
Port of Seattle

Dear Mr. Rybolt,

Thanks for providing the opportunity to comment on your SAMP Review.

I attended the Federal Way Scoping Meeting. I met a lot of very nice people who where very candid when responding to my questions.

As you will read, I an not at all positive about your/the plans for expanding and/or improving the airport.

N3-3

I have lived in my present home on Poverty Bay (near Salty's Restaurant) in Federal Way for over 42 years. For 42 years, I have seen the pollution increase, the beach-life die, and the noise become constant. The actuals noise level of individual planes has decreased over the years due, is suspect to technology improvements. We are grateful for that. But, the overall noise level is too loud and too constant (24/7) for a decent lifestyle.

S3-1/
S4-3

Your plans look to me like the noise and pollution will only get worse.

N2-1

The pollution issue is very serious. Here are the names of women who have had breast cancer in my neighborhood over the last 42 years:

My wife, Kay. She is a survivor
Sonny Jo. She is a survivor
Adel H. She died
Gail S. She is a survivor
Pat C. She is a survivor
Fayetta. She is a survivor
Tarissa J. She died
JoAnne T. She died
Dorothy R. She died.

I think, as do most of my neighbors, that the pollution created by the flights in and out of SeaTac has had a direct negative impact on our health. I'd like the risk reduced, not increased.

My solution or recommendation is that the needs of the public and businesses relative to air transportation not be concentrated in one location, but rather decentralized or split up into many.

S8-1 smaller locations. You have SeaTac, Boeing Field, Paine Field. Perhaps you could build a new facility in Kent on the SRI racing property. I'm sure there are lots of opportunities to build excellent facilities in locations other than SeaTac. Split up commercial, cargo, international, regional vs country-wide, etc. etc. etc. Make issues manageable vs impossible.

S8-2 I am 77. I am skeptical that you will reduce or limit expansion of SeaTac. I think my quality of life will decrease as a result. I think the value of my home will decrease due to the negative aspects of SeaTac.

Nevertheless, I wanted to take my shot at providing feedback.

And, I for sure will Vote in all upcoming elections.

Steven P. Pedersen

From: Steven Pedersen
To: SAMP Public Comments
Subject: Comment Form - Seattle-Tacoma International Airport
Date: Sunday, September 23, 2018 3:00:14 PM

Steve Rybolt
Port of Seattle

Dear Mr. Rybolt

N3-3 We live on Puget Sound, one of the most beautiful places in the United States. But, our quality of life is being ruined by the constant roar of airplanes overhead. All day and all night! IT NEVER STOPS!!!!!!!!!

N3-6 Along with the obvious concerns about increased noise and pollution and seeing our property values decrease I am concerned about the effects of sleep deprivation due to the constant noise. These constant all night take offs and landings cause wakeful nights and restless sleep.
Studies have shown sleep deprivation, a lack of proper restful sleep, contribute to poor health in all ages. It causes heart disease, high blood pressure and weight gain which puts one at risk for diabetes.

Sleep deprivation causes emotional problems, brain malfunctions which lead to mood fluctuations, memory issues, cognitive dysfunction, anxiety disorder which possibly plays a part in criminal behavior. And, we have certainly seen the crime rate go up with the growth of the airport. It also lowers ones immunity, attributing to higher incidence of breast cancer, lung function, asthma and other cancers.

N2-1/S5-3 My neighborhood, on just two streets, has had an unusual high incidence of breast cancer. Four of us are survivors but my neighbors, Adelle, Joanne, Dorothy, Fayetta, Astrid, Sandy and Theresa weren't so lucky. And, these are just the ones I know about. There are probably others. It simply cannot be coincidence. The environmental effects from living under the flight paths have surely played a part in our serious health issues. And, it will only get worse with the proposed airport growth.

S2-1 Please take these things into consideration and stop the increase in the SeaTac flight load. Spread some of the numbers to other airports. It's not fair or reasonable for one area of the population to be subjected to the devastating effects of the Port of Seattle's airport growth plan.

V. Kay Pedersen
620 SW 293rd St
Federal Way, Wa 98023

From:	w-pops2005@t.vodafone.ne.jp
To:	SAMP Public Comments
Subject:	B.D. DE(FROM):PERUANA(POR MI NACIMIENTO),PG.A(ESTUDO OCCID.,SI),S.G.DAME,MONICA M.S.K.(CON LAS OREJAS ABIERTAS PARA LOS PENDIENTES)-YO VIVI EN ESP(COL.),GUAT,EL SAV,NY(EEUU),INGL.(PG.A,UNIV.OXF.) MI CONTACTO URG.TE ES MI CLINICA,DONDE YO NACI EN LIM...
Date:	Thursday, September 27, 2018 6:47:17 PM

N10-43

From: w-pops2005@t.vodafone.ne.jp
To: SAMP Public Comments
Subject: <2>>B.D.DE(FROM):PERUANA(POR MI NACIMIENTO),PG.A(ESTUDO OCCID.,SI),S.G.DAME,MONICA M.S.K.(CON LAS OREJAS ABIERTAS PARA LOS PENDIENTES)-YO VIVI EN ESP(COL.),GUAT,EL SAV,NY(EEUU),INGL.(PG.A,UNIV.OXF.) MI CONTACTO URG.TE ES MI CLINICA,DONDE YO NACI EN ...
Date: Thursday, September 27, 2018 7:34:06 PM

N10-14

N10-37

From: Dale Peterson
To: SAMP Public Comments
Subject: Questions Regarding SeaTac Airport Plans
Date: Monday, September 17, 2018 8:40:51 AM

Attached please find our questions regarding the SAMP.

Dale & Linda Peterson
Federal Way

From: Susan Tegler Petersen
To: SAMP Public Comments
Subject: My view on the SAMP
Date: Monday, September 10, 2018 2:08:42 PM
Attachments: HladickPurcell.docx

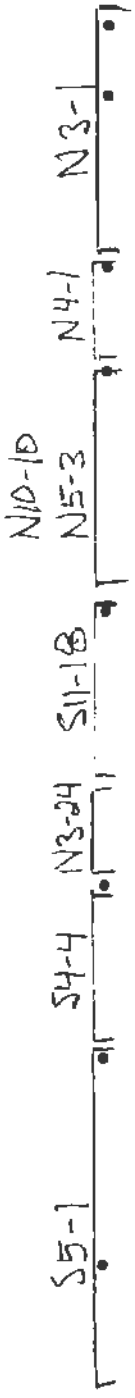
Please consider my views in this attachment regarding the SAMP. This document was previously sent to FAA Hladick and Port Rep Purcell.

Susan & Robert Petersen
29805 6th Avenue South
Federal Way WA 98003

September 10, 2018

I am writing to give you my thoughts on the SAMP.

Here are some points I want you to consider:



- I moved to my home (110 blocks from the end of the runway) in 1993. At that time there was very little noise from aircraft and what there was, was not invasive to my life.
- It wasn't until early 2015 that I began noticing much more noise. I spoke to the Town Meeting at Federal Way City Hall on Nov 19, 2015 attended by hundreds of residents and we were basically told (by FAA & POS reps) there was no difference in the flight paths or altitudes. We KNEW different. Now over three years later – it's nearly unbearable!
- Since that time, my husband has been diagnosed with acute COPD and dementia. Can this be related to planes and their emissions flying over our home? My husband spends a great deal of time in our yard. These illnesses will never go away.
- In 1997 – the people in our Marine Hills neighborhood were told that with the third runway, there would be some "mitigation" for the residents living here because our neighborhood would be impacted. The Port refused to accept that study. We were also told that the third runway would be used only for "inclement weather conditions." Essentially, we were LIED to by people who were bound to protect the citizens. Now with the upcoming SAMP, there are many concerns, since Port of Seattle and FAA lied to us once, why wouldn't they lie to us again. Why should we believe what you say now?
- One item that is sorely lacking from the SAMP is <u>Quality of Life</u> for the citizens living under glide paths or in cities near the airport. It appears that the Port has already shown it has no interest in this topic or it would have been included in the SAMP already. It shows they don't care that we cannot any longer enjoy living in our homes, eating on our decks or visiting with our neighbors or that we face illnesses. They don't care that planes interrupt our sleep at night or that they fly unreasonably low. I've had planes fly within 0.2 of a mile from me (right on top essentially) at altitudes of between 525 and 950 feet! That's 110 blocks from the end of the runway! Those pilots should be fined.
- We already know that the 65 dnl readings were established in late -1970's. We need new dnl's that address what's really going on, and the planes today. i.e., China Air flying over Federal Way WA at night with a reading of 91 dnl. For you to continue to tell us that these 65 dnl readings are accurate shows you are not paying attention (or don't live under them.)
- We need more studies on exactly what the emissions do to our health. Many parents already know there's an increase in asthma in children. But what other illnesses are you willing to impose on us by NOT doing more studies and research on the emissions? All you'd have to do is "goggle" this topic and see that many other cities all over the world are experiencing health problems related to airports. SEA is no different. They aren't doing anything at all to protect the citizens.
- We already know there are heart-related problems, respiratory illnesses, cancers and even dementia from the chemicals in emissions. Why don't you want to do studies to either rule out or confirm before you subject us to more and more of the same? It's <u>inhuman</u> to disregard this and not know what you are doing to us!
- Example of how ridiculous this whole enlargement of the airport is: A friend was flying to Portland. The plane sat on the runway while many planes took off or went around her plane. She ended up spending as much time sitting, waiting to leave SEA as it took to get to Portland. Now that's customer service! This isn't an isolated story.

N6-1

- if you compare a 3 bdrms, 2 bath, same square footage home near SEA or south of it and compare it to ANY other city in our area – our home values are much less. Be sure, if this was Bellevue WA – it wouldn't be happening!
- We also know that much of this SAMP is all about making money for the Port. We were told there wasn't active marketing to increase cargo, yet cargo HAS increased – we hear it. It's very loud.

N6-1

- We know there are benefits financially to cities around the airport, but at what cost. It is well known that towns around airports eventually become blighted by people moving, renters coming in and the care of those communities diminish. This is what will South King County (WA) soon. It's already happening.

S10-2

- Now with the recent plane stolen from SeaTac, we now know that our safety is at risk too! This over-expansion shows too many people have access to planes and the "right hand doesn't know what the left hand is doing." We're thankful the man didn't crash into a neighborhood or downtown. This should not have happened!

S2-1

Do the surrounding cities and their residents have to be sacrificed for the SAMP? If it isn't just about the money, then you should be advocating for another airport, perhaps in Central WA, to offset the noise and emissions you are subjecting us to. Another airport would not benefit you directly but could prove to be a real asset to Central WA where there is plenty of open space, especially for cargo. But of course, then the Port wouldn't benefit financially. That's your problem!

Until you can provide answers to us citizens, have the necessary research done by an independent (of the Port) expert and account to us living under the glide path or near the airport, why we have to lose our quality of life, we will not support the SAMP and will fight it.

Port of Seattle

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N3-19

Homes that received noise mitigation back in the '80 should be reevaluated for ~~not~~ noise pollution. Many of the windows installed by the contractor are failing or have failed. The contractors are either out of business or went bankrupt. With addition flights anticipated with the expansion, impacted homes should be included in noise mitigation measures.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Yun Pitre
Address: 11244 28th Ave S
Seatac WA 98168

From: annie phillips
To: SAMP Public Comments
Subject: Solar farm
Date: Thursday, September 27, 2018 4:22:08 PM

S1-9

I hope the Port is planning to put solar panels on all its flat roofs. including the airport and the new warehouses near Des Moines Memorial Way. You should mitigate all the carbon emissions from the air traffic by generating clean energy.

Thank you.
Annie Phillips
Burien

From: Peter Philips
To: SAMP Public Comments
Subject: SeaTac Master Plan
Date: Saturday, September 15, 2018 12:18:03 PM

S5-3 S8-2 S4-3

Good afternoon,

I am strongly opposed to plans to expand the airport. The noise and congestion this proposal heralds will adversely affect my family's quiet enjoyment of our property, it will harm our health and I do not believe it will have a positive economic effect on the Normandy Park community in which I live

S3-1

Rather than focus on increasing traffic at SeaTac, the Port of Seattle should adhere to its responsibility to ***current*** King County residents—especially those of us who are experiencing a degradation in our quality of life due to the port's actions at the airport. Focus on identifying and supporting an alternative airport in another part of Puget Sound to the north of the city.

An alternative airport in northern Puget Sound will alleviate congestion on arterial running through the city as passengers and cargo destined for the populous north sound will not have to traverse the city of Seattle. It is the responsible route for the Port of Seattle to pursue

Regards,

Peter

--

Peter Philips
President
Philips Publishing Group
4257 24th Ave. West, Seattle, WA 98199
(te) 206-284-8285
(mobile) 206-779-2746

From: Peanut Butter
To: SAMP Public Comments
Subject: Comments on the SAMP
Date: Friday, September 28, 2018 10:54:39 PM

S5-1 S11-2

Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.

Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?

Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.

S5-1

Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3rd Runway.

S5-1 S11-2

Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Burien, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.

S5-2

Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.

S11-3

Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.

S5-1/S11-2

Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.

Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.

S11-4

What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?

To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.

S2-1

Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.

Thank you,
Sincerely,
Helen Plosky and Kevin Allen
25841 Marine View Dr S
Des Moines, WA 98198

Port of Seattle

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I would like to address the issue of the impact of noise in relation to quality of life. In the five years I have lived in Burien air traffic has become one of the biggest issues we have. It was a complete non issue when we moved to Burien. The highest impact happens early in the morning so most days begin at 5 am whether I like it or not due to the traffic and falling asleep before midnight is almost impossible due to the noise and frequency of aircraft departures. The other issue is with the number of aircraft that turn steeper than the 25° turn back in order to shave time off of these flights who policies thus as they turn so directly over our home at about 1500 feet. (N3-3, N3-6, N3-11)

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: J. Pochman

Address: 2933 SW 164th Pl
Burien, WA 98166

Port of Seattle

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S6-8

We need to be looking at expansion in other areas of the Puget Sound our roads are not capable of handling the increase in traffic trying to get into the airport. Alot of times it already currently backed up.

What will happen when our flight frequency increases?

S7-1

We need to look at all areas of the puget sound to expand so that no one area is impacted and our quality of life is not in jeopardy

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: J. Kathleen
Address: 2933 SW. 161st P.
Burien, WA 98166

From: Mark Proulx
To: SAMP Public Comments
Subject: Comments
Date: Saturday, September 22, 2018 9:46:20 AM
Attachments: 2018_09_10OpenHouseComments.pdf
ATT00001.htm

---

22 Sep 18
0941

To Whom It May Concern:

I attended the SAMP Open House at Highline College on September 10, 2018. The attached file contains my comments regarding same.

SeaTac Airport Open House, September 10, 2018
Public Comments

Submitted by: Mark Proulx
26202 14th Avenue South
Des Moines, WA 98198
mnproulx@mac.com

Development Strategy – Summarized

With regard to Seattle-Tacoma International Airport ("SeaTac"), the long-term development strategy of the Port of Seattle ("the Port") can be discerned from its behavioral history. This strategy can be summarized as follows:

- Make living conditions near the airport increasingly miserable, prompting those who can afford to leave the area to do so
- Wait for the remaining residents to die
- Expand the airport into the newly available area via land buyouts at a fraction of the value they would command elsewhere
- Repeat every twenty years or so

N10-1D

The Port will, of course, vigorously deny this, but true refutation of this perceived strategy will occur only through meaningful action. If the Port is serious about being a good neighbor, it will have to confront and embrace uncomfortable alternative strategies that will require it cede some of its control over aviation activities to other governmental entities in the Puget Sound region.

S11-1/S11-25

Remediation First!

Since he completion of the Third Runway, the Port has implemented numerous changes and has seen considerable growth in the annual number of flights and number of passengers. Any credible environmental review must assess the impacts of these changes on neighboring populations. This assessment, in turn, must lead to remediation proposals e.g., operational changes, that must be implemented ***before*** embarking on further development.

Air Pollution Assessment

S3-1/S3-4

The environmental review must include an assessment of the effects of airborne particulates and aerosols on nearby populations. To be of any benefit, this review must be completed before any projects proposed in the SAMP are started. There undoubtedly exists a variety of ways to conduct a credible and meaningful assessment; an example would include the following steps, conducted by an independent party in a transparent, publicly accessible manner:

1. Identify the "subject" study area surrounding SeaTac.
2. Identify a "control" study area away from the airport with similar land uses and population density.
3. Determine a statistically valid number and distribution of air sampling sites within each area.

4. Determine a scientifically valid method of sampling at each site.
5. Determine a statistically valid sampling regimen, e.g., time of day, frequency, atmospheric conditions, time of year, aircraft operations, etc.
6. Collect samples per items 3-5.
7. Assay collected particulates – size, concentration, chemical composition.
8. Assay collected aerosols – droplet size, concentration, chemical composition.
9. Develop relationships between airport operations and assay results.
10. Compare the analysis results of the two study areas.
11. If the findings reveal no statistically significant difference in size, concentration, and chemical composition between the study area and control samples, the study can be considered complete.
12. If the findings reveal a statistically significant difference between the two areas, use the best available science to *quantitatively* determine the likely health effects of the airborne pollutants on the populations in each area. These effects should include implications vis a vis:
    - Life expectancy
    - Incidence of chronic illness and disease
    - Birth defects
    - Child development
13. Using the best available science, extrapolate these results to reflect the increased airport activities projected in the SAMP.

At this point, the Port would have to choose between two alternatives.

1. Issue a public statement that clearly and unequivocally acknowledges the Port's acceptance of and endorsement of these effects as the price of continued growth at SeaTac.
2. Embark on a meaningful examination of alternatives to accommodating the projected regional growth in passenger air and cargo traffic. In this context, "meaningful" means embracing alternatives that:
    a. Directly challenge the Port's hegemony in these matters.
    b. Spread the impacts across the region so that no one limited sector shoulders them, e.g., construct one or more regional airports, linked by high-speed rail.
    c. Consider alternatives to air transport, e.g., high-speed rail for coastal corridor passenger traffic.
    d. Separate cargo transport from passenger transport

Noise Pollution Assessment

Introduction. Flight path modifications introduced by the NextGen program have concentrated the noise inflicted on communities near SeaTac. This increased concentration has largely negated the benefits associated with the transition from Stage 1 and 2 aircraft to quieter Stage 3 and 4 models. It has been years since any meaningful noise exposure

assessment in the SeaTac has been conducted, yet the number of flights continues its relentless increase.

S4-6 (cont.)

Aircraft noise isn't simply a nuisance; it is harmful.[1] No environmental review for the SAMP can be considered legitimate unless it includes a comprehensive mapping of noise exposure and analysis of the effects of said noise on the local population. No projects proposed in the SAMP should be allowed to begin until this analysis is complete.

Analysis Via Predictive Modeling. At the public meeting, a Port representative, introduced to me as an authority on community noise, mentioned that the Port proposes to use a predictive model to conduct the noise assessment, claiming that use of the model is mandated by the FAA. While this might indeed be the case, the use of a predictive model alone as the basis for this assessment and subsequent policy decisions is insufficient. **No model can be declared useful unless its predictions are confirmed with valid measurements, and there exists no reason why the Port of Seattle cannot acquire said measurements as part of the SAMP environmental review.** When I mentioned this to him, he stated that the Port does measure aircraft noise at twenty locations distributed about the airport. When I told him that this number of locations was comically insufficient to validate a predictive model due to spatial aliasing,[2] he quickly directed me to the comment forms, which seemed to be the stock answer to any question deemed uncomfortable.

S4-12

Measurement System and Protocol. To be meaningful, the measurement system[3] used to acquire the model validation data must be designed by an agency that is not only versed in the science of community noise measurement but is also an objective party. This means that:

- The Port must not be the principal investigator
- The FAA must not be the principal investigator
- The performing organization must not have a real or perceived conflict of interest with either the Port or the FAA

The same applies to the development of the sampling protocol – how often noise samples are measured, the duration of each measurement, and so on.

S4-6 (cont.)

Analysis. Acquisition of valid data and authentication of the model, while necessary, do not comprise a meaningful nose assessment. The assessment will be meaningful only if their results are used to analyze the effects of the noise on the local populations. One can imagine all manner of deleterious noise-induced effects; it is certain that the science to determine if the existing and proposed airport operations would prove harmful is well established. The

[1] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5437751/

[2] https://ieeexplore.ieee.org/document/4696048/

[3] The "measurement system" includes the equipment used to acquire the acoustic data as well as the analysis used to determine the number of measurement points and their locations.

S4-6/S4-13

Port must, as part of its environmental impact analysis, require such an analysis and that said analysis be conducted by neither the Port, the FAA, or any party having a real or perceived conflict of interest with either agency.

Deliverables. Once complete, the Port must make the analysis results publicly available and must clearly and unequivocally state their desire to accept these as an acceptable price to pay for the projects proposed in the SAMP.

Meeting Format; Absence of Commissioners

The "open house" format – as opposed to a "public hearing" format – diffused citizen participation and limited Port accountability, to wit:

S12-2 S12-25 S12-29

- Notifications for the meeting were worded to imply that the "meeting" started at 5:30 pm, a time that is too early in the day for many people to attend. Absent a clear statement that one could arrive at **any** time during the three-hour window, attendance almost certainly suffered.
- The format made it virtually impossible for citizens to hear other's comments and relieved the Port representatives from having to directly confront the people they ostensibly serve.
- The disgraceful absence of Port Commissioners – none attended – leads one to conclude that that they either don't care about the affected communities or are afraid to confront the people whose lives are impacted by their relentless pursuit of growth.

Port of Seattle

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N3-3

N10-24

Flight paths impact noise greatly. The FAA probably considers airlines only. The Airlines consider only their business bottom line.

The public is not feeling like they rate in anyone's consideration.

N3-7

Considering buyouts + help with insulation for near-airport residents does nothing at all for people 20-25 miles from the airport who are seriously impacted by noise

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Linda Purler
Address: 2618 SW 343 ST
FW 98023

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

N3-18

I would like to know where each & every decible meter is throughout Federal Way and see a report - daily over 60-90 days - what the meter reads are. This information should be provided to the City Council on an ongoing basis.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
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Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Linda Purlee
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S2-1

Rather than fill the Port footprint with maximum use of every inch of air space — why not spread out and consider Paine Field expansion or Eastern WA.

Maximum use of air space creates increased traffic (which is already ridiculous.) The collateral damage of excessive airport growth is great & should be considered.

Just because you CAN does not mean you should.

Submit comments to:

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Port of Seattle
Aviation Environment and Sustainability
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Seattle, WA 98168
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FROM (Please Print):
Name: Linda Parker
Address: 2618 SW 343 ST
FW 98023

Port of Seattle

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S5-5

I do not feel the Port has done "due diligence" in researching all of the impact enlarging the Airport will cause or fully understands the impact the use of the third runway has had on thousands of people. Now you propose enlarging the airport which definitely will have a huge impact on ground transportation which is already at gridlock. Only in a very few places is public transportation adequate or easily accessed. In regards to gridlock: I live about 25 miles from the new hospital. It takes me about 1.5 hours to 2 hours to get there each time I go & now you want to expand the airport. Unbelievable.

S6-8

(over)

Submit comments to:

Mr. Steve Rybolt
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Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Robin Rawlings
Address: 726 S. 294th Pl.
Federal Way WA
98003

N5-5

S2-1

I support no more flights at the 3rd runway until it is proved safe. There are days when planes overhead every 2 minutes.

I see the expansion of SeaTac as a plan that keeps people caught in the status quo. The state needs to look to building a second airport that is at least 60 miles away from SeaTac in Puget Sound.

Fold Here

Place Stamp Here

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

Fold Here

further words.

SENATOR MILOSCIA: I need about another 30 seconds.

HEARING OFFICER PHILIPSEN: You have three minutes if you want.

SENATOR MILOSCIA: My name is State Senator Mark Miloscia from the 30th District. What I failed to mention previously is we also need to look at the health effects of airplanes' particulate chemicals from exhaust and airplane use. That is also an important issue to the constituents in my district, and we need real data on the effects of that and ways to mitigate particulates and also those chemicals along with, as I said previously, the noise. And this involves, again, working with the FAA and airplane manufacturers, engine manufactures, and the way we do the flight paths to make sure we minimize the effects of all these harmful chemicals and noise as much as possible.

And with that, I conclude my talking. Thank you.

HEARING OFFICER PHILIPSEN: Thanks. Now I am opening the comment period for John Raymer. Thank you. And you have three minutes and I'll be timing you.

MR. RAYMER: Okay. Yeah, I have two primary concerns. I know a captain for one of the big three airlines, and he says Sea-Tac is already a hazardous airport. He gets multiple collision warnings with the --

here every year, more so than other airports. He says there's a problem with cross traffic coming out of Boeing Field; sometimes it's uncontrolled. And he thinks that another increase in traffic at Sea-Tac would be an additional hazard.

He also gets collision-avoidance warnings from Sea-Tac traffic during approaches and takeoffs more so than other airports. So I'd like to pass that on to the FAA. I understand they're not here today, but if you could pass that on.

My other concern is the fact that watching traffic patterns on the flight-traffic websites, that when the traffic pattern is southbound, most flights turn right over Federal Way consistently, especially those that are going south, west, or north; you can see that watching the flights. So I think you would -- it would make more sense if they proceeded south and turned right over the water just north of Tacoma rather than turning right over Federal Way. And usually, even when they're southbound, they'll turn right. They'll go over Puget Sound, then they'll turn south after that. So they'll make two turns to get southbound, and it always goes over Federal Way in that case.

So you might -- I have another concern. How's my time?

HEARING OFFICER PHILIPSEN: You've got a minute.

MR. RAYMER: A minute? Another concern is the ultrafine particle emissions from jet engines. It's a newer field of study. And maybe the primary hazard is jet engine emissions, that's similar to diesel engine emissions. And there was a recent study done where they found contamination from Los Angeles International Airport. It's these ultrafine particles that spread up to five miles from the airport downwind. So I think that's not been adequately studied.

And I think all of this may indicate there should be another major airport opened in Washington State. So I would suggest something in a flat area north or south from Seattle, and that'll help prevention on I-5, which is already causing billions of dollars in lost economic revenue to Seattle.

Did I make it?

HEARING OFFICER PHILIPSEN: You made it. Right on the dot.

MR. RAYMER: Okay. That's it.

HEARING OFFICER PHILIPSEN: Thank you.

And with that, I yield the floor to Daniel Kinney.

MR. KINNEY: Can I ask what agency you represent?

HEARING OFFICER PHILIPSEN: I am hired by the Port. I'm a faculty member at the University of Washington,

MS. RAYMOND: Great. Thank you.

I would like to encourage the study to address air quality, in particular, through addressing particulate matter as well as the cumulative impacts of other potential sources of pollution that we already know exist in the area, such as the interstate, et cetera.

I'd also encourage the project to consider impacts beyond the immediate project area. I know that there's consideration for, for example, car traffic impacts and parking, but I really think that the scope -- the geographic scope needs to include the flight path where it is over residential areas, so essentially from I-90 south, particularly over the spine of Beacon Hill.

In terms of sound impacts and noise impacts, I think those need to be part of the scope as well. And I think there needs to be a consideration for the quality of sound. Not the standard calculation, as I understand it to be, which is the average of sound over a period of time, but actually to understand the impacts of short, more intense periods of sound, and to not look at sound from the perspective of annoyance, which is how I understand it's considered now, but really to consider the impact of noise on public health, because we know there is demonstrated impacts of noise on public health. So it's not just the emissions that may have public health impacts.

Finally, this may be a bit of an impossible request: I think that the Port overall needs to look at the impacts on public health and livability of the increases in air traffic, even with no project. There's going to be an impact that needs to be mitigated, even if the actual development project doesn't proceed. And I believe that that's part of a sustainable plan for the Port. To just talk about sustainability in terms of economic growth, which is very important, doesn't really get at the true meaning of what a sustainable plan should be.

How much more time do I have?

HEARING OFFICER PHILIPSEN: You have about 10 seconds.

MS. RAYMOND: Okay. That's it. There we go. Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

It is now 8:20 p.m., and there were no other speakers signed up to speak. I am officially closing tonight's oral comment portion of the scoping meeting.

(Public meeting concluded at 8:20 p.m.)

S-1 (S)

have to say rather than everybody going to each little spot and hearing our points. So I thought it was going to be something different, not just an open house, hearing our complaints. I wanted to see -- I thought it was going to be you guys being -- you know, standing up here, everybody talking about what's going to happen and then hearing questions afterwards.

So this way here, everybody's got their own story. I've talked to a couple people, and they have the same concerns I do. And like I said, kind of disappointed seeing this type of forum.

Is my three minutes up?

HEARING OFFICER PHILIPSEN: Yes.

MR. SAMORA: I mean, I'm just venting a little bit. I don't know if any good outcome is going to happen from this.

HEARING OFFICER PHILIPSEN: Well, certainly all of the comments will be reviewed; that's all I can say, you know. And there are other people out here who are more involved with the project who are standing at these posters who can give you more specific information of the process of what's going to happen with all this material.

With that, we now turn the floor over to Meg Reynolds, and you have three minutes and I will keep time.

MS. REYNOLDS: All right. I'm a resident of

the Marine Hills neighborhood in Federal Way. And over the past few years, the relentless increase in airline traffic directly over my house has dramatically and negatively impacted my ability to enjoy my home. I cannot work in my yard or have people come and enjoy the view on my deck or enjoy even visiting with my neighbors without the constant very loud noise of airplane traffic overhead.

N3-1

I recently downloaded Airnoise.io and began measuring exactly the impact, and I now know that my own personal tolerance level ceases at aircraft that is -- that is less than a mile from my home and less than 3,500 feet high. What I don't know is whether those two things are contiguous, which means they're over my house and less than a mile up.

They are very loud and it is relentless. The average time between planes is approximately 90 seconds and two minutes, and this is most hours of the day and well into the night. We cannot sleep with our windows open. We can't enjoy fresh air in our home.

N3-2

And when I moved here, I accepted that there was more air traffic in the skies than Lake Forest Park, from which I moved, but it was moderate and I would describe it as an occasional nuisance and I did find it tolerable. Today that's changed dramatically. Statistics are that 600 percent more planes fly over my neighborhood every

N3-3

single day. There's absolutely no time of the day or night that I can step outside for more than a few moments without seeing, hearing, and breathing in the continual waste from a barrage of planes.

There were no hearings, notices, studies, or considerations from the Port, the FAA, or until recently, even the City of Federal Way, as the persistent increase grew from a nuisance to a menace. Your call for a sustainable environmental review, in my opinion, is long, long overdue. And I could not get any satisfaction as to how those get kicked off because I can't believe you would -- public servants would have this kind of impact in a neighborhood without any consideration for environmental review.

I believe there are a number of actions that the FAA or the Port of Seattle together can take to address my neighborhood situation, and honestly, I'm offended by the apparent lack of interest and cooperation to do so. I feel like the Port was disingenuous regarding their intent building the third runway: Oh, that would be only for poor weather and visibility situations. And I know that all the planes coming off that third runway are the ones that are coming over my house.

And, you know, the Port has wiggled out of reparations set aside for Federal Way based on some flimsy policy. And

basically, the Port has not been a good neighbor to us. And like many of my neighbors, I have growing concerns that the current course of action is resulting in a substantially negative impact on my health, on the quality of life, and on the value of my home.

The Port of Seattle and its leadership is responsible, you know, for not looking at equitable distribution of the increasing growth of air traffic. They allow, you know -- planes have actually gotten a standard-deviation allowance with a lower glide path, 2.5 glide path instead of the recommended 3. I don't understand any technical reason to be there for that. And, you know, there just had been an overt disinterest in environmental impact of the growth that is actively promoted by the Port of Seattle.

I would like to see its leadership act to provide relief to -- from what I consider to be an assault on my neighborhood. I do not want new windows; I want fewer planes over my house. I want noise-abatement action. I want Puget Sound residents to share more equally in the Port of Seattle's aggressive growth. Give Vashon, the Eastside, Magnolia, and, oh, my gosh, even Mercer Island, their fair share of the increased traffic. Ask capable pilots, highly capable pilots and traffic controllers and traffic designers to work a bit harder on landings and takeoffs so that the neighbors to the south are not living a life they did not

choose or even have an opportunity to defend.

Basically, I'd like the Port of Seattle and the FAA and its leadership to start being good neighbors and responsive civic leaders. That's my statement.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

With that, I open this part of the hearing for oral comments by Jim Burbibge.

MR. BURBIBGE: Burbibge, close enough. Burbibge, B U R B I B G E. Close enough. I've been called worse.

HEARING OFFICER PHILIPSEN: Oh, I see. Okay.

MR. BURBIBGE: And what I say here, much of what I've already put in written comments, but I would like to point out that this -- the airport, one, I'm very much in favor of the airport. I live in Federal Way, and I'm concerned about the impact of the airport upon the City of Federal Way. I'm concerned about the impact that the noise and all of the bad publicity about the air pollutants and all that stuff affects the public perception of Federal Way. And I think Federal Way is getting an undue reputation, partly because of that.

NQ-1

I think this is a tremendous opportunity for the Port of Seattle and for the State of Washington to get together and to combine to make a transportation package that will greatly improve our life in the Puget Sound area. And that

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S2-1

Assuming the projected passenger growth & traffic demand materializes, it is clear there will be a need for additional capacity. I believe construction of a new airport, or new runway is a better & more cost effective option to expand Seattle airport. Parcel E, where already in existence, is probably the best location. The various locations would be near Sea-Tac & ample train land is available, & the area growth pattern has been disproportionately north. I believe Scotts should be explored further.

Submit comments to:

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Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: David Reddy
Address: 421 S 259
Federal Way, WA 98003

is the waste, the hazardous waste. We're sending it out of the state of Washington to other states. And I don't know what they can do about that, and I think it's unfair that we have to put out the garbage in the yard.

N4-2

The other thing is there's too many planes already in the Seattle area. They're talking about building a second terminal. Why does it have to be this close in the city of Seattle? Can we find a better place, a better location?

S2-1

And I think I'm about done.

HEARING OFFICER PHILIPSEN: All right. Very good. Well, you have done just what this calls for, you've given issues and topics to be considered. So thank you.

MR. CARTER: Thank you.

HEARING OFFICER PHILIPSEN: Now we're ready to listen to your comments, and I'll be keeping time.

MR. ROBERSON: Right now my only concern is noise pollution and land and water pollution and the hazardous materials. I don't know. I'm out to play with the kids in the backyard, and there's a single file of planes going by. We were entertained for a while, and now it becomes where we have to raise our voice to hear each other in our yard.

N4-1

And we don't even know the total impact of what's falling down from the sky, particulate matter. We like to grow food; we got pets and stuff like that, and it's just --

you know, I just wonder about -- I asked them about the alternative patterns of planes coming into the airport and out and opening up the regional airports for like cargo and stuff like that, to just make, you know, specialized airports so it's not all happening in one spot.

What else? That's pretty much what my concern is. I can detail it out on paper, but I didn't know what the process was.

HEARING OFFICER PHILIPSEN: You have three minutes and we'll listen to you and the court reporter will take a record of them and I'll time you.

MR. MOORE: Great. Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

MR. MOORE: I live directly in the path of the -- of the airplanes that are coming from the north. And we've observed a dramatic increase over the last -- in just five years; we've lived there for almost 20 years. And our biggest concern is that the level of noise and the level of pollution is a known quantity, yet, there's not mitigation to deal with that. So as the airport considers expansion and growth, my request is that much more aggressive work in terms of mitigation, rerouting, and other aspects be taken very seriously.

That's all I had.

HEARING OFFICER PHILIPSEN: Good. Thank you.

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S2-1

My biggest concern can be the quality of the air. my recommendation is why not to open a new airport in Tacoma city so that way economic impact can be positive to this area, More money more jobs and less crime because crime increase when people are poor.

Submit comments to:

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Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Chely Robles
Address: Federal Way

over into -- you know, just general irritability in the community because people are not getting a proper night's sleep.

So we have jet poop; we've got a curfew. But if that doesn't work, we've got quadrupling the fees to eliminate or -- what's the right word? -- ameliorate that time period from 1 a.m. to 5:00 in the morning.

I'm done. How much time do I got?

HEARING OFFICER PHILIPSEN: You've got 20 seconds left.

MR. BURDINE: Yeah, I'll take 20 more seconds.

The other thing that I notice is the jet engine testing, which I can really hear at night because noise travels a lot farther at night. I work at Wesley in Des Moines, and so I can hear those jet engines being tested all the time. And it's another aspect of people not getting proper sleep at night.

N2-11

Did I take my last 20 seconds?

HEARING OFFICER PHILIPSEN: Your 20 seconds are over, but do you have another point to make?

MR. BURDINE: No. I'm done for right now.

HEARING OFFICER PHILIPSEN: Okay.

Now we proceed with this portion of the hearing with Orlando Samora. You have three minutes and I'll time you.

MR. SAMORA: I've been in -- moved into Twin

Lakes about ten years ago. When we first moved in, I didn't pay attention -- I mean, it wasn't noise like it is now. It seems to me like right now they're flying right over my house. Before it was further over, probably closer to 320th. And the noise is -- I mean, it's flying one right after the other one now when they're busy, and it's right -- I mean, right over my house.

And the question is -- I've called a lot of times already and complained about the noise, and they always tell me they're within their limits; you know, they're five miles, their height and everything, the noise.

N3-9

And so really nothing -- I mean, nothing's ever been done. All they do is hear my side of the story, what's going on, and then they call back and say they're doing everything they're supposed to be doing.

And another thing is, their microphone or whatever they use to pick up the noise, it's over by Twin Lakes Elementary. So I'm about a mile away from, so it's closer to 320th, right off of 320th, and I'm over. So to do the readings, I don't know how they can say that the noise level is the same flying over my house as it would be over here. So I hear that all the time.

N3-10

And another complaint is planes flying over at 1:00, 2:00, 3:00 in the morning. And that's like two or three times a month that happens. And I've called on that before,

and then they just say it's a China freight cargo coming over. And that's all I ever hear about. And it's -- you know, if I was to have that kind of noise -- like, say I go out and start my lawn mower at 1:00, 2:00, 3:00 in the morning. What's going to happen? The police are going to show up. So why is it okay for the planes to fly over and wake up the people?

I wish they could put a stop to that because that's ridiculous. When I first moved in, that was never like that, never had that problem. And then now it's getting worse. And then with this new forecast with the new gates they're going to open, it's going to get even noisier and more of that stuff going on.

And, really, you guys have an open house for us. You hear -- there's nobody in the area advocating for us. We have to come and complain to you guys. But nobody in here is advocating for the people. And Federal Way has always -- I don't know how long Federal Way has been fighting with the Port of Seattle as far as the noise, but I know that's been going on for quite a while. And I don't think anything's been done, as far as I know, still fighting.

So us having this meeting here, that was kind of disappointing. I thought it was going to be everybody talking to everybody, not everybody talking to you guys. You guys telling us what's going on, then hearing what we

S12-2

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S2-1 Seatac can not maintain its current projected development. It is not feasible. Other regional runways need to be used. We are now a major city and we need to follow the 'best practices' other cities have found to maintain environmental and commercial concerns. If the Port of Seattle continues on this trend, the neighborhoods need the following before expanding:
S11-20 1. environmental impact studies. 2. pay residents to have foam insulation installed. 3 pay residents to have
N3-7 triple paned windows installed. 4. ° installation by company involved in the of windows and insulation is by residents descretion.
5. residents can get # for such upgrades going back 5 years.
N2-4 6. Residents can get a reduced water bill because of all the water used to clean off the particles rained down from the planes.

Submit comments to:

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FROM (Please Print):
Name: Katrina Sandeen
Address: 27842 38th pl S
Auburn WA 98001

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S11-22, S8-4, S4-4, S10-1

Under 'Air Quality/Climate' chapter, consider increase in Clean Air Act pollutants since expansion of 3rd runway. Under 'Socioeconomics' please consider real estate valuation, effect on tax base, and effect on business growth specifically for the Des Moines market. Under 'Noise' consider effects of aging cargo fleet and expansion of cargo flights on ambient noise. Consider strain on public services, especially emergency services, due to potential negative impacts to tax base.

S11-19

How will impacts to quality of life be assessed? It is already difficult to hear outside due to plane noise.

Submit comments to:

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Aviation Environment and Sustainability
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FROM (Please Print):
Name: David Scansetti
Address: 22231 10th Ave S
Des Moines, WA 98198

From: Scott Schaefer
To: SAMP Public Comments
Subject: Comments on the Port's SAMP
Date: Thursday, September 27, 2018 8:20:38 PM

9/27/18

Greetings friends at the Port of Seattle,

I am writing to share my concerns with your current Sustainable Airport Master Plan.

I publish a network of local blogs for an area between White Center and Kent, including the award-winning B-Town Blog for Burien. In the 10+ years I've been doing hyperlocal journalism, the recent changes that the airport has made (since 2016) has stirred up what I consider to be the strongest grass roots response from residents, especially in the Burien/Des Moines communities. I have talked to, and communicated with, literally hundreds of residents about these issues. These are my neighbors, my readers and advertisers.

Also, as a longtime resident and father of two, I have experienced first-hand the disruption of not only Q-400s making seemingly random – and rude – westerly turns over Burien's bedroom communities that previously didn't suffer from these disruptions, but also actual LOUD JETS flying directly over Three Tree Point, Normandy Park and other communities where this has never happened before.

N3-1 / N3-4

In short, this type of arbitrary disregard for the public which lives near, under and around Sea-Tac Airport has distilled a very strong sense of distrust in the Port of Seattle as well as the FAA. It has caused anger, disrupted lives, has inspired the creation of local activist groups such as Quiet Skies Coalition and Quiet Skies Puget Sound, as well as local city Airport Committees and much more. There's a ripple effect within residents who previously did not suffer from noise or other pollution from the airport, and as I'm sure you're aware of, the measure of trust in the Port has diminished tremendously.

This mistreatment of your neighbors must stop.

I have seven comments I'd like entered into the record:

S5-1

1. Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.

S5-1 / S11-2

2. Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for thePort's post-SAMP Long Term Vision projects and Century Agenda growth plans.

3. Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and

SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.

4. Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.

5. Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.

6. To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.

7. Please update noise metrics used to evaluate significant exposure. Replace the 65 Day-Night Average Sound Level (DNL) noise threshold with the more appropriate 55 DNL, as proposed by the EPA. Additionally, require the use of supplemental metrics when assessing aviation noise, including frequency of flights, air traffic from 10 p.m. to 7 a.m. and impacts of low-frequency noise. Include the 75 dBC maximum daytime single event noise limit among the set of noise metrics..

Thank you for your attention.

--

Scott Schaefer

Founder/Publisher:
www.southkingmedia.com

IN THE NEWS:
Read Seattle Business Magazine's profile of us here: **https://goo.gl/9prQ7U**

B-Town Blog
I Love Kent
Waterland Blog
SeaTac Blog
White Center Blog
Normandy Park Blog
Tukwila Blog

Director/Producer:
www.mauryislandincident.com

MR. SCORCIO: Very good. Since you're making notes, I'm Joe Scorcio. I'm the city manager for the City of SeaTac, and I'm going to make very brief comments because we will be submitting substantial written comments.

The key thing that I want to ensure is -- on the record, is a concern over the improper bifurcation of the environmental review process in violation of SEPA's provisions regarding phased review. We have raised this issue in court before with the Port. We will raise the issue again in court if it is improperly conducted.

And I am concerned, as a former environmental official, that the strategy being used to analyze only Near-Term Projects is not looking at the cumulative impact requirements per SEPA.

The last thing I want to bring up and raise is that we have settled lawsuits with the Port of Seattle over the airport. They have guaranteed us in writing that they would not do this. This was a settlement of a lawsuit -- potential filing of a lawsuit over the international arrivals facility, which is, by the agreement, to be considered part of the Near-Term Projects. And they need to do a full analysis of the impacts of that as well as the NorthSTAR satellite facility and the Hardstand project, which they've already implemented. And we will be holding them to that. And I'm putting it on the record here, and we

will follow up with that in writing.

And those are my comments this evening. More work to do. Thank you.

HEARING OFFICER PHILIPSEN: Now it is your portion of the meeting to make your oral comment and I will time you.

MR. MITCHELL: I can start now?

HEARING OFFICER PHILIPSEN: Yes.

MR. MITCHELL: My name is Chris Mitchell. I'm a resident of Des Moines, Washington. We live under the second runway. We were told certain things several years ago about the use of that runway, which really weren't true, and we're very concerned about the -- very concerned about the noise, very concerned about the pollution, very concerned about the possibility of disease derived from breathing the air when the jets go over.

I'm very much for Hyperloop. I'm supporting Ernie in this one, in that it's clean, efficient, fast, does not make noise, and is probably the wave of the future.

That's my comment.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

MR. MITCHELL: Thank you.

HEARING OFFICER PHILIPSEN: And now I'll turn it over to you, three minutes, and I will be timing you.

MS. MARKKANEN: Do you give me a -- when I'm

N10-10 N3-3/N2-1

Port of Seattle

COMMENT FORM

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S4-1
N3-1
N3-5

- Please address the following issues in your study -
1) w/ the increase in traffic, we would like more of the surrounding areas (Federal Way, Kent, etc.) included in noise studies. The increase in noise in these areas has been phenomenal over the past 2 to 3 years.
2) Please consider a moratorium on flights between midnite & 5 am - many of our neighbors in Des Moine are regularly woken up -

N6-1

We realize the airport will grow, we just want some semblance of quality of life preserved - thanks!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Krista Scott
Address: 24730 43rd Ave. S.
Kent, WA 98032

Port of Seattle

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You cannot say that you are meeting federal standards for particulate matter if you are cutting numbers for King County. The south end is where you are directing the air off of the readings should be specific to this geographic area!

If you look at mortality & morbidity charts for cancer & you will see correlation. This is a real social justice issue!

S3-2

N6-3

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jeanette Siburg RN, MN, BSN
Address: 306 S. 295th Pl
Federal Way, WA
98003

Port of Seattle

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S5-3

We are very concerned about the known & unknown effects of fine particulate matter from aircraft emissions over our home.

Look at King County morbidity & mortality mapping & where there are huge disparities in life expectancy within King County. The areas south of the airport have documented lower life expectancy & increased rates of cancer, chronic obstructive pulmonary disease, etc.

You would not get away with this over Mercer Island or Medina.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jeanette Siburg
Address: 806 S. 295th Pl
Federal Way, WA 98003

Port of Seattle

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SB-1 The plans of the Port of Seattle to increase flights & expand in South King County places a large burden on a largely marginalized population. There are many working poor in SKC. We have a very diverse population many who speak other languages. Many neither understand what is being planned & many just don't have additional time after working 2-3 jobs to stand up to their concerns.

SB-2 Our home values will plummet. This is a HUGE SOCIAL JUSTICE ISSUE.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jeanette Siburg
Address: 806 S. 295th Pl
Federal Way, WA
98003

Port of Seattle

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S4-3

The noise pollution from aircraft over our home never stops. It is unbearable to think of how the Port of Seattle plans to increase it. It will be impossible to live.

N139

Our attempts to file complaints in the recent years to the Port of Seattle & the FAA have resulted in each agency referring us back to the other. We finally gave up as it is obvious an entity much larger than a common citizen does not really care about the effect they have on neighborhoods & people living in them. They plan to impose their will no matter what.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: J Siburg
Address: 806 S. 295th Pl
Federal Way, WA
98003

Port of Seattle

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N4-1 N3-3 N3-6 N2-1 N6-3

My husband & I are very concerned about the effects on our health of present as well as increase from aircraft over our home. We cannot use our back due to inability to have normal conversations. We are a home all hours of the night by use of planes – especially cargo. We are also concerned about the exposure to fine particulate on our health. Targeting the South end is a social justice issue. (OVER

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jeanette S D
Address: 806 S. 295th
Federal Way, WA 9

N3-9

Fold Here

Place Stamp Here

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

Fold Here

Port of Seattle

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N3-1

Moved to Maine Hills in 2014. We put approximately $ 30,000 into our home in ADA accomodates so that I can live in a home not an institution. Since now the I-5 traffic noise has become unbearable. We cannot afford to move as it would cost me approximately the same amount of money to relocate to a new home.

I am 100% disabled Veteran vet.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jim Siburg
Address: 801 S. 295th Pl
Federal Way 98003

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I am concerned that this Study reports fine particulate emissions at acceptable levels.
You cannot take readings from King County as a whole & generalize to the areas in South County where the aircraft are flying predominately.
You must get readings from specific geographic areas in South King County where the aircraft land & take off.

53-2 / 55-3

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jim Siburg
Address: 8016 S. 295th Pl
Federal Way, WA 98003

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I am a 100% disabled veteran. My wife & I moved to Federal Way in 2014 so I could be close to medical care. Since moving here — the noise from aircraft has increased so much that we cannot use our yard & I am frequently awakened at night. N3-1

We try to call the Port of Seattle to complain & they tell me to call the FAA. The FAA sent me a response saying I need to the Port. I am concerned about N3-6

(over) N3-9

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jim Siburg
Address: 806 S. 295th Pl
Federal Way, WA
98003

WE will all stand in judgement one DAY.

Port of Seattle

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S5-1 Potential environmental effects include increased noise, air quality, biodiversity, + all this would be detrimental on human health qualities of environment, + damaging to individual properties. According to UPA (U.S. Environmental Protection Agency) there's direct link between noise + health. It can cause sleep disruption, hearing loss, memory loss, severe depression + panic attacks.

S4-6 Particulate matter (PM) get into lungs + bloodstream + cause premature death, asthma, decreased lung function.

S5-3 It can cause our lakes + streams to become acidic + change nutrients in soil. We have a right to breath clean air. Quality of life = Ability to live + breath. Your studies will never be reliable on future predict

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: LAURIE SHERWIN
Address: 29618 11th Pl S.
Fed. WAY. WA. 98003

* This is beyond illegal + will be addressed accordingly. It's ethically + morally wrong as well

Please mail all future documents to me
one
per
family.

Dear Mr. Rybolt, would you let your children or grandchildren go to school at Sea-Tac Airport? Please take into consideration the possible health problems + disasters. It's bad enough w/ jet noise + pollution during the day. Under flight path

Fold Here

L. SHERWIN
29618 11th Pl S.
Fed Way 98003

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

Fold here

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N5-5

The third runway was imposed on South Kz. residents who had not previously been subject to direct overhead flights. It was originally told to us by port representatives that this was a "Depcadent" runway which would be used to provide separation for visibility purposes when needed. As soon as it opened, and ~~ever~~ ever since it opened, it has been used around the clock, 365 days per year. It now appears to be the most heavily used runway for all South end traffic.

N3-7

We have received no compensation or mitigation. I can no longer have outdoor gatherings at my home

N3-6

because no one can talk/hear. And I am awakened from my sleep several times every night, year-around

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Billy Gaul
Address: 747 S. 295th Pl.
Federal Way, WA
98003

Port of Seattle

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N5-5

The port is proposing to spend $B billions to expand and facilitate more passengers, more cargo, more flights, in and out of SeaTac. With the full time use of the Third Runway (Cognitively advertised by the Port as a Dependent runway), our lives have been miserably impacted with $0 spent on mitigation to this degraded quality of life impact. Why not spend some of that money, which includes our tax dollars, to

N5-3

~~[illegible]~~ mitigate some of the impacts you have created? The lack of accountability and responsibility to local residents is appalling.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Bill Small
Address: 7475 295th Pl
Federal Way, WA 98003

Port of Seattle

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OUR FAMILY HAS LIVED IN THIS NEIGHBORHOOD FOR 40 YEARS. WE REALIZE WITH GROWTH COMES CHANGE BUT WHEN THAT CHANGE IMPACTS OUR DAILY LIFE IT IS DIFFICULT. THE AIRCRAFT OVER OUR NEIGHBORHOOD ARE BECOMING MORE FREQUENT AND SOMETIMES SO LOW AS TO RATTLE THE HOUSE OR WAKE US FROM A SOUND SLEEP. CONVERSATION IN THE YARD IS DIFFICULT WHEN JETS ARE TAKING OFF TO THE SOUTH. I SOMETIMES WONDER IF THEY ARE AT THE REQUIRED 5000FT ALTITUDE. ALSO HAVE NOTICED INCREASED SMELL OF JET FUEL AND REMNANTS OF JET FUEL ON OUR VEHICLES & YARD FURNITURE. CAN'T THE AIRCRAFT TAKE OFF OVER THE SOUND AND THEN HEAD EAST AFTER REACHING A SIGNIFICANT ALTITUDE?

N3-1 N2-1 N3-2

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: GLEN & RHOND SMITH
Address: 3809 S. 308th ST.
AUBURN, WA 98001

Port of Seattle

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N3-6

1) The Extra Land Freighter 747 Airplane that departs Sea Tac rushes us all up every night about 3 am to 4 am Why doesn't noise reduction apply to this flight and airplane

N3-5

2) Sea-Tac needs to curfew flights from 10 pm to 5 am like some airports such as Orange County, CA.

54-4

3) The noise measuring equipment takes a average over 24 hours thus NOT showing true impact of very loud planes are often another 16 hours a day

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Patricia D. Smith
Address: 916 S. Marine Hills Way
Federal Way, WA
98003

Port of Seattle

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S12-25

1) Why is this series of meetings scheduled for 5:30 p.m. So the POS can say "oh very little attendence thus it is not a problem"? These meetings need to start @ 7 p.m. as the resident can get home from work and attend!!

N3-15

2) Airplanes landing from South to North need to be stepped down @ higher altitudes as we live in Federal Way and the plane are now barely are on frame @ 2,000 ft altitude. Keep planes ~~on~~ higher until Des Moines then drop them down steeper to touchdown.

Submit comments to:

Mr. Steve Ryboit
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Patrick D Smith
Address: 916 S Marine Hills Way
Federal Way, WA
98003

Port of Seattle

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N3-2 1. CAN ALTERNATE FLIGHT PATHS BE USED TO REDUCE LOAD ON EXISTING RESIDENTS?

N3-6 2. CAN FLIGHTS AT NIGHT GO OVER NON-RESIDENTIAL AREAS?

N3-15 3. CAN FLIGHTS NOT COME IN AT SUCH LOW ALTITUDES IN RESIDENTIAL AREAS?

N3-7 4. IS THERE AN ALLOWANCE TO SOUNDPROOF HOMES WHERE OVERNIGHT FLIGHTS OCCUR?

S2-1 5. WHY CAN'T A SECOND AIRPORT BE BUILT EAST OF BELLEVUE INSTEAD?

N3-3 6. DO ANY OF YOU LIVE IN THE FLIGHT PATH? IF SO, HOW DO YOU DEAL WITH THE NOISE AT NIGHT? SPECIFICALLY FOR BURIEN / FED WAY.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: JOHN SMYTHE
Address: 29011 7TH AVE S.
FEDERAL WAY WA 98003

From: Quiet Skies
To: SAMP Public Comments; Edie Staiger
Subject: SAMP Public Comment Edie Staiger
Date: Sunday, September 23, 2018 4:04:13 PM
Attachments: Scoping_Comment_Staiger.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Edie Staiger of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 4 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Staiger be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

From **Edie Staiger** edie.staiger@gmail.com
Subject
Date **September 10, 2018 at 5:06 PM**
To **Edie Staiger** [redacted]

N3-1 Why are planes flying lower and lower and often parallel to each other?

S3-1 Can't some of the cargo planes land at Boeing field at night to cut down on the noise?

N2-1 What about all the soot on my lawn furniture each day? That can't be good.

S2-1 What are you doing about finding regional airport solutions?

Edie Staiger

Port of Seattle

COMMENT FORM

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Comments must be received by September 28, 2018.

NID-7 1. Intermitent Interuptions of Broadcast (Antenna) TV.

N3-3 2. Noise. To loud to converse outdoors.

3. Low flying flight pattern running East ← West.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Scott Stallman
Address: 192nd & 4th Av S.
Des Moines, WA 98148

Port of Seattle

COMMENT FORM

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ON JULY 16th 2016, THE FAA ~~ALLOWED~~ CHANGED FLIGHT PATH TO TURN EARLIER HEADING NORTH TURNING SOONER WEST & LOWER OVER THREE TREE POINT AREA WITHOUT ANY NOTIFICATION TO THE "PROPERTY" OWNERS OR EVEN THE PORT OF SEATTLE... WHY ISN'T THE PORT AS ANGRY AS I AM? THE PORT IS PARTNERED WITH FAA, BUT THE PORT REPRESENTS "ME" WHEN MY PROPERTY LOWERS IN VALUE, DON'T ~~ASK~~ INCREASE MY TAXES TO COVER YOUR STUPIDITY.

N3-4

N6-1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: DAVID STANFORD
Address: 2933 SW. 164TH PL
BURIEN, WA. 98166

From: Quiet Skies
To: sterleys@comcast.net; SAMP Public Comments
Subject: Re: Air Pollution
Date: Monday, September 17, 2018 10:48:33 AM

Dear Mr. Steve Rybolt,

Please accept the public comment below by Mr. & Mrs. Sterley of Federal Way, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Sterley's be deemed unacceptable, please email all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

On Sun, Sep 16, 2018 at 7:23 PM Rod and Carol Sterley <sterleys@comcast.net> wrote:

A13-2

> The air that we breathe living under the flight line is already putting our health and our lives at risk! It causes heart, lung and other health issues. Doubling the amount of air traffic will make it impossible to even go for a walk in our neighborhood!
>
> Please consider re-routing some of this traffic away from our area!

Carol & Rod Sterley

Federal Way, WA 98023

Virus-free. www.avast.com

Port of Seattle

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I attended the meeting in Federal Way this past summer and also the open house at the FWCC on September 17, 2018. I am very concerned with the proposed growth is the airport.

N3-1/N3-4

I have lived in Federal Way in Campus Woods since 1989. It was a quiet place to live, with lovely woods and greenery throughout the neighborhoods. Occasionally a plane could be heard. Since then the air traffic has increased so much that daily living is now impacted directly but the volume. The noise recently has become so obtrusive that it wakes slumbering residents frequently in the middle of the night. This is happening frequently now but the Port has turned a deaf ear to residential complaints. There is no reason that the quietness of a sleeping neighborhood cannot be maintained by imposing some restrictions and obtaining concessions from the airlines during these critical hours.

N10-5

Another growing problem is the impact of planes on cell phone reception. When planes land in the space near my home, my cell phone calls are interrupted. Once the plane travels further, the call returns without my redialing. It is as if the call was suspended for about 20 seconds, but then resumed. It happens regularly when the planes are landing from the south, and traveling north to Sea-Tac to land.

I can even go for a walk with my dogs on the Campus Pointe neighborhood streets and have my phone calls are affected. I just have to look up and see a plane landing. In either circumstance, the phone goes silent until the plane travels further north, probably because it is no longer an obstacle to the cell tower transmission.

This problem does not happen when flights take off toward the south. It happens when planes land, because they all have to reduce their altitude as they approach SeaTac and that level somehow interferes with local AT&T cell towers. I have spoken to neighbors both in Campus Woods and along Mirror Lake. They are now noticing that planes are landing when their problems occur. I own property at SW 316th St and also near SW 327th St in Federal Way. Both locations have problems, but the one closer to the airport is worse. It is not just a matter of going to a different room in the house to get reception. It is due to the flight patterns and frequency of planes landing near our homes. Is the only solution a land line?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: EILEEN STRAUSS
Address: 32636 7th Ave S W
Federal Way, WA 98023

Port of Seattle

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N3-4

S4-11

I am very concerned about the relatively new route going over Burien for turboprops. The noise was not anticipated when we moved here, how can this be allowed? I am worried this route will be expanded for other types of planes making it worse.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MARSHA SUTTON
Address: 17224 SYLVESTER RD SW
NORMANDY PARK WA 98166

Port of Seattle

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N3-20

Please explore a new enclosed gravel
run up enclosure to reduce sound from those
tests

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MARSHA SUTTON
Address: 17229 SYLVESTER RD SW
NORMANDY PARK, WA 98166

Port of Seattle

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S4-3 S3-1 S6-8 N3-19 N10-31 N5-5

LOOKS LIKE EXPANSION IS INEVITABLE. MY CONCERNS—

- INCREASE IN NOISE AND TIME OF DEPARTURE AND ARRIVAL
- HYDROCARBON POLLUTION ON TOWNS BENEATH THE FLIGHT CORRIDOR
- USE OF MASS TRANSIT IN AND AROUND THE AIRPORT
- PORT AUTHORITY PROVIDED 1 GRANT YEARS AGO TO SOUNDPROOF HOMES IN THE DES MOINES AREA. RELOOK THAT OPTION. I-CSE WINDOWS INSTALLED ARE FAILING.
- Building Security into the Building Plan. Currently TSA is operating on what was originally a temporary solution.
- PUBLIC PERCEPTION OF PORT AUTHORITY – WE WERE TOLD THAT THE THIRD RUNWAY WOULD BE USED SPARINGLY – NOW IT IS USED REGULARLY – PORT AUTHORITY IS GOING TO HAVE TO OVERCOME THIS BELIEF IN THE ORGANIZATION.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Joe Teeples
Address: 1015 S. 233rd Place
Des Moines, WA 98198
Joeteeples@hotmail.com

Port of Seattle

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S3-4

It is wrong to approve NEPA OR Sepa without the Final Report on Ultra fine particle study. Why don't you study the Hyperloop & Bullet Train technology to reduce the need for jets? How much money $$$ should you set aside for the ↑ cancer, Respiratory, & Dermatological illness these jets emit? Who decided that state Reps would not be present at the START meetings?

S2-6

N4-3

S12-26

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Earnest Thompson
Address: 625 SW 189th St.
Normandy Park
WA 98166

From: earnest thompson
To: SAMP Public Comments
Subject: Jet fuel tank expansion
Date: Thursday, September 27, 2018 4:30:00 PM

SB-7 SS-3 S10-3

1.Building millions of gallons size jet fuel tanks above ground is very dangerous and puts thousands of people's lives at risk due to accidents, earthquakes or terrorist act.

2. Expanding this airport in any manner increases the suffering of the citizens who live within miles of this airport due to pollution .

3. POS Taxing citizens to pay for private enterprises and corporations facilities and thus increasing profits for these corporations should be investigated as a RICO activity. Shameful.

Sent from my iPhone

Port of Seattle

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Hyperloop!
Hyperloop!
Hyperloop!

02-6

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Message
Address: from the WORKing Class!

Earnest Thompson
625 SW 189th St.
N.P., WA 98166

We are everywhere!

512-20

HNTB Corporation
The HNTB Companies
Infrastructure Solutions

600 108th Avenue NE
Suite 900
Bellevue, WA 98004

Telephone (425) 455-3555
Facsimile (425) 453-9179
hntb.com

HNTB

September 28, 2018

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

Subject: SAMP Environmental Review Scoping Comments.

Dear Mr. Rybolt:

HNTB is an infrastructure solutions firm that assists clients with their largest and most complex projects by providing a range of professional services. HNTB is proud to have worked on some of the most significant public infrastructure projects in the region, including projects for the Port of Seattle, Washington State, the City of Seattle, and Sound Transit. In addition to the Port of Seattle, HNTB has had the privilege of working at nearly every large hub airport in the United States. HNTB is a member of Tomorrow@Sea-Tac, a coalition of business, labor and environmental communities, formed to help ensure that Sea-Tac Airport can meet customer demand and provide an efficient, reliable and comfortable experience for the next 20 years and beyond. The coalition's mission is to provide independent, third-party review and input to capital improvement planning at the airport, and to support the development and implementation of a Sustainable Airport Master Plan. HNTB is pleased to submit the following comments in response to the Port of Seattle and Federal Aviation Administration's request for comments regarding the scope of issues that will be addressed in the Port's Sustainable Airport Master Plan (SAMP) environmental review document.

HNTB believes Sea-Tac International Airport ("airport") plays a critical role in the economic and social well-being of the Puget Sound region and the entire state of Washington. While HNTB recognizes that the environmental review process must address legitimate concerns about how the continued growth of the airport will impact some segments of our community, we should also bear in mind that the airport is one of the most significant, important and uniquely situated regional public facilities. In sheer numbers alone, there are few if any other public facilities that so many members of the general public rely upon.

HNTB strongly supports a planning approach that will scale facilities and services to meet the projected passenger volume and demand at the end of the planning horizon, meeting or exceeding generally accepted customer service standards for airports at that point. HNTB believes this approach will ultimately allow the airport to more effectively mitigate impacts while ensuring forward compatibility, than planning and building to sequentially meet interim levels of demand and being forced to manage additional incremental construction phases.

HNTB believes the Port is right to consider ground transportation requirements as part of the environmental review process because decisions by other public entities will play a major role in determining the total impact of the necessary expansion of the airport to meet the needs of the region. The Port should seek the assistance of other regional public transportation agencies such as Sound Transit and King County Metro to analyze and address current and future ground transportation needs,

and to better integrate these services into the Port's operations and facilities. This will be one important way to mitigate transportation impacts and better manage future ground transportation needs of the growing airport.

To the greatest extent possible, technological developments should be considered and accounted for in the environmental review process. These may include progress in the development of more efficient aircraft, lower emission personal and public transit vehicles, and personal technologies that streamline the customer service experience and reduce the amount of time spent or energy consumed by passengers.

The Port Commission, the Port and airport leadership are all to be lauded for their demonstrated and firm commitment to reducing the environmental impact and setting the bar to make Sea-Tac airport the model of best practices in sustainability for airport operations in the country. This commitment should be recognized and the expectation of continued progress in this arena should be incorporated into the environmental review process.

Care must be taken to limit the environmental review to those impacts that are directly related to the planned expansion of airport facilities. The process may identify other potential impacts, such as increasing traffic volumes that result from the growth of the region but if these factors would occur with or without investments in new facilities at the airport, they should be considered outside the scope of potential mitigation requirements.

Finally, the environmental review must realistically assess the impacts of no action, such as increased congestion and additional emissions resulting from longer waits to enter or exit the airport property and parking garage, or the longer commutes that residents of neighboring communities may face if the expansion of airport does not move forward. Given the growth forecasts for this region, HNTB believes a "no-build Alternative" is neither practical, nor feasibly able to accommodate rising demand or capacity needs and would bring strong, negative economic consequences to our region.

Best regards,

James F. Thomson

James Thomson, PE
Vice President
Northwest District Leader

to have my house washed off every year; I have plastic siding. It's because of the amount of stuff coming out from the sky from the planes.

I'm worried about my health. I don't see any studies being published about the effect of the airport and the increase on my health. And I feel that the community has been consistently lied to. And there's no trust, very little, between the people and the Port of Seattle.

We need another airport; we need another runway to accommodate all of the changes that -- of the increase in the volume of the planes. But basically, I live daily with the roar of airplanes over my head, which affects my television reception, cell phone, computer reception.

So that's why I'm here.

HEARING OFFICER PHILIPSEN: Are you finished?

MS. MARKKANEN: Yes.

HEARING OFFICER PHILIPSEN: You're under time. Thank you very much.

MS. MARKKANEN: You're welcome. Thanks for being here.

HEARING OFFICER PHILIPSEN: It's a pleasure.

MR. THOMPSON: Hi. There's about three things that really -- two or three things that really concern me. One is, we have an ultrafine particle study being done at the University of Washington. That is due to be completed

sometime early next year. Until that is completed, it is completely contrary and contradictory and not in the public interest to conclude SEPA, EIS, NEPA studies by September 28th. You cannot make a rational decision until you have the data you need from the ultrafine particles study, in my opinion.

Secondly, we know that the airport, from previous studies done by the UW Public Health Department, indicate that if you live near the airport, you will die six years younger than the other persons. And that was considering factors and the variables included in that. We know that if you live in Des Moines or Burien you live in the 100th percentile of increased risk of cancer, respiratory disease, dermatological conditions, and other things.

There is a serious health component and environment component here that is not even being addressed. They are only talking about noise. Noise is the canary in the coal mine. The rule issue is pollution and increasing cancer and death rates as a result of excessive jet pollution.

So from my perspective, any discussion of that, of the September 28th deadline, should be accounted for. We need an extension of that. And the Port of Seattle has already told the mayor of Federal Way that it will not be extended. To my mind, that is just not only ludicrous; it borders on the criminal.

The last thing I would like to get in my three minutes is that there is only one solution to airport pollution, and that is Hyperloop. Hyperloop is the technology which is not science fiction; it is happening now. The first contract has been signed for these transportation systems to be built. There's one in California -- there's three in California; one of them is run by Elon Musk, another one by Richard Branson, and a third by another corporation. They have signed contracts over the first Hyperloop technology transport system in Abu Dhabi, Dubai, in the Middle East within three years to be operational.

As you know, Hyperloop technology is able to carry roll-on cargo containers straight off the ships as well as people. It goes at over 700 miles an hour. There is no problem with pollution; there is no problem with noise, and it is the only solution that will answer our problems here.

For any other further questions, be sure to ask Ernest Thompson at 625 Southwest 189th Street, Normandy Park, your friend, anytime.

HEARING OFFICER PHILIPSEN: That is your address?

MR. THOMPSON: Yes, that is my address.

HEARING OFFICER PHILIPSEN: Do you have an email address?

MR. THOMPSON: Yes, I do. My email is

Port of Seattle

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N3-1 We have definitely seen and [redacted] sizeable increase in air traffic over the years. Have the planes been flying lower? We can almost touch the planes they seem so low!?

N5-1 N3-6 With the increased traffic, my house windows are being shaken to the point of waking my kids up (8 + 5 years old) at night. Is there any compensation for the added insulation needed to dampen the noise?

N16-2 Are there fuel dumps happening over my neighborhood? There have been many planes flying over us with mist coming from the tail area

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: John Schindler
Address: 27021 12th Ave S.
Des Moines, WA 98198

Port of Seattle

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S8-3

The environmental review document must identify areas where low income & minority residents reside & analyze disproportionate impact by airport operations.

Environmental justice must be a factor in the environmented review, otherwise it is incomplete.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Austin Smith
Address: 702 SW
Colewood Ln
Normandy Park, WA

Port of Seattle

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S12-1

Firstly very disappointed in the lack of knowledge of the staff of Port of Seattle had. The public appeared to be more on board than the Staff at some booths. Every question was responded by "give us your feedback". A few knew some of the basics.

S12-2

I was amazed to hear how many Studies are to be done at tax payors expense. We all know what happens to these Studies if they don't fit "the plan". When I asked if there were plans to step the planes up because noise I was advised they were supposed to [illegible] would look into it. That was [illegible]

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: JILL TINKER
Address: 916 S Marine Hills Way
Federal Way,
WA 98003

Port of Seattle

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S12-14

2 Concerns –
1 – Improved space/shading area for people going through security
Include consideration of "time in line", access to restrooms and water

S12-15

2 - Must improve in-Terminal movement plans for elderly and others who would have difficulty getting from International to new, planned domestic gates

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: David Toner
Address: 305 SW 312th St.
Federal Way WA
98023

Port of Seattle

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S3-1 S4-3

As air traffic increases with the airport's improvements, I am very concerned about air quality and noise. Air quality needs to address both at the airport and in the communities under the flight paths. With more flights, these communities have more risk. Same with the noise analysis.

S12-14

Also, in the design, please give ample consideration to handicapped accessibility. Moving walkways, elevators, close-in drop off points. Thank you.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Eden Tower
Address: 305 SW 313th St
Federal Way, WA 98023

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S11-18

While I understand that the project expansion will occur w/in Port (Property) Boundaries, I am still concerned that people who live outside (but near) port property might experience negative impact on their quality of life (air, noise, etc) and their property values. What was once undeveloped port property may become someone's back-yard horror.

How will the expansion impact those of us a couple (or more) ft. miles from the airport with regard to our quality, home values, etc.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Debra Valpey
Address: 18225 Terrace Ct. SW
Normandy Park, WA
98166

From: Kenneth Van Gerpen
To: SAMP Public Comments
Subject: AIRPLANE NOISE
Date: Friday, September 28, 2018 6:59:09 PM

N3-2

I live in Kenmore, WA. My only comment is that since everyone in the greater Seattle area benefits from all the air traffic, we should all share equally in the noise pollution equally as well. I have heard that it is more efficient to route planes in their current patterns but I think we all know that with the current technology (let alone the existing technology in AI which is more advanced but not yet available) a more equitable distribution of the noise is feasible, available, morally responsible, and can be achieved without preferential treatment.

Kenneth Van Gerpen
18522 6nd Ave, NE
Kenmore, WA 98028

Sent from Mail for Windows 10

which should determine the extent to which it would result in a lower environmental cost or degradation than the 30-plus projects in the proposed SAMP would create.

Sincerely, Marine Hills Airport Noise Health Impact Steering Committee. And the signatories will be on this letter: David A. Berger; Chris Hall; Steve Lewis; Ray Miryekta, M I R Y E K T A; Kurt, with a K, Moss; Susan Petersen, that's P E T E R S E N; and Gigi, that's G I G I, Sather, S A T H E R.

And again, once I get the final signatures, I will submit this letter through the U.S. mail to Mr. Rybolt.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

With that, I'm officially opening your portion of the oral comment session of this scoping meeting. You have three minutes and I will time you.

MR. WACHTEL: Okay. First thing I would like to bring up is that a New York State senator is currently calling for changes to the flight plan pattern at LaGuardia Airport after a study found the noise it generates could reduce the life spans of some Queens residents by about one year.

The study was conducted by researchers at Columbia University's Mailman School of Public Health and published in the August 15th issue of the International Journal of Environmental Research and Public Health. I would like to

see this study include an analysis of that study in its publication.

Next, the impact on human health and the environment must be analyzed under applicable federal state laws. Test analysis and published results must be done before any increase in flight operations or airport expansion. Testing for the toxic chemical thorium must be included in the testing. Thorium is an indispensable tracer of airport emissions unique to airplanes versus diesel engines.

The Council on Environmental Quality, CEQ, Regulation 1508.27 refers to major federal actions affecting the quality of human environment. The regulation says that short-term and long-term must be considered -- in other words, impacts must be considered in the context of time, quote, intensity, unquote, is part of the -- is the severity of potential impact in context. The regulation directs agencies to consider adverse impacts to human health and safety. There are health and environmental studies currently underway, such as, but not limited to, the University of Washington Ultrafine Particulate Study Phase 1, and the Washington State budget proviso, Sea-Tac Airport impact study currently being managed by the Department of Commerce.

The results of these studies and any recent studies need to be included in the Port of Seattle's SEPA and the

I-3

FAA NEPA process.

I would direct this study to evaluate the paper "Evaluating Particulate Emissions From Jet Engines: Analysis of Chemical and Physical Characteristics and Potential Impacts on Coastal Environments and Human Health" by Karleen A. Boyle.

Finally, there have been no studies of substance in over six years as to the impact environmentally and health-wise of the growth of the airport and the high increase in traffic. I have analyzed enplanements and I have in front of me the 2015 enplanement schedule, which shows 14 airports as being the busiest in the United States. Of them, Sea-Tac, at 3.9 square miles, is the eleventh busiest airport per size, while it is the ninth busiest airport in the United States. And it is exceeded only by Los Angeles International Airport and Atlanta Jackson International Airport.

I cannot see how they can expect to double this airport's operations and maintain operational safety that will prevent a catastrophe in the local area. And I would like this matter addressed and published.

Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

MR. WACHTEL: Do I have to go through you again?

HEARING OFFICER PHILIPSEN: No.

MR. WACHTEL: Okay. I'd like to bring up a couple of points.

The environmental review being presented is a piecemeal process. The entire project goes to 2030, that is the near-term and the far-term. And the Near-Term Project only goes to 2027, and that is the part that we are examining at this time. This separation has been used before by the airport to avoid scrutiny on what they're actually doing for the totality of the project. 11-10

It appears that the Port is attempting to conceal the fact that the long-term and far-term projects are part and parcel of one objective with one outcome, which needs to be examined as one project/entity. If the Port continues to only do an environmental analysis of the Near-Term Projects, then it is reasonable to foresee that the City could argue that the analysis that is done is incomplete.

Final comment is that the Port should, rather than investing a billion dollars in trying to create the operations at the extreme level of the operation spectrum, support the location and selection of a new site for a second airport. 12-1

That's all I have. Thank you.

HEARING OFFICER PHILIPSEN: Now you have the floor and I will time you.

From: Debi Wagner
To: SAMP Public Comments
Subject: additional information
Date: Sunday, September 16, 2018 11:08:42 PM

Hello:

Two more articles on noise and emissions to add to my previous comments. These public health reports have been received today and the links are copied below.
https://www.theguardian.com/environment/2018/sep/16/air-pollution-particles-found-in-mothers-placentas?CMP=fb_gu

https://thequietcoalition.org/aircraft-noise-kills/

51-1 The evidence on the public health harm to residents living near airports and in flight paths seems to be mounting. These revelations add to the urgent need for thorough, robust, verifiable human health science based investigations.
Debi Wagner

HEARING OFFICER PHILIPSEN: That's all you need to do here.

MR. BEEMAN: I mean, in the whole thing. I thought there was going to be a meeting. We were misinformed.

HEARING OFFICER PHILIPSEN: Well, you might say it is a meeting, but this is one part of it, where we take your comments and record them. But there are exhibits in there with people to answer questions and --

MR. BEEMAN: I understand.

HEARING OFFICER PHILIPSEN: Mr. Weir?

MR. WEIR: Yes.

HEARING OFFICER PHILIPSEN: You have three minutes.

MR. WEIR: I'm Keith Weir. I live at 21034 Second Avenue South in Des Moines on the north hill; new resident there. Formerly lived in Gregory Heights in Burien for 22 years. Just a little concerned when we initially moved in. I'm not one of these -- I live by an airport, but with the introduction of the third runway and the increase in flight patterns and the frequency of flights as we live there got progressively louder and noisier. And we did move to Des Moines, I understand. I'm up on the north hill and we have a view and it's beautiful and wonderful, but with the increased flights and everything, comes increased air

N5-2

pollution; audio, you know, noise. And I just have some concerns about the water quality for the creek flowing out into the Sound with an increased capacity of flights and what will be done with fuel-management runoff, things like that. I know Miller Creek has been impacted greatly by the runoff from the runway over the years.

N8-1

So that's my environmental -- with a little bit of concern on that. And I do have three children I'm raising, as well, so their little lungs, and my neighbors', as well.

On another front, in the long-term on these projects, looking in there, there's quite a long list of work that looks like it needs to be done to upgrade the airport and get it ready for this increased capacity. At the Burien City Council meeting, somebody did their math and said that it looked like an increase of about 465 flights a day over what is currently flying. All that capacity and demand needs to be met somehow; that equates to construction projects.

S12-9

I am an electrician, and I would prefer that the Port look at implementing a master community workforce agreement to cover all of these projects under one envelope so opportunities are made available for residents of the community to either get into an apprenticeship or get into a pre-apprenticeship and be able to be made ready to become an applicant for a living-wage career in the construction

field. We work with the skills center and Highline Public Schools and other school districts to make sure that children have an option other than college which actually provides them a pathway to a living-wage career. So we've got kids that can -- that may not be on the college path that can, in five years, go from earning zero to earning $80,000-plus a year with benefits for their families without college debt and the burden of that.

So with that, I would just strongly encourage the Port commissioners to look at these upcoming projects and be smart about their allocation and make sure that we have an overarching agreement that makes it a level playing field for all and provides opportunity and pathways.

HEARING OFFICER PHILIPSEN: Thank you, Mr. Weir.

Okay. Ms. Oliver, you have three minutes.

MS. OLIVER: Thank you.

I have lived here for almost 16 years. These last nine months have been life in hell because of the environmental effects of the airplanes going over my house. I sometimes have them every 20 seconds. It's so noisy, you can't hear -- you can't hear another person talking; you can't hear yourself think; you can't sleep. You close all the windows; it doesn't matter.

So you get no rest; you get no time to focus on

Port of Seattle

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N2-5 N2-6 N3-1 N3-3 N3-7 N12-4

x) I have concerns about air quality, surface water runoff in to Miller Creek & adjacent water bodies

→ Noise level concerns (Will the Port have a more robust package to mitigate levels within homes, schools & businesses?

(x) Workforce & Economic Development → I encourage the Port of Seattle adopt an over arching Community Workforce Agreement for further expansion and infrastructure projects @ the Ports properties (including Airport & seaport)!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

– Keith Weir 9/10/2018

FROM (Please Print):
Name: Keith Weir
Address: 21031 2nd Ave S.
Des Moines 98198

1

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S12-9

1) CWA's offer pathways to a solid middle class life, by offering residents opportunities to the Construction Careers available on Port projects.

Through pre-Apprenticeship & Apprenticeship programs, The Port can be a partner in the strongest Economic & Workforce Development tool, that is proven to lift all boats. We have decades of success stories, and we can offer careers that won't cost individuals any $ or leg to finish a pathway to a living wage career.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Keith J Weir
Address: 21054 2nd Ave S.
Des Moines, WA. 98198

2

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S11-5 1.) This Scoping Period Has Been Open Since July 2018
The 1st Meeting For Citizen Input Is Just 18 Days From
Comments Closed 9/28/18
Why Wasn't Local Citizen Input Sought Before This Time?

S2-3 2.) Hard As This May Be, But, Given Geographic Constraints
Perhaps Not All Projects Are Feasible Or Achieveable

S2-4 3.) Focus On Making The Airport FAA Compliant Before
Planning New Projects

A10-2 4) As A King County Tax Payer, STIA Presently Has
Too Many Open Projects Over Budget And Behind
Schedule And The Response To This Is Hire More
People And Start New Projects

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Mike Welch
Address: 2947 S. 296th Pl
Fed Way

Port of Seattle

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S4-3

The changes and improved efficiencies provided at the new South will create more air traffic & more noise. The airport needs to take that into account. Airplane noise creates stress for people when they can no longer enjoy the outdoors and their property. Children cannot learn as well if their classes are interrupted by noise.

N3-5

SeaTac needs to impose noise standards for the airplanes that use the airport. The Port needs to minimize flight to ~~from~~ of big cargo planes and put curfews into place. Flights over residential areas must be minimized as much as possible, and those that do fly over residents areas need to be higher. Past operations did not have airplanes flying as low as they currently are. These are the changes that would improve life for the residents who find themselves unlucky enough to be under current flight paths.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Neva Welch
Address: 4757 SW 315th Place
Federal Way WA 98023

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N3-6

The disruption of nighttime sleep is already too severe. It can only get worse if traffic increases as projected.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: ROBERT WESTLI
Address: 601 27TH #205

Port of Seattle

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S12-18

S6.8

Flying is not fun! The airport in July of this summer 2018 was atrocious. Too many people in the check in TSA area etc We were told by TSA (when we were denied) that we were in wrong area We were directed to retrace our steps and go to the S TSA line then up/down stairs to our N concourse & then to train to gate It was very hard to traverse these miles of hallways It was definitely a back & forth push way. We live in Des Moines & planes are taking off & landing every few minutes. Can not imagine 500 more planes, + people, plus traffic etc. Seattle Tacoma needs Alternate airports now or next.

Submit comments to:

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Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: VIRGINIA WEIR
Address: 601 S 227th #205S
Des Moines, WA 98198

your name.

MS. WHITE: Okay. My name is Susan White. And so I was on the Des Moines City Council for eight years when we fought the third runway, so I feel kind of historical in this, to a degree.

So my opinion is, at the time it was unfortunate that we didn't cite another regional airport because that is needed. I mean, I think Sea-Tac is at its maximum capacity. The impact it's having on the community now is a bit dire: a lot more airplane noise, flights coming in lower, the environment. N1-1

My grandchildren go to St. Phil's, which is a private Catholic school, but the airplanes are every day over there and one after another. Do I worry about the environmental -- the stuff that's going down perhaps harming them? Yeah. As well as a lot of other -- like cancer, health, and all this. S5-3

So on the other hand, I don't want to just be this person that is just -- it's happening. So what can we do to be part of the solution? I think that's where the -- you know, a give and take, somehow, with the Port of Seattle, not just this dog fight that is -- makes everybody mad. I just think it's not going to stop the growth in the airport; it's happening. I hope they find another regional airport or realize that they can participate in our community in S2-1

some positive way, whether it's with the schools and flights and different ways they can take off and impact our community so detrimentally.

And that's kind of the way I feel. If there's anything as citizens we can do to engage more -- this is good. But I think there's a lot to address on the impact of south King County, which has always kind of been a dumping ground for a lot of stuff, in my opinion, just living here for all that time.

That's kind of all I have to say. I'll submit my comments.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

MS. WHITE: There you go.

HEARING OFFICER PHILIPSEN: Very good. Thank you.

MR. AZZAM: My turn, right?

HEARING OFFICER PHILIPSEN: Your turn.

MR. AZZAM: Okay. My name is Wasim Azzam. I've been living in Federal Way for the last 27 years. I moved houses ten years ago. I now live in the Marine Hills on -- in the flight path, which was not really directly a flight path when I moved in ten years ago.

Recently, life has been changed to the worse because of the airport noise -- the airplane noise. We can't use the patio, we can't use the backyard or the front yard; we can't

From: Gerry Wieder
To: SAMP Public Comments
Subject: SAMP additional quesion
Date: Wednesday, September 19, 2018 3:25:10 PM

SY-44

Why does the FAA/EPA insist on using a non-standard metric in measuring aircraft noise? DNL is a purely arbitrary measure. DdB is the universally (WHO, CDC, etc) measure of noise that contributes to ill health.

Thanks.

Gerry Wieder RN

Gerry Wieder, R.N.
(206) 234.8384
This email and all that it contains is personal and confidential. If you are the unintended recipient, please ignore and delete it. Please consider the environment before printing this or any other electronic message.

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N3-1 It's my impression that flights are coming in much lower than they did when I bought my house in 2009 – neighbors explained to me that this was due to the Greener Skies Initiative. The planes are much louder, much closer, and they bother and wake my dog inside the house.

N5-2 I also feel like we are using the third runway all the time, instead of just when weather conditions are bad.

N3-1 Tonight I was told that part of the increase in noise is the much larger aircraft.

S2-1 I feel like we should have begun looking for regional solutions 15 years ago and started making Everett a robust commercial airport. Ten years ago South Park was a liveable neighborhood.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Kendra Wight
Address: 1218 S. Sullivan St
Seattle WA 98108

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Re: Requirement/Priority for run-up test enclosure

N3-6, S4-3

SEATAC must be environmentally world-class — without compromise for our constrained space. I hear the current tests — they are very disturbing, particularly in the early morning — and the demand for them will only increase as the sector continues to grow.

N3-2

What to do: prioritize, vs. other users of space (cars, cargo), a state of the art run-up test facility: Install a 3-side noise-abatement enclosure for run-up tests.

thanks!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Andy Wilson
Address: 17229 Sylvester Rd SW
Normandy Park WA 98166
email: wilson.tandrew@gmail.com

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SW-10 NB-1 SW-2 SW-3 SW-10

My concern is expansion in overflights over Burien.

① This is a common concern — yet no representative from FAA ATC was here tonight. Everyone just says "we can't control this — it's the FAA". This is poor community relations — you must have ATC at the meetings.

② I oppose the new Q-400 turboprop take-off flightpath under north flow. This violates the long-standing prohibition on overflights of residential areas. It totally detracts from our quality of life, and reduces our home value. I am also very concerned and opposed to the lack of community outreach before this flightpath was established, and very concerned that it can be upgraded to jet traffic.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Andy Wilson
Address: 17229 Sylvester Rd. SW
Normandy Park WA 98166

email: wilson.fandrew@gmail.com

From: Doktor Zeus
To: SAMP Public Comments
Subject: SAMP NTP ENVIRONMENTAL REVIEW
Date: Friday, September 28, 2018 11:51:36 AM

NEPA EA AND SEPA EIS
PUBLIC SCOPING MEETINGS
SEATTLE TACOMA INTERNATIONAL AIRPORT

Paul Wilson-Grills BSN MN
1121 SW 317th St
Federal Way, WA 98023
206-595-5413

09/28/2018

Attn: Steve Rybolt
Port of Seattle
Aviation Environment and sustainability

I am writing to you as one of many thousands of people impacted, often profoundly, by noise from aircraft using SeaTac airport.

I believe current airspace management and air traffic control arrangements are unacceptable and undemocratic; in my view they amount to a serious failure of regulation and an abuse of government policy. My community is deeply frustrated by what has happened to them: we feel ignored, angry and persecuted. I have collectively lost confidence in the ability or willingness of the aviation sector - both regulators and businesses - to address the issues that impacts us.

But I believe these issues can be addressed, using the technology now available, if the parties are brought together and required to discuss, develop and implement solutions. I am not a NIMBY. I fully recognize the benefits that the aviation industry brings but a key theme of this letter is that fairness must be paramount in deciding on flight paths, with proper account being taken of communities' views. I hope you will work with us to explore and put in place a new set of regulatory and operational arrangements designed to reduce, minimize and fairly distribute aircraft noise. This has, I believe, the potential to achieve a major and badly needed step forward in responsible, community friendly, aviation policy.

N3-2

I emphasize that the issues raised and proposals in this letter relate solely to the current operations of SeaTac airport. Current policy and regulation Current airspace management policies, and the associated regulatory arrangements, are complex, multi-faceted and highly technical. They are barely penetrable by lay people impacted on the ground, like most of us. To some extent this may be inevitable. But it has contributed to an environment where consultation and communication with communities, whether it takes place at all, is not fit for purpose.

This was widely acknowledged by many government personnel, and should be addressed; I return to this fundamental point below. It is clear that some "airspace changes", such as in the make-up and classification of controlled airspace, require the consent of the FAA and are subject to a change process and consultation. But the FAA has taken the view that other changes, such as the routing of aircraft through blocks of airspace by air traffic controllers, do not require consultation or consent. These arrangements make no sense to my community: consultation is required for changes that have little impact on the ground, such as to standard arrival routes to nominated holds all of which are at over 7000 feet above sea level (AMSL); but no consultation is apparently required, and the

FAA takes no interest, where a permanent vectoring procedure is altered, below 4000 feet, however significant the impact on communities, tranquility, health or property values. The FAA is patently failing to play an active role in balancing the interests of local communities and relevant stakeholders with those of the aviation industry that regulation expects it to. It is particularly failing to implement the aspects of your guidance which require the noise impact of aircraft and the number of people on the ground significantly affected by it to be the environmental priority from the ground to 4,000 feet (AMSL).

N3-1

At SeaTac, for example, communities previously unaffected by aviation noise are now suffering up to 12 hours of unremitting departure noise daily, without consultation, to achieve marginal gains in fuel and emissions. Airports and air traffic controllers have taken advantage of this position to change vectoring practices and narrow the swathe over which arriving aircraft reach their final approach. This will clearly benefit the aviation industry. It will enable airlines to save fuel and allow more aircraft to use airports increasing their revenue or operate with more resilience. But they have taken no account, and are not required to take account, of the significant increase in noise for those under the new routes, who suffer numerous consequential effects including on health and asset values.

This is wholly uncontrolled behavior, by unaccountable monopoly businesses; a clear case of regulatory failure that has led to an unacceptable balance between the commercial interests of the aviation sector and its customers and those of local communities. Gains for the industry, which are frequently marginal and unproven, should not be at the expense of the quality of life of local people! This complete absence of proportionality would be unthinkable in any other part of the economy and should not be tolerated in the aviation sector no matter how distinctive and valuable it is. I would welcome your lead in addressing this failure.

N3-1

The flight path changes introduced by air traffic controllers and the airport fly in the face of the Government's long established goal to limit and, where possible, reduce the number of people significantly affected by aircraft noise. It is clearly a good thing to reduce the number of people significantly affected by aircraft noise if that can be done without materially adversely impacting others. It is quite another thing to create persecuted noise ghettos, and the government should not allow itself to be associated with such a policy no matter how politically attractive. It is simply not consistent with core American values. Secondly, the changes that have been made, in my view, have clearly increased the number of people significantly affected by aircraft noise.

The Lakota/Twin Lakes neighborhoods in Federal Way, WA is becoming one such noise ghetto.

In the last few year many people who were somewhat impacted by aircraft arrival noise (but few were significantly impacted) to one where many are significantly impacted by a constant stream of aircraft, hour after hour, day after day. A new class of significantly affected people has been created, in the name of the government's policy, with no consultation or redress. Taken together, these factors have led to a position where there is no trust - and an increasing standoff - between airports and air traffic control organizations on the one hand and over-flown communities on the other, with the regulator standing to one side unwilling or unable to act.

The government and its regulators need to consider new and innovative approaches to regulation and work with the industry to innovate in noise management techniques. There is no sign that this is happening currently.

I propose the set of measures described below. Taken together I believe these would send a powerful signal to my communities and others impacted by aircraft noise that the government recognizes their concerns and is willing to work with them to find mutually acceptable solutions. This would, in my view, represent a very significant step forward in aviation policy.

Changes anticipated:

N3-1

1. Announce that the government will seek to ensure, if necessary through new legislation or Directions, that: aircraft noise will be progressively and materially reduced; noise impacts will be dispersed and minimized and meaningful public consultations will be undertaken.

N3-2

2. As a specific component of 1 above, direct the FAA urgently to research and trial the potential for using Performance Based Navigation (PBN) technology to achieve the maximum dispersal of flight approach paths without using merge points and the maximum dispersal of flight departure paths within Noise Preferential Routes, with the full involvement of impacted communities

3. Pending the implementation of 1 and 2 above, require the industry to reverse all vectoring.

N3-2b

4. Ensure that the industry uses PBN to achieve the greatest possible safe height with smooth Continual Descent Approach / Continual Ascent Departure at all times, and require the FAA to police this and report on it periodically.

N3-3

5. Amend your Department's Guidance to the FAA to make clear that noise and noise shadow minimization is the primary environmental consideration in the design of all arrival and departure routes up to at least 6,000 feet (AMSL), and requires it to report periodically on its implementation of this Guidance.

6. Review regulatory and contractual arrangements in the aviation sector, particularly those involving airports and air traffic control organizations, to ensure that they contain appropriate incentives to reduce and disperse noise on the basis set out above, with meaningful financial and other license sanctions where this is not achieved.

N3-3B

7. Require airlines immediately to address the debilitating cavity whine caused by certain aircraft.

N3-4

8. Develop, launch and generously fund a community-oriented program intended to achieve radical change in the culture of the aviation industry towards the noise (and other environmental damage) it creates and the outcomes it achieves. This could, for example, play a key role in: far more intensive noise monitoring; honest, audited, complaint reporting; the development and dissemination of best practice noise management amongst airlines; and accelerated research into options that would keep aircraft higher for longer, such as steeper ascent and descent paths.

I very much hope you will work with us to achieve the significant change needed properly to balance the interests of impacted communities, the aviation industry and those who use its services, through the actions proposed above.

Paul Wilson-Grills BSN MN

From:	Marjie Witman
To:	SAMP Public Comments
Subject:	environmental comments
Date:	Thursday, September 13, 2018 5:59:16 PM

I live in Des Moines near the current flight plans to and from Sea-Tac airport.

S4-3 The noise from flights has been increasing during the past several years, so I hope that the Port of Seattle seriously conducts an environmental impact study on noise for residents. Perhaps the study could also include providing funds for noise-protective windows in houses and condos impacted by flight noises.

S3-1 Also, I am concerned about debris and exhaust from airplanes. My balcony often has a sticky film and dirt needs to be wiped and cleaned. I also hope that the Port's environmental impact study will assess current air quality in Des Moines and other areas near Sea-Tac airport, as well as projected air quality if the Port expands and adds more flights.

S5-3 Public health of residents near Sea-Tac airport is important in considering any expansion of the Port.

Thank you for your consideration.

- Marjorie Witman, MN, FNP
601 S. 227th St., #410 - S
Des Moines, WA 98198

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.
Comments must be received by September 28, 2018.

Hello - I live across the street from the North city limits of Burien, so I'm in Unincorporated King County. I've lived in this house 25 years, but only in the last 3-4 yrs has my property bee subject to continuous fall-out of blackish particulate from the a due to increased plane activity / 3rd runway. This particulate dro on my driveway, roof, patio, deck and anything outside, but als on my window sills and blinds inside. I am constantly wiping of ord door table/chairs, scrubbing deck, sweeping patio & drivew When dry it looks like gunpowder; wet it turns sticky & black Every slight depression fills with it and it's non-. This is no right and should stop. Plane emissions need to be curtailed. I am very concerned re: the cumulative effect of this pollution. And I breathe it every day. How about testing a sample at an independent lab? I'd split the cost with you.

N2-1 / N5-1

N2-2

Sincerely,

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Marcia Wollam
Address: 11259 10th Ave S.W
Seattle, WA 98146
mailing address: P.O Box 66580
Burien, WA. 98166

email: hnrmmw@gmail.com

Port of Seattle

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N3-5

S5-1

Noise protection has to be to limit the hours of operation at night. Even Frankfurt and London Heatrow and all the other hondon airports have no planes allowed to land prior to 6:00 a.m. and therefore nothing between 1:00 am and 6:00 a.m. so at least 5 hours of quiet per night.

This study and the outcome is supposed to consider ~~[illegible]~~ impacts on the community. Flights at night are not any benefit and cause many health problems and learning difficulties.

This aspect must be studied as part of this

Submit comments to:

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Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Andrew Wood
Address: 911 S 294th Place
Federal Way WA
98003-3714

Port of Seattle

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112-1
53-4

Air Quality: The location of the airport means that flights every 90 seconds deposit particulates on to everything below it. This SAMP has to include in the study what the impact is of eating vegitables that have been under this flight path for many months being dumped on by these foul air particles.
I want to know if I am poisoning myself.
The study should include this.

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S2-1

The growth in SEATAC should illustrate that the airport is not large enough to cope with predicted growth. To continue to push more traffic into an area that does not have the infrastructure to handle the traffic is wrong. I realize that political issues come to play. The Port of Seattle will make no revenue from an Airport placed in an adjoining county. This is also true that the port commissioners would not oversee a port not in King County.
Denver found a remote location to place an airport. This should be a part of this SAMP. Not just alternatives for how SEATAC can handle the traffic. If the Port of Seattle runs this study how can this be part of the study. Place the SAMP as part of WA state.

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Seattle, WA 98168
SAMP@portseattle.org

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S4-10

Environmental issues do not seem to consider the approach or frequency of flights.

N3-15 N3-16

The landing approach and take off angle should be steeper (in the 3° to 5°) recommended not like runway 34L which is 2.75° and outside this limit. Heathrow airport has steeper landings.

N3-2

The noise at my house is worse on landings than take off, but I still find it wrong that when we have a huge patch of water, that will not complain, what most planes take off and fly the runway heading (is it because it is just so much easier for air traffic controllers?) landings do not have to lock onto the ILS so far out and could turn much later which I have seen elsewhere as I have been on the plane.

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S11-12

The area for noise study ends about a mile from my house. This was set by the state. This was set years ago when planes were not the size they are now or as frequent. This has to be extended to cover a much wides area – 12 miles from the airport – rather than 6 would be more appropriate.

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S2-7

(1) The SAMP appears to be too limited. This study shows airport growth and assumes that this can only be handled by adding more flights. If we really want an advanced economy we need to have high speed rail as an option. (This is the norm in China, Japan and Europe). Airports have been limited to provide travel for 800+ miles. This does not seem to be a consideration in this option. It is closed minds because this is not a normal option in the USA

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Seattle, WA 98168
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FROM (Please Print):
Name: Andrew Wood
Address: 911 S 294th Place
Federal Way, WA 98003

Public Comment

To:

The Port of Seattle Sustainable Airport Master Plan Environmental Impact Statement

The FAA in preparation of an Environmental Assessment

Submitted by: Debi Wagner

Highline College Public Scoping Meeting

9/10/2018

Table 1: List of Environmental Impact Categories in FAA Order 10501.1F

	Environmental Impact Category
1	Air Quality
2	Biological Resources
3	Climate
4	Coastal Resources
5	Department of Transportation Act, Section 4(f)
	Environmental Impact Category
6	Farmlands
7	Hazardous Materials, Solid Waste, and Pollution Prevention
8	Historical, Architectural, Archeological and Cultural Resources
9	Land Use
10	Natural Resources and Energy Supply

	Environmental Impact Category
11	Noise and Noise-Compatible Land Use
12	Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
13	Visual Effects
14	Water Resources
15	Cumulative Impacts
16	Irreversible and Irretrievable Commitment of Resources

AIR QUALITY

Air quality has not been assessed. A Memorandum of Agreement between EPA, Department of Ecology, Puget Sound Clean Air Agency and the Port of Seattle in 1997 was to monitor the air quality of the Sea-Tac Airport area post 2010 (see attached) due to predicted modeled exceedances of the NAAQS. This was to occur prior to construction of conditioned elements of the ALP. These proposed future improvements such as the new terminal and landside developments are planned along with other segmented developments such as hardstands and international facility improvements and no compliance certifications have been issued. No monitoring is planned. This monitoring should include the analysis of chemical composition of the soot, debris that was included in the MOA but not completed due to funding restraint.

17-41 V

The consultant working on the Sustainable Airport Master Plan (SAMP) has provided air quality data from the EDMS and AEDT model. The EPA also models the same operations for each year analyzed. Below is a table created by EPA showing the consultant (in white) and EPA analysis (in yellow) for 2014 using the same model and FAA supplied operational numbers.

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)											
	NO_x	NO_x	VOC	VOC	CO	CO	SO_x	SO_x	PM_{10}	PM_{10}	$PM_{2.5}$	$PM_{2.5}$
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	53	8	52
APUs	72	48	5	4	48	43	9	7	22	6	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3	19	3
Stationary Sources	17		1		12		0		1		1	
TOTAL	2,019		326		3,681		188		51		50	

N2-8

The differences between these estimates have not been explained. For the third runway analysis, these same problems permeated the modeling. When looking at emission data input from the third runway analysis, it was clear the consultant had manipulated the data to obtain a predetermined outcome of compliance. The consultant failed to estimate any particulate data for all jet operations. All defaults were set to zero. The consultant cut emission data from EPA published rates and used lower than standard operations time in mode. It is not fully understood by me at this time, and to what degree, that falsified data has impacted public health and the environment that would have otherwise received mitigation.

CLIMATE CHANGE

N1D-1 / N2-9

The consultant has provided data on carbon dioxide emissions in the Air Quality Baseline Preliminary Draft dated September 2017 for 2016 annual emissions. CO_2 is listed at 396,306 metric tons per year. Yet the Port of Seattle Energy and Sustainability Committee estimate from 2015 is 5.4 million metric tons per year. The difference between the two estimates are due to the consultant using a fraction of the Landing/Takeoff cycle rather than total fuel pumped. This leaves a majority of the carbon dioxide emissions unaccounted for. Since climate impact is a global concern, honesty and accuracy and taking responsibility for the total global climate impact is essential to understanding the significant impact the aviation sector has on planning and mitigation. While trees are the only current mitigation for aviation produced CO_2, it makes no sense the FAA has allowed the significant removal rather than topping 3,000 mature trees around the airport.

S3-1

The total climate change impact of the airport expansion will be significant. Sea-Tac is currently producing 25% of the county's climate change emissions. While the county is reducing emissions, the airport plans to double its impact. Ninety percent of the climate impact of the airport is due to jet operations. The Port of Seattle proposes reducing the remaining 10% of climate emissions by 3% or less over the next 18 years while doubling the 90%. None of the estimates consider the higher contributing emissions of nitrogen oxides, methane or black carbon. The imbalance in offsetting the impact could push Sea-Tac to half the county total by 2034 considering the increase in operations and reduction strategies in other sectors. This scenario will undo and even surpass all gains in every other sector.

Table 13
BASELINE (2016) CONDITION AEDT ANNUAL EMISSIONS

	SHORT TONS OF POLLUTANTS (2016)

EMISSION SOURCE	NO_x	VOC	CO	SO_x	PM_{10}	$PM_{2.5}$	CO_2 *
Aircraft Engines	1,775	261	1,455	162	13	13	396,306
APUs	40	3	33	5	5	5	-
GSE	370	94	2,769	19	25	25	-
Stationary Sources	18	1	12	0	1	1	-
TOTAL	2,267	379	4,841	190	48	47	396,306

ENVIRONMENTAL JUSTICE

5.1
5.3

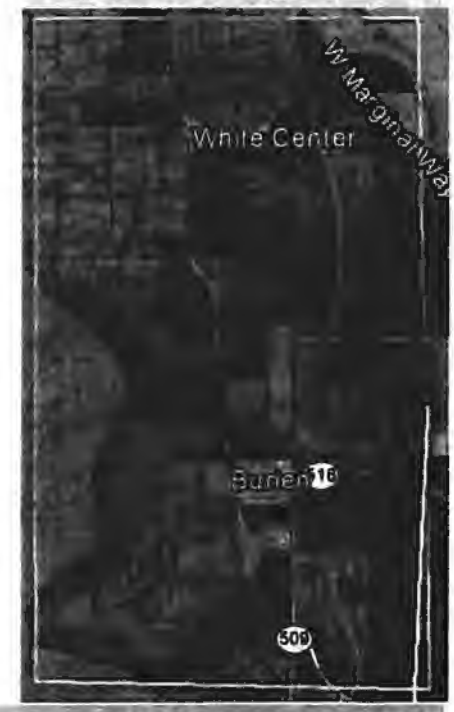
Health disparities in the communities surrounding the airport have been evaluated by the State Department of Public Health. Findings of disproportionate, high and adverse consequences exist in these communities. Currently, respiratory and brain cancer cases are higher than average when compared to King County and asthma in 98168 is statistically significantly higher than average when compared to county, state and national levels.

Environmental Justice (EJ) eligible community has been identified by FAA in their June 2017 Preliminary Environmental Analysis (PEA). The Interagency Working Group on EJ Methodologies March 2016 outlines numerous items for analysis that have not been discussed in any detail in the SAMP planning process. Cumulative impacts to these communities of noise and emissions along with health impacts have not been analyzed. Past, present and reasonably foreseeable impacts have not been addressed. Unknown risks should be evaluated.

(From the PEA)
Figures 5 and 6 shows the areas in which Environmental Justice (EJ) may be a concern within the Study Area. This data was pulled using the U.S Consensus 2015 data, through the Environmental Justice tool in AEDT. There are multiple areas of which exceed environmental justice thresholds within the Study Area. However, there are no reportable or significant noise impacts and the noise level of the No Action and Proposed Action Alternatives are less than 45 dBA DNL. Furthermore, there is no change to air quality. Therefore, the FAA has preliminarily determined that there are no high and disproportionate impacts to environmental justice communities.

Figure 5: EJ areas with the No Action flight tracks

Figure 6: EJ areas with the Proposed Action flight tracks



Key

- No Environmental Justice threshold exceeded
- Exceeds the 1 x poverty threshold level
- Exceeds the for minority threshold
- Exceeds both the 1 x poverty and minority thresholds
- Study Area
- No Action flight tracks
- Proposed Action flight tracks

The aforementioned analysis preliminarily indicates that there would be no direct or indirect or cumulative significant impact as a result of the implementation of the Proposed Action.

This analysis, above, ignores the significant impact that already exists with health disparities discovered in the past and present. EPA EJ Screen tool can be used to assess the low income and minority populations around Sea-Tac and view the risk and negative health outcomes. Many of the census tracts in 98168 and 98198 typically overflown by departing and arriving aircraft exhibit *extreme* conditions. Some of the greatest poverty levels, language barriers, no access to healthcare deficiencies and health disparities in the county exist in these communities along with higher than average for the county numbers of children. The Highline School District that serves these communities has some of the highest poverty level families, and service needs of any school district in the state. See attached high noise area map and State Department of Health

Washington Tracking Network health disparities map. Both exhibit similar areas of impact for high noise levels and negative health outcomes.

The State Board of Health on behalf of the State Department of Public Health finding statistically significant health disparities in the communities surrounding Sea-Tac Airport writing in The Washington State Committee on Environmental Justice, June 2001 "Final Report, State Board of Health Priority: Environmental Justice" states:

> "Airport community members living near the SeaTac Airport identified several concerns related to air pollution from operations at the airport (see Washington State Department of Health et al., February and December 1999. These reports can be accessed through: http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/ nicepubs.htm.)
>
> A March 2000 report prepared jointly by DOH, the Washington State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:
>
> - Lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
> - Oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;
> - Deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east and south of the airport (defined by census tracts) compared to King County; and
> - Hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south of the airport (defined by zip codes) compared to King County.
>
> **The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because of environmental justice concerns.** The report states, "fundamental to the concept of environmental equity is the value that one group of people not incur environmental exposures from commercial activities from which another group benefits. Those who use SeaTac Airport often derive great financial and other benefits from worldwide travel. **The extent to which these benefits come at the expense**

of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic" (Washington State Department of Health et al., 2000, p. 8). *[pages 14, 15] (Emphasis added)*

Regarding unknown risks the Federal Interagency Working Group (IWG) on Environmental Justice states in publication "Promising Practices for EJ Methodologies in NEPA Reviews" dated March 2016: https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf

"The degree to which an impact involves **unique or unknown risks** (see 40 CFR§1508.27(b)(5)) to minority populations and low-income populations in the affected environment can inform how agencies assess the significance of the impact. Minority populations and low-income populations could be uniquely susceptible to impacts from a proposed action due to: 1) **special vulnerabilities, e.g. pre-existing health conditions that exceed norms among the general population**; 2) unique routes of exposure, e.g. use of surface or well water in rural communities; or 3) cultural practices, e.g. subsistence fishing, hunting or gathering, access to sacred sites." IWG page 34

The FAA EA must include the following:

S3-2
1) An air quality monitoring program must be completed which includes toxics and criteria pollutants and used as a validation for modeling
2) A risk analysis must be completed which evaluates all known chemicals released from the airport and operations which might be affecting the poor public health outcomes (see comments to the Port of Seattle)
3) A toxicology study must be completed to help plan mitigation.
4) Mitigation plans, programs and strategies should be planned and implemented along with the SAMP development not after
5) Any mitigation strategy must have a monitoring plan to assure success
6) A similar area must be used for comparison to evaluate health impacts (Kent Auburn area was used as a comparative population to Sea-Tac Airport communities by the State Department of Health in 2000. This area along with Tukwila is overflown by arriving aircraft to both Boeing Field and Sea-Tac Airport. Health disparities in these cities can clearly be seen as extreme on the enclosed map of poor health outcomes and should not be used as a comparison)
7) Areas of impact for emissions should be mapped along with noise.
Consider for instance:

a) New Jersey Institute of Technology has found a wide circular area around airports in the US experiencing toxic emissions 10 times greater than elsewhere
b) State Department of Health found health impact areas to the west and east of Sea-Tac Airport experiencing health disparities
c) EPA evaluating Midway Airport found risk threshold exceeded for 1,3 Butadiene to the northeast of the airport not typically in a noise contour band,
d) McCulley Frick and Gilman Air Quality Survey found hydrocarbon levels exceeding state New Source regulations around Sea-Tac Airport outside of the noise contours
e) Department of Commerce and LAX Ultrafine Particulate study found sooty debris typical of jet engine combustion discharge in flight paths for 10 miles out from runway ends

VII-27

8) An epidemiological study should be conducted
9) All studies should show independence and be peer reviewed to assure objectivity
10) All analysis should include data input, assumptions and justification

Exhibit A

[redacted] International Airport
Master Plan Update Improvements

The following airport improvement projects were identified by the Master Plan Update Final Environmental Impact Statement (Final EIS) to be planned in between 1996 and 2020. Based on the air quality analysis presented in the Final EIS, only the combined and feasible improvements planned in seven point 2010 could result in increasing the severity of exceedances of the NAAQS. As a result, before the Port could implement these project, additional analysis and regulatory mitigation would be required. These projects were identified based on project purpose and need and are categorized by the first (A through D) purpose and needs. Based on the Final EIS, the following projects would not increase the severity or frequency of exceedances of the NAAQS:

A. New Parallel Runway and associated operational procedures and markings (1996-2010)
B. Clearing and Grading off-north runway end for runway safety area compliance (1996-2000)
C. Extension of Runway 34R (2011-2015)
D. Terminal and Landside Improvements

1996-2000

New Parallel Runway and associated operational procedures and markings
Clearing and Grading the complete lengths of north runway end for runway safety area compliance
Improvements to the Main Terminal roadway and embankment south
Development of the Site Midway Creek Technology Campus
Construction of the new air traffic control tower
Expansion or redevelopment of the cargo facilities in the north cargo complex
Development of a new snow equipment storage facility
Expansion of Concourse A
Development of an airport hotel
Expansion of the main parking garage
Development of a new parking garage at the Ding Pan lot
The preparation of SASA site
Overhaul and/or replacement of the ETS

2001-2005

Grid taxiway 34L
Expansion of the Main Terminal to the South
Improved access and circulation roadway improvements at the Main Terminal
Additional expansion of the main parking garage
Expansion of the existing north employee parking
Partial expansion of Concourse A
Development of a new airport maintenance facility
Continued expansion of the north cargo facilities

2006-2010

Expansion of the final taxiways A and B
Construct five plane parking stations north of 32 318
Additional Expansion of south employee lot
Partial expansion or redevelopment of north cargo complex
Upper roadway would place outside Terminal

Based on the Final EIS, the following remaining and feasible projects could increase the severity or frequency of exceedances of the NAAQS. The airfield improvement project that would alter aviation transportation, and have air quality, is the North Side Terminal development and related projects. The North Side Terminal is slated for construction between 2011 and 2015. However, several future CIPs are related to this project would cause aviation, such as the relocation of the ARFF which is located on the future site of the new terminal. Therefore, to ensure that earlier projects do not preclude the construction of the North Side Terminal, these projects are identified separately.

[redacted]

-6-

2016-2020

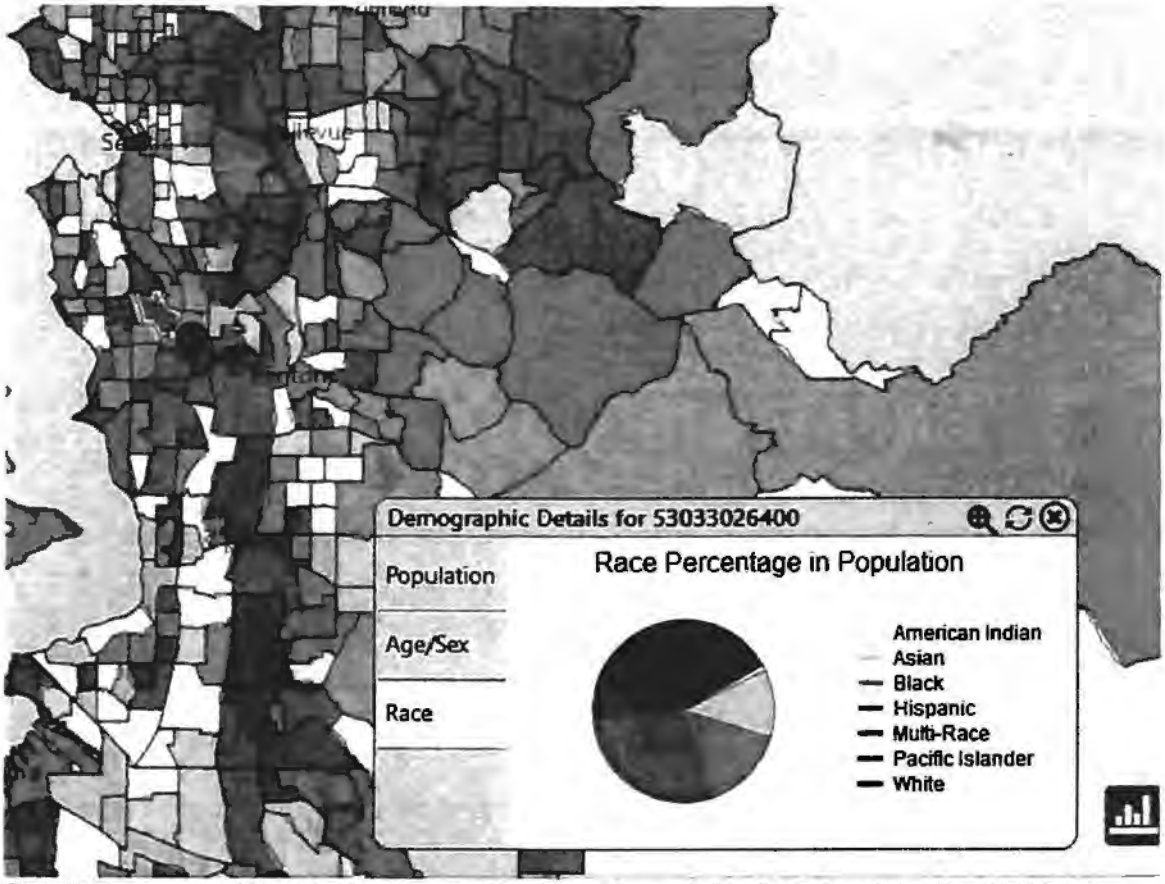
Construction of the North Side Terminal and taxiway system, including facilities required by and relocated within the ARFF for North Side Terminal

2011-2015

Completion and further expansion of the North Side Terminal, parking structure
Development of additional runway/taxiway NAAQS
Expansion of south parking structure and south employee parking lot
Further development of cargo facilities
Partial construction of the ATCT, [redacted] and other support facilities
Development of support facilities [redacted] of NAAQS

[redacted]

-7-



State Department of Health Washington Tracking Network Health Disparities for 98168 that follow flight path and match high noise area

Highest noise level in purple at the airport and surrounding red represents highest noise levels and matches the health disparities map from Department of Health

SCOPING COMMENTS

Scoping should be taken seriously. Past requests for the Third Runway analysis to address environmental considerations have been ignored. Please see attachment for an example of Puget Sound Clean Air Agency (PSCAA) formerly, Puget Sound Air Pollution Control Agency request for the third runway EIS to include a risk analysis and the response from the FAA/Port of Seattle. Where insufficient information exists (was not a valid excuse since EPA had just done a thorough risk assessment for Midway Airport http://www.csu.edu/cerc/documents/SWChicagoCancerRisks1993.pdf) or unknown risk exists as was the case with existing widespread community health disparities, it is the responsibility of the agency proposing the project involving additional impacts to use all available means to discover and disclose. NEPA §1508.27

The FAA and Port of Seattle should analyze the following items in the Environmental Assessment and Environmental Impact Statement:

HUMAN HEALTH AND ENVIRONMENT

1) Conduct an air quality analysis for all pollutants of concern; hydrocarbon emissions, air toxics, lead and criteria pollutants in the communities surrounding the airport and flight paths where aircraft overfly to 3,000 feet. This was required by a MOA between the Port of Seattle, EPA, PSCAA and DOE to be done post 2010 (See Attached). Please note the request for chemical analysis of residues in flight paths. Funding shortfall prevented this from going forward. It is still needed. Monitoring is used to validate modeling and has been recommended by our air quality agencies
2) Provide data on demographics and health in all communities affected by airport noise/emissions using existing data, science, agencies, institutions with city and citizen input. Give same consideration to multiple stressors (noise/emissions, traffic, etc.) in EJ community as was provided by the Port of Seattle in the near Port community grant for Duwamish residents.
3) Identify significant cumulative impacts considering past, present and reasonably foreseeable, multiple project impacts and high and adverse impact areas.509, SASA, South Satellite, flight path changes, modifications, hardstands, new terminal construction and operation etc.
4) Identify areas where low income and minority populations reside and analyze disproportionate impact by airport operations, traffic, congestion, etc.
5) Consider cumulative noise and emissions on resident's health
6) Consider unknown risk and develop methods to determine sources, nature and develop control strategies
7) Conduct a risk analysis using all air contaminants known to be produced by airport operations using the collected monitoring and modeling data for validation as per Puget Sound Clean Air request in 1994 not yet completed
8) Map the areas of impact
9) Conduct a health impact assessment (HIA) and social impact assessment (SIA).
10) Provide meaningful insights into mitigation strategies

METHODOLOGY

55-1 / 58-3

1) Both co-lead agencies should use available science, data and input from independent sources to inform and validate the process and conclusions
2) Worst-case scenarios for impact analysis should be considered and developed
3) Mapping the area of emission impact will be different than the noise contours and should highlight highest risk areas.
4) A map should be color coded to easily identify:
   a) Low income and minority populations eligible for environmental justice consideration
   b) High and adverse impact assessment by census tract
   c) Impact from emissions and types of emissions
   d) At risk areas by type of risk
   e) Noise contours and highest noise sensitive areas impact
   f) Existing health disparities
5) All assumptions and conclusions should be peer reviewed and independently verified for accuracy. For instance, industry data frequently reflects a bias; current emissions prepared by consultant for the SAMP varies widely from the EPA data for the same year using the same FAA operations, data and model. This problem plagued the third runway EIS data on emissions. Port estimates for 2014 are in white and EPA estimates in yellow

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)											
	NO_x	NO_x	VOC	VOC	CO	CO	SO_x	SO_x	PM_{10}	PM_{10}	$PM_{2.5}$	$PM_{2.5}$
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	53	8	52
APUs	72	48	5	4	48	43	9	7	22	6	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3	19	3
Stationary Sources	17		1		12		0		1		1	
TOTAL	2,019		326		3,681		188		51		50	

Residents are entitled to a fair process. The State Department of Public Health and State Board of Health has previously identified the areas around Sea-Tac Airport as experiencing high and adverse health consequences and eligible for environmental justice consideration. Their recommendation in June 2001 was for a comprehensive independent air quality study.

The Port of Seattle has already previously recognized the importance of greater levels of identification and mitigation for environmental justice eligible communities. For the Near Port Community Grant partnership with EPA analyzing the disproportionate environmental and human health impacts of Seaport operations/cargo trucks, local industry and transportation impacts, the Georgetown and South Park communities received a Community Benefits Agreement and commitment from the Port of Seattle for funding, home air filtration systems, educational programs and workforce development among other contributions. Commissioners recognized the utility of such a community investigation process and foresaw an application of this Duwamish Valley Environmental Justice and Social Equity program as a pilot for future application potential to other Port impacted communities.

June 2001 State Board of Health recommendation for a thorough air quality analysis as a result of findings of significant cancer and respiratory illnesses in zip codes around Sea-Tac Airport for study years 1992-1995 and 1992-1996 http://sboh.wa.gov/Portals/7/Doc/EJ/EJReport_2001.pdf

"EPA explains that "fair treatment means that no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden
of the negative human health or environmental impacts of pollution or other environmental consequences resulting from industrial, municipal, and
commercial operations or the execution of federal, state, and local and tribal programs and policies" (U.S. Environmental Protection Agency, 1998).
Of particular interest to the Committee is the specific claim that disproportionate exposures produce adverse health outcomes that are also borne
disproportionately by these populations. It has been well documented in the State of Washington that low-income and minority populations have
poorer health status than the overall population and have higher rates of a variety of diseases, including cancer and asthma. Many complex factors
interact to produce health disparities among populations. Environmental and occupational exposures, access to medical care, nutrition,behavioral
choices, and genetic variability, all contribute and are related. Where one lives and works is often less a matter of choice than the result of
socioeconomic status. It is usually the case that people in the lower socioeconomic strata are more likely to live in the most hazardous environments
and to work in the most hazardous occupations (Olden, 1998). *[page 7]*
Community Health Concerns around SeaTac Airport Community members living near the SeaTac Airport identified several concerns related to air
pollution from operations at the airport (Washington State Department of Health et al., February and December 1999). These reports can be accessed
through http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/ nicepubs.htm. A March 2000 report prepared jointly by DOH, the Washington
State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community
representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:
• lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
• oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;
• deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east
and south of the airport (defined by census tracts) compared to King County; and
• hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south

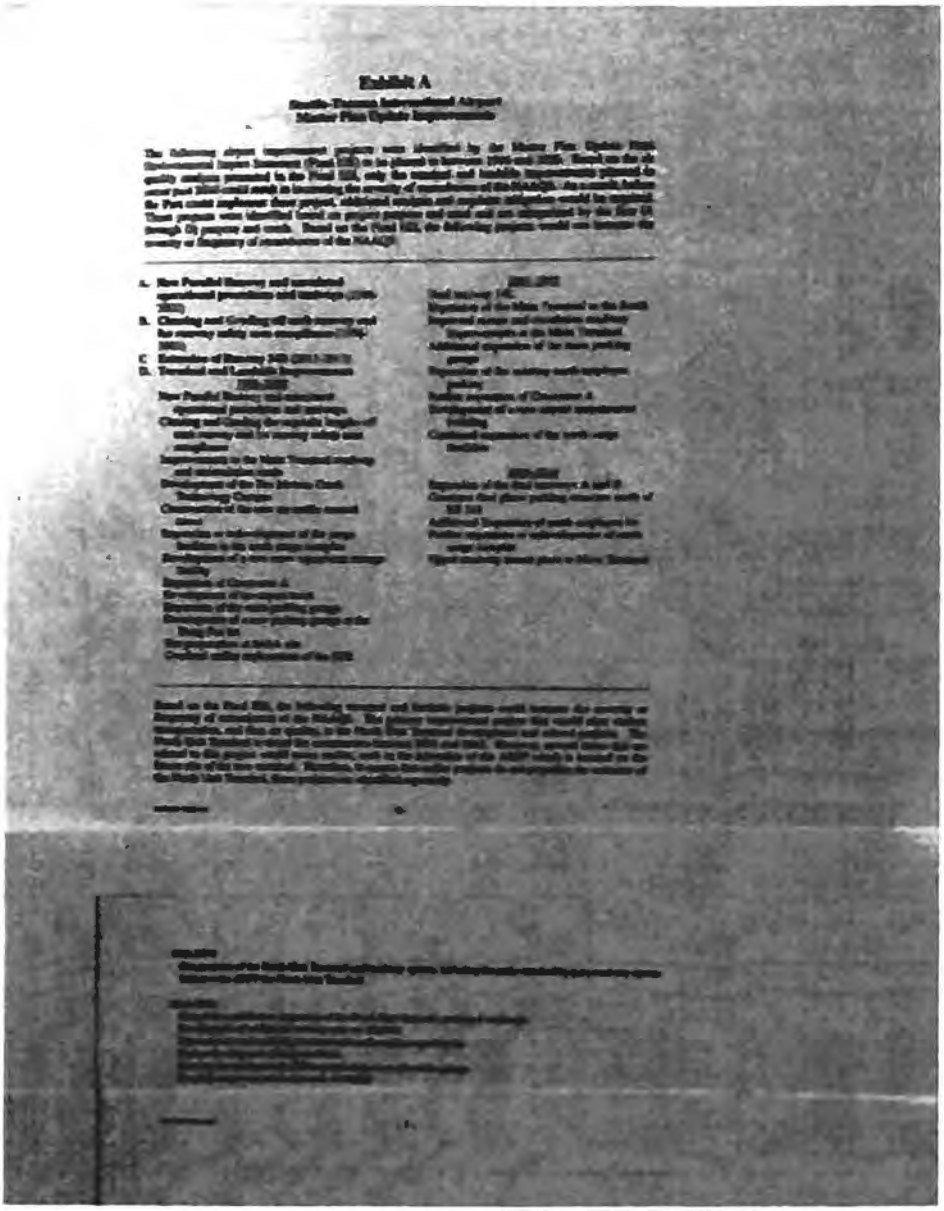
of the airport (defined by zip codes) compared to King County.
The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because of environmental justice concerns. The report states, "fundamental to the concept of environmental equity is the value that one group of people not incur environmental exposures from commercial activities from which another group benefits. Those who use SeaTac Airport often derive great financial and other benefits from worldwide travel. The extent to which these benefits come at the expense of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic" (Washington State Department of Health et al., 2000, p. 8). *[pages 14, 15]*

ATTACHMENTS

1997 EPA, PSCAA, DOE and Port of Seattle Memorandum of Agreement commitment for monitoring the airport area post 2010 due to predicted future scenario modeled violations of the federal standard for carbon monoxide.

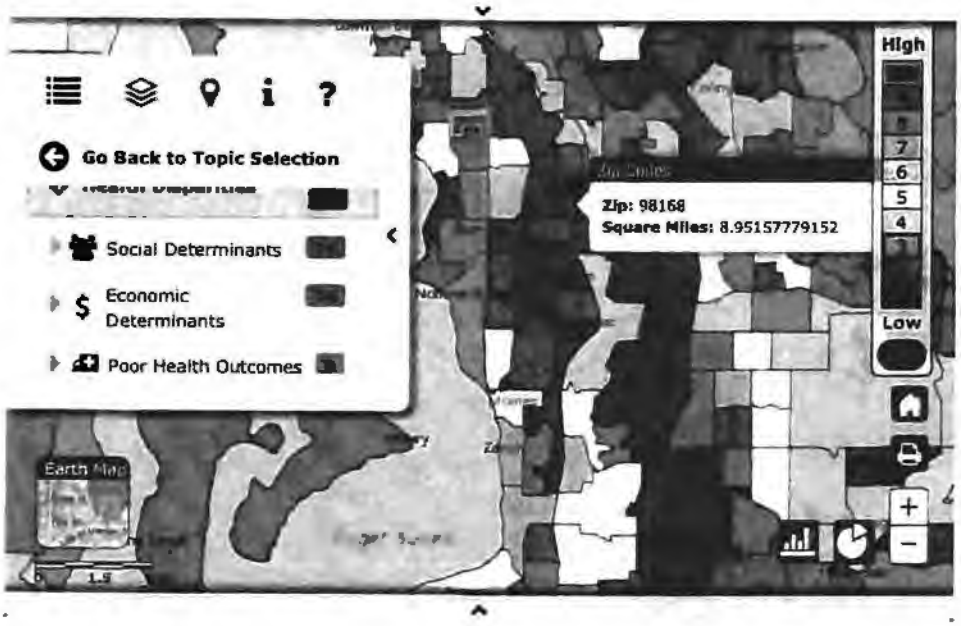
Exhibit A

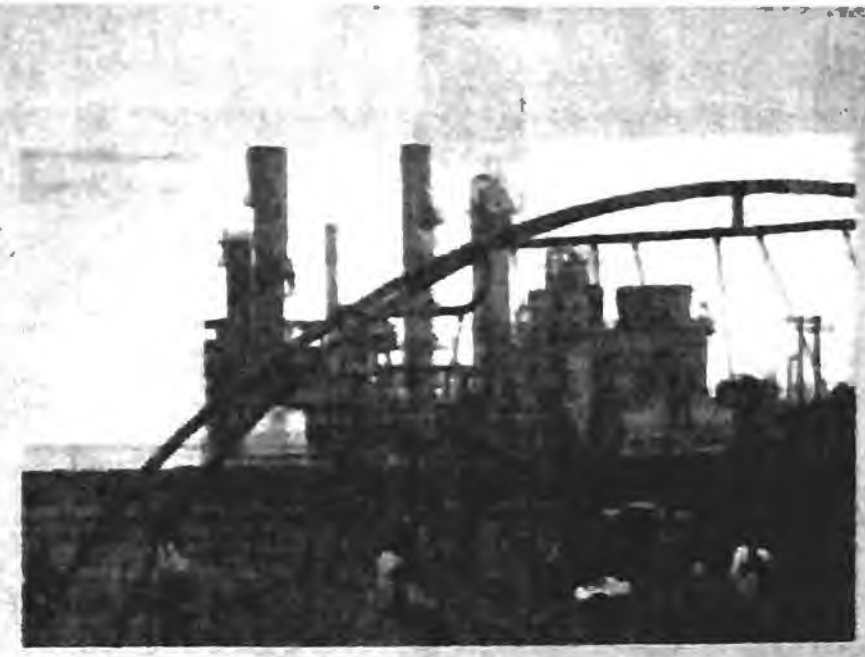
Seattle-Tacoma International Airport
Master Plan Update Improvements



Hospitalizations from the State Department of Health Washington Tracking Network Map follow the flight path and show high rates for Kent Valley where emissions settle and where flights arriving at both Sea-Tac and Boeing Field overfly below 3,000 feet. Sea-Tac Airport is blue teardrop.

Example of a census tract (yellow highlight) from EPA EJ Screen tool where health disparities and risk is above the 90th percentile





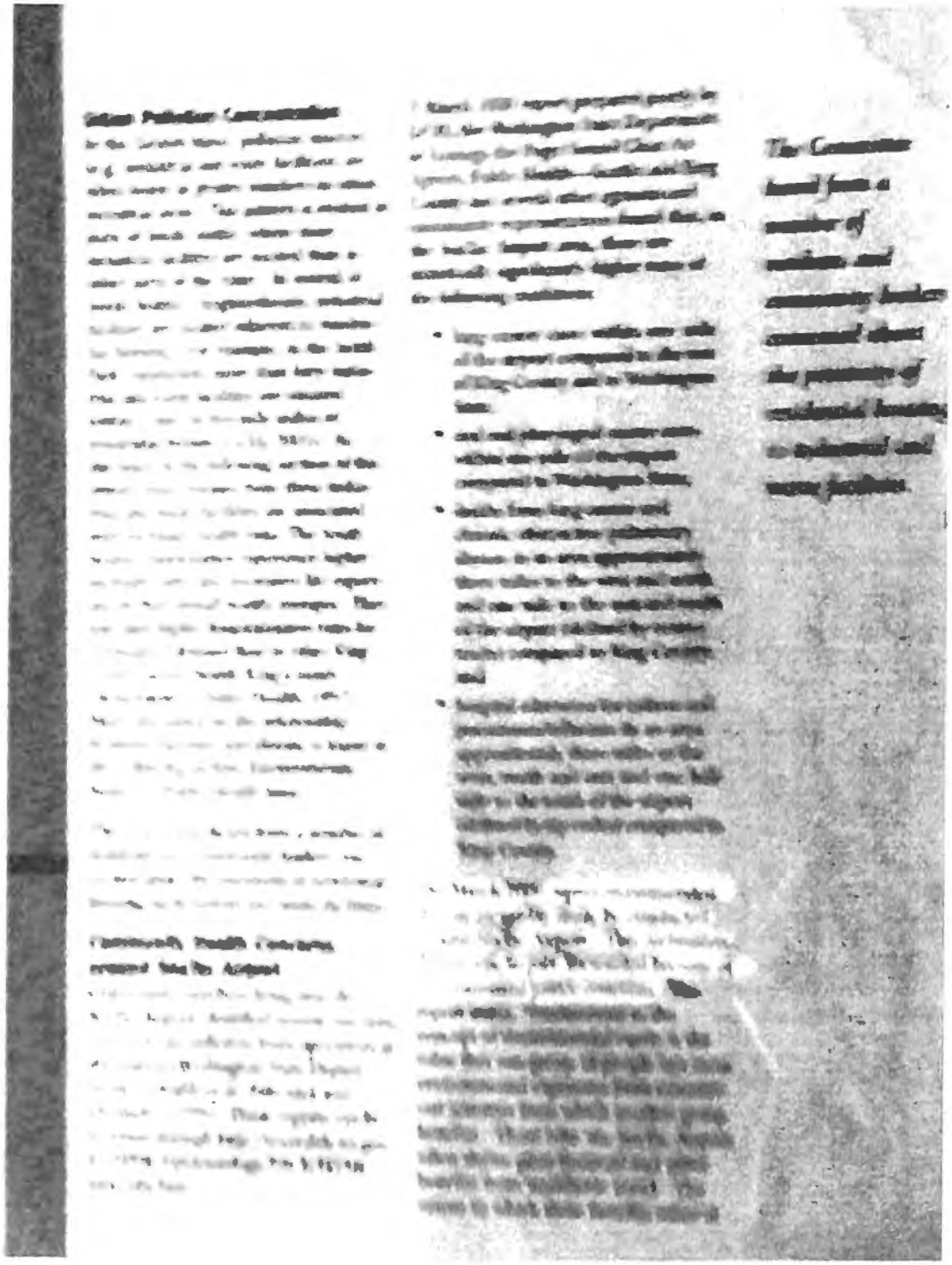
Final Report
State Board of Health Priority: Environmental Justice

June 2001

Committee on Environmental Justice:

Carl Osaki, R.S., M.S.P.H.

Joe Finkbonner, R.Ph., M.H.A.



The Committee heard from a number of residents and community leaders concerned about the proximity of residential housing to industrial and waste facilities.

the expense of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic." (Washington State Department of Health et al., 2000, p. 8).

Implementing the Committee's Work Plan

As described above, the Committee used a variety of methods to inform its work on environmental justice. This section describes how the Committee responded to each of the tasks in its work plan.

Raise Consciousness about the Issue

In the process of collecting information and speaking with the relevant players, the Committee was also achieving one of the primary goals of its work plan— to raise awareness about environmental justice issues. The Committee focused its efforts on raising awareness about these issues in government. The Committee participated in a number of community forums, meetings, and events in an effort to achieve this end.

In addition, the Committee published articles on environmental justice in the EPA Environmental Justice and the Washington Environmental Health Association newsletters. The Committee also presented its work at the Washington Public Health Association meeting in October 2000.

Create a Clearinghouse of Environmental Justice Information Housed on the SBOH Web site

The Committee launched its Web site in July 2000 at www.doh.wa.gov/sboh/ejustice.htm. This site serves as one clearinghouse of information on environmental justice. It also links users to a number of relevant other sites. Topical areas on the Web site include:

- What is Environmental Justice?
- History of Environmental Justice
- Literature Review
- Links
- Link to Board's Health Disparities Site

Set Guidelines for Practice in State Government and within the Public Health Community to Encourage That Environmental Justice Principles Be Incorporated into Practice

To encourage state agencies and local health departments to incorporate environmental justice principles into their activities, the Environmental Justice Committee quickly discovered the need to inform agency staff about the relevance of this issue in their work and to collaborate with those already working on this issue.

The Committee convened an Interagency Workgroup on Environmental Justice. This workgroup served as another vehicle for education and an opportunity to influence agency practice. The workgroup met twice during the year to discuss issues of mutual concern and interest. In December 2000, the Committee convened an educational forum for interested agency representatives. This forum brought together a number of community and agency experts to discuss opportunities to incorporate environmental justice principles into practice. A videotape of this forum is available through the State Board of Health or through the Department of Health's lending library.

Significant Cancer Cases in communities surrounding Sea-Tac Airport for years 1992-1996

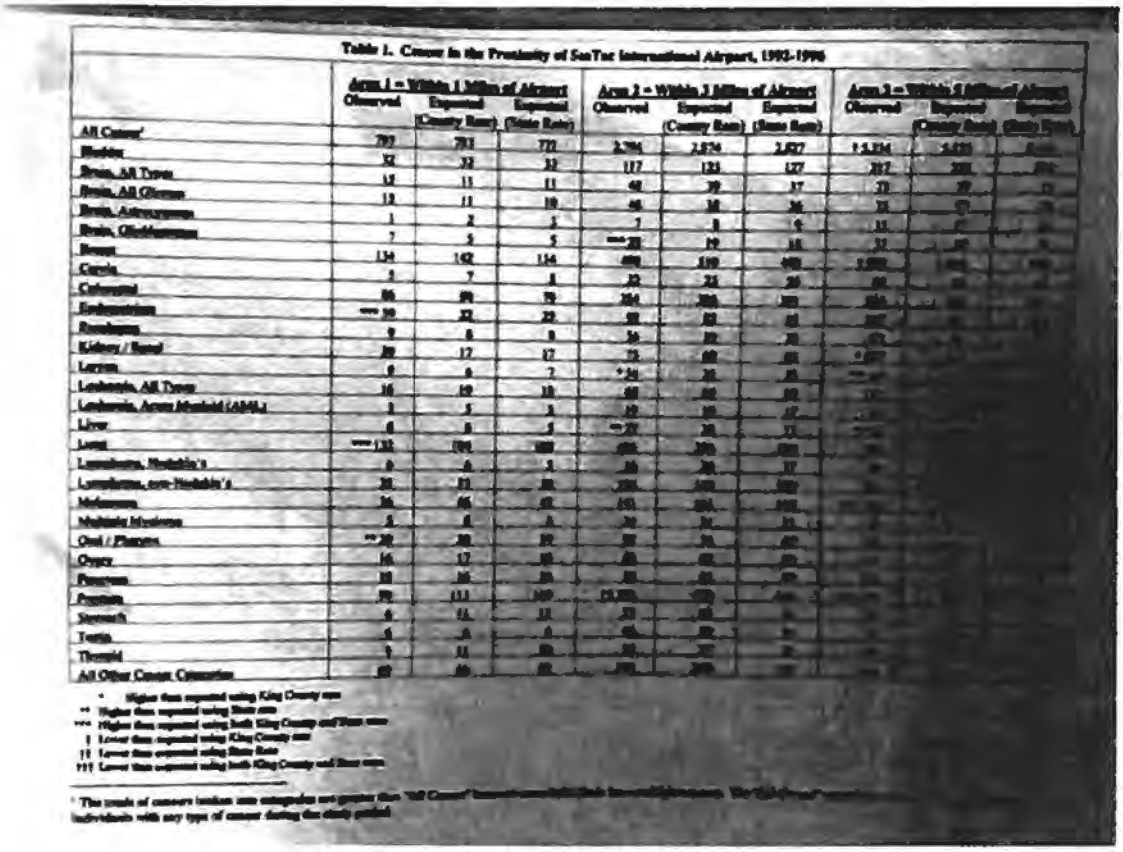


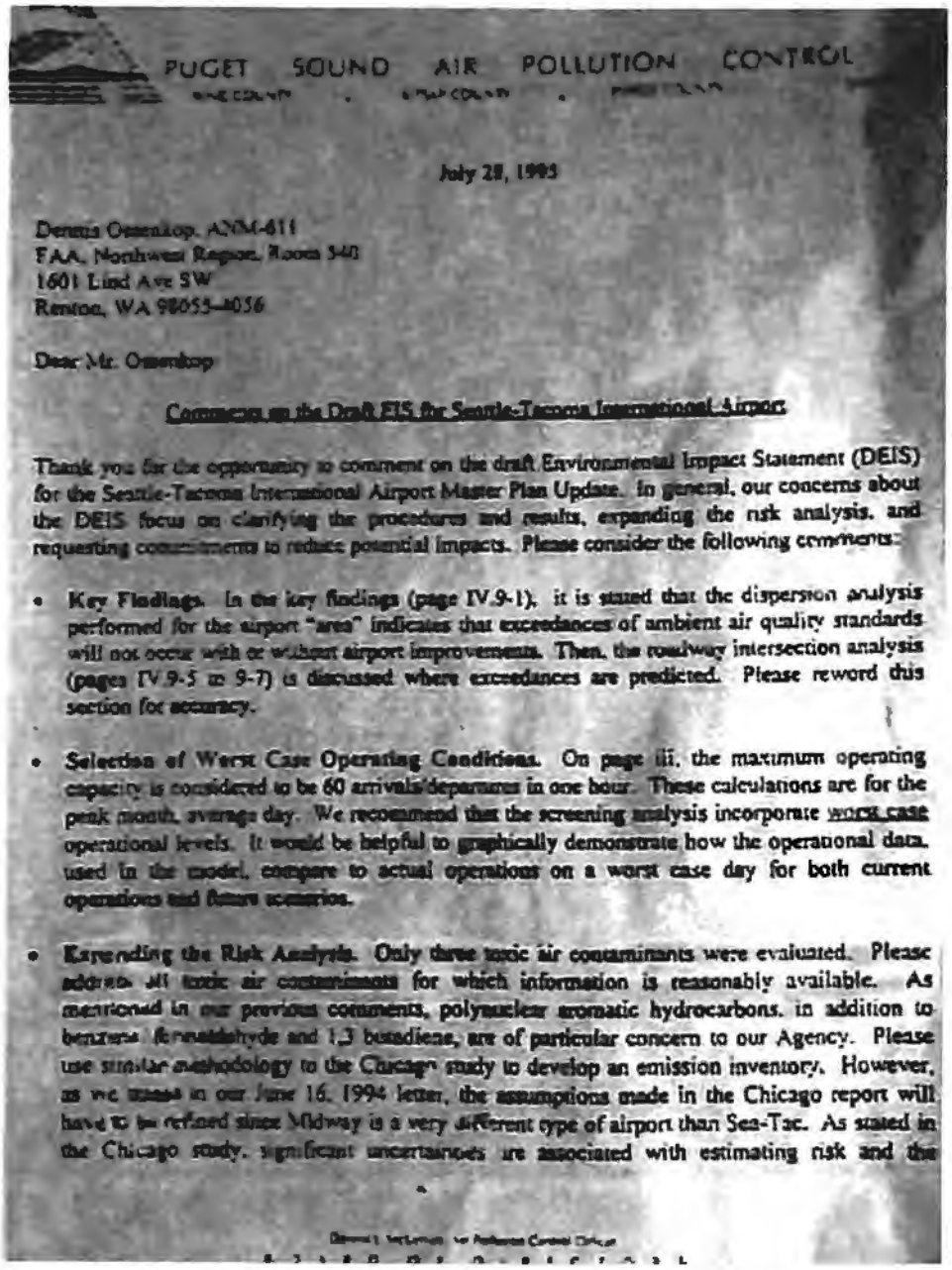
Table 1. Cancer in the Proximity of SeaTac International Airport, 1992-1996

	Area 1 = Within 1 Mile of Airport			Area 2 = Within 3 Miles of Airport			Area 3 = Within 5 Miles of Airport		
	Observed	Expected (County Rate)	Expected (State Rate)	Observed	Expected (County Rate)	Expected (State Rate)	Observed	Expected (County Rate)	Expected (State Rate)
All Cancer[1]	797	783	772	2,796	2,874	2,827	†5,234	5,233	5,166
Bladder	32	33	32	117	121	127	217	221	214
Brain, All Types	12	11	11	48	39	37	73	72	71
Brain, All Gliomas	12	11	10	46	38	36	71	69	70
Brain, Astrocytomas	1	2	2	7	8	9	11	12	14
Brain, Glioblastomas	7	5	5	***28	19	18	37	34	34
Breast	134	142	134	498	519	498	†1,000	1,002	1,000
Cervix	5	7	8	32	33	36	66	68	73
Colorectal	86	89	79	304	308	288	565	574	537
Endometrium	*** 30	32	29	98	93	88	207	196	187
Esophagus	9	8	8	36	30	29	67	57	54
Kidney / Renal	20	17	17	75	68	65	†157	142	136
Larynx	6	6	7	†36	31	35	†74	67	72
Leukemia, All Types	16	19	18	68	68	66	131	131	127
Leukemia, Acute Myeloid (AML)	3	5	5	19	18	17	37	34	33
Liver	6	6	5	** 37	26	23	72	50	44
Lung	*** 133	104	100	406	369	360	774	703	686
Lymphoma, Hodgkin's	0	0	1	10	10	11	17	17	18
Lymphoma, non-Hodgkin's	31	31	30	101	105	102	197	203	198
Melanoma	36	26	22	101	101	95	195	195	183
Multiple Myeloma	5	4	5	20	14	15	38	27	29
Oral / Pharynx	** 20	20	19	69	71	69	135	137	133
Ovary	16	17	16	48	60	56	93	116	108
Pancreas	18	16	15	61	55	54	118	106	104
Prostate	79	111	107	†305	389	376	592	754	729
Stomach	6	11	11	37	38	39	72	73	75
Testis	4	4	4	16	14	14	31	27	27
Thyroid	9	11	10	35	37	36	68	72	69
All Other Cancer Categories	89	89	85	292	309	297	566	599	575

* Higher than expected using King County rate
** Higher than expected using State rate
*** Higher than expected using both King County and State rates
† Lower than expected using King County rate
†† Lower than expected using State Rate
††† Lower than expected using both King County and State rates

[1] The totals of cancers (unless rates categories not greater than "All Cancer" because some individuals with any type of cancer during the study period.

PSCAA made a scoping request for a risk analysis in 1994 for the Third Runway Draft Environmental Impact Statement (EIS) and again asking for the Final EIS to provide a risk analysis that includes all chemicals. This request was from Dennis McClerran who was recently Region X EPA Administrator.



PUGET SOUND AIR POLLUTION CONTROL

July 28, 1995

Dennis Ossenkop, ANM-611
FAA, Northwest Region, Room 540
1601 Lind Ave SW
Renton, WA 98055-4056

Dear Mr. Ossenkop

Comments on the Draft EIS for Seattle-Tacoma International Airport

Thank you for the opportunity to comment on the draft Environmental Impact Statement (DEIS) for the Seattle-Tacoma International Airport Master Plan Update. In general, our concerns about the DEIS focus on clarifying the procedures and results, expanding the risk analysis, and requesting commitments to reduce potential impacts. Please consider the following comments:

- **Key Findings.** In the key findings (page IV.9-1), it is stated that the dispersion analysis performed for the airport "area" indicates that exceedances of ambient air quality standards will not occur with or without airport improvements. Then, the roadway intersection analysis (pages IV.9-5 to 9-7) is discussed where exceedances are predicted. Please reword this section for accuracy.

- **Selection of Worst Case Operating Conditions.** On page iii, the maximum operating capacity is considered to be 60 arrivals/departures in one hour. These calculations are for the peak month, average day. We recommend that the screening analysis incorporate worst case operational levels. It would be helpful to graphically demonstrate how the operational data, used in the model, compare to actual operations on a worst case day for both current operations and future scenarios.

- **Expanding the Risk Analysis.** Only three toxic air contaminants were evaluated. Please address all toxic air contaminants for which information is reasonably available. As mentioned in our previous comments, polynuclear aromatic hydrocarbons, in addition to benzene, formaldehyde and 1,3 butadiene, are of particular concern to our Agency. Please use similar methodology to the Chicago study to develop an emission inventory. However, as we stated in our June 16, 1994 letter, the assumptions made in the Chicago report will have to be refined since Midway is a very different type of airport than Sea-Tac. As stated in the Chicago study, significant uncertainties are associated with estimating risk and the

Below is the Final EIS response to PSCAA Scoping request for a risk analysis:

cancer risk assessment. Cancer risk is defined based on population concentration for a particular air toxic, known cancer risk conversion factors. The number of potential cancer cases was based on the probability that an individual would develop cancer when continuously exposed to a pollutant at an ambient concentration of one microgram per cubic meter (ug/m3) for 70 years (the average lifetime). As indicated in the Draft EIS, less than one cancer case might be attributable to all pollutant sources (roadway and air traffic) at the modeled receptor locations.

However, in consultation with the air quality agencies, it was determined that insufficient information is available to adequately conduct a meaningful risk assessment. Therefore, for the Final EIS, risk analysis was not conducted.

The contributions of the Energy and Sustainability Committee on elevating the profile of equity in Port environmental efforts and community engagement were noted. The project elements were summarized and the disproportionate community health impacts of environmental factors in South Park and Georgetown were described at the Port Commission Meeting on April 10, 2018.
http://www.mdpi.com/search?q=noise+Queens%2C+NY&authors=&article_type=&journal=ijerph&section=&special_issue=&volume=&issue=&number=&page=&search=Search

Below are some selected articles with a summary on noise and emissions.

"Air pollution causes seven million premature deaths a year but the harm to people's mental abilities is less well known. A recent study found toxic air was linked to "extremely high mortality" in people with mental disorders and earlier work linked it to increased mental illness in children, while another analysis found those living near busy roads had an increased risk of dementia.

The new work, published in the journal Proceedings of the National Academy of Sciences, analysed language and arithmetic tests conducted as part of the China Family Panel Studies on 20,000 people across the nation between 2010 and 2014. The scientists compared the test results with records of nitrogen dioxide and sulphur dioxide pollution.

They found the longer people were exposed to dirty air, the bigger the damage to intelligence, with language ability more harmed than mathematical ability and men more harmed than women. The researchers said this may result from differences in how male and female brains work.

Derrick Ho, at the Hong Kong Polytechnic University, said the impact of air pollution on cognition was important and his group had similar preliminary findings in their work. "It is because high air pollution can potentially be associated with oxidative stress, neuroinflammation, and neurodegeneration of humans," he said."

https://www.theguardian.com/environment/2018/aug/27/air-pollution-causes-huge-reduction-in-intelligence-study-reveals?CMP=share_btn_link

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Shortened life span due to aircraft noise, savings to airlines in fuel and airports in efficiencies has less value than public health costs associated with the cardiovascular health effects of the noise.

development of blocked arteries." https://www.change.org/p/stop-the-faa-nextgen-flights-over-culver-city/u/22489687?recruiter=false&utm_source=share_update&utm_medium=facebook&utm_campaign=facebook_link

"Aviation Emissions Impact Ambient Ultrafine Particle Concentrations in the Greater Boston Area." https://pubs.acs.org/doi/pdf/10.1021/acs.est.6b01815

"An air quality study has for the first time detected nano-sized particles of air pollution in children's urine...these ultrafine particles are the smallest particles found in air pollution and have been linked to heart disease and respiratory conditions in previous studies.

The research provides the first direct evidence that some of the particulate matter known as black carbon that we inhale in soot and fumes is making it across the lung barrier and into the body's circulatory system." https://horizon-magazine.eu/article/ultrafine-pollution-particles-create-air-menace_en.html

Close-in communities and those in flight paths are home to a large population, many which are predominately minority and low income residents. This community has been the topic of investigation by the State Department of Public Health in the past and found to exhibit higher than average and sometimes statistically significantly higher than average respiratory and brain cancer when compared to King County and State averages. Currently, these same statistics seem to be present especially in 98168 for asthma and 98198 for cancer types including brain cancer.

EPA EJ Screen tool can be used to assess the risk, exposure and negative health outcomes of census tracts within these zip codes and indicate the percentile is in the 90 to 100th for much of the population. (see attached example)

UW Ultrafine investigation has found hot spots of ground level ultrafine concentrations below flight paths for Sea-Tac Airport. Ultrafine particulate pollution can be breathed in and small diameters typical of jet aircraft combustion products can pass through the membrane barrier and enter the blood-stream affecting the heart and brain. (See MOV-UP) These are suspected to cause lung irritation, inflammation, immune response and adverse reactions for asthma sufferers.

New Jersey Institute of Technology estimates that airport operations are spreading air toxics and contaminants into a 9 square mile area around airports that is 10 times higher than average for areas not affected by airport operations.

https://graduatedegrees.online.njit.edu/resources/msce/msce-infographics/deadly-airport-toxins/

Aircraft noise causes oxidative stress in the brain. "Thus the presented results may explain at least in part why sleep phase rather than awake phase noise leads to cardiovascular diseases and may also provide an explanation why aircraft noise is linked with cognitive impairment including retardations of learning and memory capabilities in children. Thus preventive measures should be considered to reduce night-time aircraft noise."

"One hundred million Americans are effected by unhealthy levels of noise." https://academic.oup.com/eurheartj/advance-article/doi/10.1093/eurheartj/ehy333/5037114#.W1m3vsP6liE.facebook

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"The analyses suggested that a 5-dB noise reduction scenario would reduce the prevalence of hypertension by 1.4% and coronary heart disease by 1.8%. The annual economic benefit was estimated at $3.9 billion." https://www.ncbi.nlm.nih.gov/m/pubmed/26024562/

"New research Links Air Pollution to Global Diabetes

Air pollution linked to 3.2 million new diabetes cases in one year.

A new research study links air pollution with an increased risk of global diabetes, even at pollution levels deemed safe by other governing bodies.

A study from the Washington University School of Medicine in St. Louis collaborated with the Veterans Affairs (VA) St. Louis Health Care System. The findings could impact a global understanding of one of the fastest growing diseases. More than 420 million people are affected by diabetes worldwide, and roughly 30 million people in the United States alone." http://www.webtopnews.com/new-research-links-air-pollution-to-global-diabetes-8905-2018/

"We report a higher lifetime prevalence of breast, melanoma and non-melanoma skin cancers among flight crews relative to the general population."

"Taking age into account, the study found a higher prevalence of cancer in flight crew for every type of cancer examined." https://www.yahoo.com/news/commercial-flight-crews-show-higher-cancer-rates-study-172109583.html

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"The effects on cardiovascular health start at 50 decibels. The U.S. standard of under 70 decibels is solely to prevent hearing loss. The European Union standard of not more than 40 decibels at night and 50 during the day is to protect human health."

https://www.washingtonpost.com/opinions/loud-noises-hurt-more-than-hearing/2018/05/18/ccc7fc84-59dd-11e8-9889-07bcc1327f4b_story.html?utm_term=.189a034aa801

"Students' performance drops by 0.73 marks with each aircraft noise contour band, according to Ruth Cadbury MP." https://www.getwestlondon.co.uk/news/west-london-news/heathrow-noise-significantly-affecting-pupils-11220403

"Using the opening of a new international airport to model a noise experiment, Cornell University researchers measured physiological stress indicators and other quality of life measures among a sample of 9 to 11 year old children in the period prior to the opening of an international airport and again after its inauguration.

The Results

Among study subjects, resting blood pressure and overnight stress hormone levels (epinephrine and norepinephrine) rose and quality of life indices fell after the opening of the new airport and a corresponding increase in environmental noise levels.[1]

In another major airport noise study out of Munich Germany, researchers found that the opening of a new airport caused reading and memory scores to decline among children living in the noise affected area. Children living near a newly closed airport, by contrast, demonstrated improved reading and memory performance.[2]" https://www.choosehelp.com/topics/stress-burnout/noise-and-stress-2013-how-environmental-noise-levels-can-spike-your-stress-load

"The new analysis has been produced by Ben Barratt and Gary Fuller of the Environmental Research Group at King's College, London. The group said yesterday: 'This period of unprecedented closure during unexceptional weather conditions has allowed us to demonstrate that the airports have a clear measurable effect on NO2 concentrations, and that this effect disappeared entirely during the period of closure, leading to a temporary but significant fall in pollutant concentrations adjacent to the airport perimeters." https://www.independent.co.uk/environment/climate-change/empty-skies-proved-that-airports-cause-pollution-say-researchers-1950672.html

"High levels of potentially harmful exhaust particles from jets using Los Angeles International Airport have been detected in a broad swath of densely populated communities up to 10 miles east of the runways...The research, believed to be the most comprehensive of its type, found that takeoffs and landings at LAX are a major source of ultrafine particles. They are being emitted over a larger area than previously thought, the study states, and in amounts about equal in magnitude to those from a large portion of the county's freeways...The findings raise health concerns, researchers say, because the minute particles, which result from the condensation of hot exhaust vapor from cars, diesel trucks and aircraft, have the potential to aggravate heart and lung conditions, including asthma and the

"The aviation is by far the leading emitter of harmful and deadly toxins such as sulfur oxides, carbon monoxide, nitrogen oxides, carbon dioxide, and volatile organic compounds (VOCs) into the atmosphere. Unfortunately, these toxins are harmful to living things. In fact, people living, working, or simply within nine square miles of airports are exposed to air pollution that is 10 times higher than areas outside this zone."

The following are examples summarized of some topics for investigation of EJ communities in NEPA reviews. See the Interagency Working Group on Environmental Justice https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf:

- Define the boundaries (GIS or mapping) of the affected population for both noise and emissions
- Define Exposure pathways
- Utilize citizen, organization and government data, science collection
- Define unique characteristics, i.e., human health vulnerabilities, health disparities, socio-economic vulnerabilities
- Explain methodologies and data
- Consider alternatives with the least impact on the low income and minority population
- Identify benefits and detriments
- Determine presence of high and adverse impacts (EJ community may be more susceptible to impacts than the general population)
- Utilize systems for data collection such as Health Department, Cancer Registry, National Birth Defects Registry, National Brain Tumor Registry, etc.
- Develop a health impact assessment (HIA) and Social Impact Assessment (SIA)
- Use a comparative population
- Monitoring plan to assure mitigation is successful
- Consider on balance compensatory mitigation to equalize detriments

From:	Debi Wagner
To:	SAMP Public Comments
Cc:	Sheila Brush; Sharyn Parker; Nancy Tosta; Larry; Walter Bala; Terry Plumb; John Parnass; Dana Hollaway; Steve Edmiston; Scott Stevson; Brian Wilson; Yarden Weidenfeld; Jean Hilde; ROSE CLARK; Roseanne; Stuart Jenner; Kent Palosaari; timr@robinsonnews.com; Scott Schaefer; Michael Matthias - City of Des Moines; Susan Petersen; Peter; Joel Wachtel; Kent Palosaari; Kent Palosaari
Subject:	Scoping comments
Date:	Sunday, September 16, 2018 5:42:45 PM
Attachments:	Scoping I.docx

The attached Scoping comments are not meant to replace my comments submitted at the Highline College Port of Seattle/FAA outreach but are meant as supplemental. I am copying below a list of additional questions from an email exchange with Cayla Morgan, FAA Environmental Specialist which she refused to answer unless submitted through the Scoping process.

S12-1 I fail to understand why the SAMP Scoping boards for air quality and climate are empty and why the public health board has risk of explosion and little else that has anything to do with public health concerns.
These boards could be populated to provide at least some framework for the public to know or understand how much or little the Port of Seattle and FAA plan to cover.

I was involved in the four-year process for the third runway from Scoping to Final Supplemental EIS, MOA air quality study, Record of Decision and Governor Locke's certification of the project. This entire process was an attempt to cover up the true impacts, provide false data, downplay impacts and as a result, further a dangerous, unmitigated airport pollution problem. The subsequent legal cases pushed this process out another 8 years while the community fought impacts with meager resources that pushed cities near bankruptcy. In the end what we received was a somewhat smaller environmental destruction.

S11-31 This current process should include a greater level of transparency and honesty. Agencies, officials and those responsible for oversight should assure the project not only complies with existing laws, but rises to an environmental standard that they themselves would want for their own families. This principle is reflected in state law at WAC 173 which guarantees each person in the State of Washington the right to a healthful environment.

I also realize that the proper analysis may disclose the need for removing billions of dollars worth of residential land uses that are far too close to the airport. This proximity problem is a result of the 1989 "Mediation" agreement which kept incompatible land uses intact in exchange for a noise mitigation program. This was the cheap way out of a problem for the Port of Seattle. An Expert Noise Panel appointed by the State of Washington in 1996 determined the noise mitigation program wasn't successful. Subsequently, many of the insulated homes have had insulation and windows mold, fail and rot. There is currently no plan to repair, or expand the program. This is unacceptable. Other cities are getting updated products and upgrades.

S12-1 In summary, it would be easier to site another airport in the state with a proper buffer of 33,000 acres than to try and make this situation acceptable, livable and compatible.

Thank you,
Debi Wagner

From: Deborah Wagner <debi.wagner4@gmail.com>
Date: Wednesday, September 12, 2018 at 12:01 PM
To: Sheila Brush <shebrush@gmail.com>, Steve Edmiston <sedmiston@bracepointlaw.com>, Scott Stevson <scottstevson@gmail.com>, Bruce Dennis <bld522@yahoo.com>, Larry Cripe <Larrycripe@comcast.net>, Terry Plumb <tmcp123@hotmail.com>, "walterbala@mac.com" <walterbala@mac.com>, "Keiser, Sen. Karen" <Karen.Keiser@leg.wa.gov>
Subject: Fwd: follow-up

---------- Forwarded message ---------
From: <Cayla.Morgan@faa.gov>
Date: Wed, Sep 12, 2018 at 11:01 AM
Subject: RE: follow-up
To: <debi.wagner4@gmail.com>, <shebrush@gmail.com>, <Larrycripe@comcast.net>, <annek@36524.com>
Cc: <Patricia.Deem@faa.gov>, <Janell.Barrilleaux@faa.gov>, <Purcell.Arlyn@portseattle.org>, <Rybolt.S@portseattle.org>

Dear Debi:

Thank you for your comments regarding the Sustainable Airport Master Plan (SAMP) Near-Term Projects environmental review. If you would like your comments to be included as part of scoping, they must be received or postmarked by September 28, 2018 through at least one of the following methods:

1. SAMP Online Open House: www.SAMPNTPenvironmentalreview.org
2. Email: SAMP@portseattle.org
3. Mailed to: Mr. Steve Rybolt

   Port of Seattle

   Aviation Environment and Sustainability

   P.O. Box 68727

   Seattle, WA 98168

4. Submitted in writing at any of the four public meetings
5. Recorded by the Court Reporter at any of the four public meetings

While we appreciate your comments, we cannot consider them as part of the SAMP Near-Term Project environmental review scoping process unless you resubmit them via one or more of the methods above.

Once received, these comments will be reviewed by the Port and Federal Aviation Administration (FAA). We anticipate that we'll report out on the results of scoping to the Port Commission in early 2019.

Thank you,

Cayla D. Morgan

Environmental Protection Specialist

Seattle Airports District Office

206-231-4130

My new address is: **2200 S. 216th Street, Des Moines, WA. 98198**

From: Deborah Wagner <debi.wagner4@gmail.com>
Sent: Tuesday, September 11, 2018 9:41 AM
To: Morgan, Cayla (FAA) <Cayla.Morgan@faa.gov>; Sheila Brush <shebrush@gmail.com>; Larry Cripe <Larrycripe@comcast.net>; Anne Kroeker <annek@36524.com>
Subject: follow-up

Hello Cayla: Thank you for spending time discussing some of our questions at the SAMP Scoping meeting last night. I have a few questions that I hope you can answer.

The "air quality" team said the CO2 figure of 363,306 metric tons per year (2016) produced by Landrum & Brown in a preliminary air quality draft I received six months ago uses only a takeoff cycle of approximately 2 minutes. The figure I received from Elizabeth Leavitt, Port of Seattle senior environmental staff member at the Energy and Sustainability Committee in 2016 was 5.4 million metric tons per year which includes all fuel pumped for CO2 in 2015 but not methane, black carbon or nitrogen oxides which are major contributors to climate impact and in my opinion, should be calculated for their respective contribution.

The AQ staff said that FAA regulations requires them to use only the truncated figure, part of the LTO.

N2-7

Question: Please provide the regulation/guidance/AC or whatever governs this calculation?

N10-40

Question: I am also seeking a copy of any EA, FONSI, CATEX document you referenced from 2006/2007?

N2-1

I am also concerned about the conditional approval FAA received from EPA in 1997 which required an air quality analysis prior to any future build post 2010 due to predicted violations of the NAAQS. Monitoring around the airport drives in 1998 found CO levels at roughly 80% of the federal standard during a slow period of operations along with particulate and NO2 levels higher than any historical regional monitoring. The congestion around the airport along with the massive increase in operations over the years and lack of monitoring in the area combined with close-in communities is cause for concern for compliance meant to protect public health and welfare.

S3-B/S3-2

Question: Will any monitoring of the air quality be required before approvals are issued? If so, will air toxics be included along with criteria pollutants?

In 1993, McCulley, Frick and Gilman monitored hydrocarbons in the neighborhoods around Sea-Tac and found several of concern above the Washington State Acceptable Source Impact level including benzene, formaldehyde, acrolein, etc. Due to these and other studies showing increased cancer risk, the Port of Seattle and FAA were asked to conduct a risk analysis for the third runway EIS which did not happen due to the consultant citing "lack of information." It now appears the community is experiencing higher than average respiratory illnesses and cancer and the State Department of Health map of health disparities along with EPA EJ Screen confirms the area surrounding Sea-Tac is in the above 80th percentile of negative health outcomes. These communities have already been identified by FAA in their PEA for the Automated Turn dated September 2017 as predominately minority and low income for Environmental Justice. There are requirements for notifications, HIA, SIA, and numerous other investigatory measures included in the Federal Interagency Working Group "Promising Practices" report from March 2016 and other regulatory framework.

S5-1/S8-3

Question: Will FAA require a thorough evaluation of the EJ conditions and health disparities in the community surrounding Sea-Tac Airport including a risk analysis that uses monitoring to validate modeling?

Lastly, I am still confused as to the role of FAA in planning aviation capacity in Washington. The DOT Air Transportation representative believes FAA has to provide direction for the state to move forward on siting and building or expanding facilities. Yet, it seems FAA has referred to the state as the lead on this process. I am concerned because the state does not necessarily understand airspace constraints or the potential for harm of the human environment from concentrated high noise and emissions in the congested corridors. Due to constraints on the Sea-Tac facility which drives up the expansion cost tremendously that FAA must help fund, does it seem wise, prudent or usual to not more aggressively pursue alternatives to Sea-Tac expansion that are less harmful?

S12-36

Question: What is FAA's role in regional or state decision-making to either stop expanding Sea-Tac or to build another airport/expand existing facilities?

Thank you,

Debi Wagner

SCOPING COMMENTS
To the Port of Seattle and FAA
9/16/2018

Scoping should be taken seriously. Past requests for the Third Runway analysis to address environmental considerations have been ignored. Please see attachment for an example of Puget Sound Clean Air Agency (PSCAA) formerly, Puget Sound Air Pollution Control Agency request for the third runway EIS to include a risk analysis and the response to not perform the analysis from the FAA/Port of Seattle. Where insufficient information exists (was not a valid excuse since EPA had just done a thorough risk assessment for Midway Airport http://www.csu.edu/cerc/documents/SWChicagoCancerRisks1993.pdf) or unknown risk exists as was the case with existing widespread community health disparities, it is the responsibility of the agency proposing the project involving additional impacts to use all available means to discover and disclose. NEPA §1508.27

The FAA and Port of Seattle should analyze the following items in the Environmental Assessment and Environmental Impact Statement:

HUMAN HEALTH AND ENVIRONMENT

1) Conduct an air quality analysis for all pollutants of concern; hydrocarbon emissions, air toxics, lead and criteria pollutants in the communities surrounding the airport and flight paths where aircraft overfly to 3,000 feet. This was required by a MOA between the Port of Seattle, EPA, PSCAA and DOE to be done post 2010 (See Attached). Please note the request for chemical analysis of residues in flight paths. Funding shortfall prevented this from going forward. It is still needed. Monitoring is used to validate modeling and has been recommended by our air quality agencies
2) Provide data on demographics and health in all communities affected by airport noise/emissions using existing data, science, agencies, institutions with city and citizen input. Give same consideration to multiple stressors (noise/emissions, traffic, etc.) in EJ community as was provided by the Port of Seattle in the near Port community grant for Duwamish residents.
3) Identify significant cumulative impacts considering past, present and reasonably foreseeable, multiple project impacts and high and adverse impact areas.509, SASA, South Satellite, flight path changes, modifications, hardstands, new terminal construction and operation etc.
4) Identify areas where low income and minority populations reside and analyze disproportionate impact by airport operations, traffic, congestion, etc.
5) Consider cumulative noise and emissions on resident's health
6) Consider unknown risk and develop methods to determine sources, nature and develop control strategies
7) Conduct a risk analysis using all air contaminants known to be produced by airport operations using the collected monitoring and modeling data for validation as per Puget Sound Clean Air request in 1994 not yet completed
8) Map the areas of impact
9) Conduct a health impact assessment (HIA) and social impact assessment (SIA).
10) Provide meaningful insights into mitigation strategies

S1
S1

55-1 58-3

METHODOLOGY

1) Both co-lead agencies should use available science, data and input from independent sources to inform and validate the process and conclusions
2) Worst-case scenarios for impact analysis should be considered and developed
3) Mapping the area of emission impact will be different than the noise contours and should highlight highest risk areas.
4) A map should be color coded to easily identify:
   a) Low income and minority populations eligible for environmental justice consideration
   b) High and adverse impact assessment by census tract
   c) Impact from emissions and types of emissions
   d) At risk areas by type of risk
   e) Noise contours and highest noise sensitive areas impact
   f) Existing health disparities
5) All assumptions and conclusions should be peer reviewed and independently verified for accuracy. For instance, industry data frequently reflects a bias; current emissions prepared by consultant for the SAMP varies widely from the EPA data for the same year using the same FAA operations, data and model. This problem plagued the third runway EIS data on emissions. Port estimates for 2014 are in white and EPA estimates in yellow

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)											
	NO_x	NO_x	VOC	VOC	CO	CO	SO_x	SO_x	PM_{10}	PM_{10}	$PM_{2.5}$	$PM_{2.5}$
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	53	8	52
APUs	72	48	5	4	48	43	9	7	22	6	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3	19	3
Stationary Sources	17		1		12		0		1		1	
TOTAL	2,019		326		3,681		188		51		50	

Residents are entitled to a fair process. The State Department of Public Health and State Board of Health has previously identified the areas around Sea-Tac Airport as experiencing high and adverse health consequences and eligible for environmental justice consideration. Their recommendation in June 2001 was for a comprehensive independent air quality study.

The Port of Seattle has already previously recognized the importance of greater levels of identification and mitigation for environmental justice eligible communities. For the Near Port Community Grant partnership with EPA analyzing the disproportionate environmental and human health impacts of Seaport operations/cargo trucks, local industry and transportation impacts, the Georgetown and South Park communities received a Community Benefits Agreement and commitment from the Port of Seattle for funding, home air filtration systems, educational programs and workforce development among other contributions. Commissioners recognized the utility of such a community investigation

process and foresaw an application of this Duwamish Valley Environmental Justice and Social Equity program as a pilot for future application potential to other Port impacted communities.

The contributions of the Energy and Sustainability Committee on elevating the profile of equity in Port environmental efforts and community engagement were noted. The project elements were summarized and the disproportionate community health impacts of environmental factors in South Park and Georgetown were described at the Port Commission Meeting on April 10, 2018.
http://www.mdpi.com/search?q=noise+Queens%2C+NY&authors=&article_type=&journal=ijerph&section=&special_issue=&volume=&issue=&number=&page=&search=Search

Below are some selected articles with a summary on noise and emissions.

"Air pollution causes seven million premature deaths a year but the harm to people's mental abilities is less well known. A recent study found toxic air was linked to "extremely high mortality" in people with mental disorders and earlier work linked it to increased mental illness in children, while another analysis found those living near busy roads had an increased risk of dementia.

The new work, published in the journal Proceedings of the National Academy of Sciences, analysed language and arithmetic tests conducted as part of the China Family Panel Studies on 20,000 people across the nation between 2010 and 2014. The scientists compared the test results with records of nitrogen dioxide and sulphur dioxide pollution.

They found the longer people were exposed to dirty air, the bigger the damage to intelligence, with language ability more harmed than mathematical ability and men more harmed than women. The researchers said this may result from differences in how male and female brains work.

Derrick Ho, at the Hong Kong Polytechnic University, said the impact of air pollution on cognition was important and his group had similar preliminary findings in their work. "It is because high air pollution can potentially be associated with oxidative stress, neuroinflammation, and neurodegeneration of humans," he said."

https://www.theguardian.com/environment/2018/aug/27/air-pollution-causes-huge-reduction-in-intelligence-study-reveals?CMP=share_btn_link

Shortened life span due to aircraft noise, savings to airlines in fuel and airports in efficiencies has less value than public health costs associated with the cardiovascular health effects of the noise.

Aircraft noise causes oxidative stress in the brain. "Thus the presented results may explain at least in part why sleep phase rather than awake phase noise leads to cardiovascular diseases and may also provide an explanation why aircraft noise is linked with cognitive impairment including retardations of learning and memory capabilities in children. Thus preventive measures should be considered to reduce night-time aircraft noise."

"One hundred million Americans are effected by unhealthy levels of noise." https://academic.oup.com/eurheartj/advance-article/doi/10.1093/eurheartj/ehy333/5037114#.W1m3vsP6liE.facebook

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"The analyses suggested that a 5-dB noise reduction scenario would reduce the prevalence of hypertension by 1.4% and coronary heart disease by 1.8%. The annual economic benefit was estimated at $3.9 billion." https://www.ncbi.nlm.nih.gov/m/pubmed/26024562/

"New research Links Air Pollution to Global Diabetes

Air pollution linked to 3.2 million new diabetes cases in one year.

A new research study links air pollution with an increased risk of global diabetes, even at pollution levels deemed safe by other governing bodies.

A study from the Washington University School of Medicine in St. Louis collaborated with the Veterans Affairs (VA) St. Louis Health Care System. The findings could impact a global understanding of one of the fastest growing diseases. More than 420 million people are affected by diabetes worldwide, and roughly 30 million people in the United States alone." http://www.webtopnews.com/new-research-links-air-pollution-to-global-diabetes-8905-2018/

"We report a higher lifetime prevalence of breast, melanoma and non-melanoma skin cancers among flight crews relative to the general population."

"Taking age into account, the study found a higher prevalence of cancer in flight crew for every type of cancer examined." https://www.yahoo.com/news/commercial-flight-crews-show-higher-cancer-rates-study-172109583.html

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"The effects on cardiovascular health start at 50 decibels. The U.S. standard of under 70 decibels is solely to prevent hearing loss. The European Union standard of not more than 40 decibels at night and 50 during the day is to protect human health." https://www.washingtonpost.com/opinions/loud-noises-hurt-more-than-hearing/2018/05/18/ccc7fc84-59dd-11e8-9889-07bcc1327f4b_story.html?utm_term=.189a034aa801

"Students' performance drops by 0.73 marks with each aircraft noise contour band, according to Ruth Cadbury MP." https://www.getwestlondon.co.uk/news/west-london-news/heathrow-noise-significantly-affecting-pupils-11220403

"Using the opening of a new international airport to model a noise experiment, Cornell University researchers measured physiological stress indicators and other quality of life measures among a sample of 9 to 11 year old children in the period prior to the opening of an international airport and again after its inauguration.

The Results

Among study subjects, resting blood pressure and overnight stress hormone levels (epinephrine and norepinephrine) rose and quality of life indices fell after the opening of the new airport and a corresponding increase in environmental noise levels.[1]

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"High levels of potentially harmful exhaust particles from jets using Los Angeles International Airport have been detected in a broad swath of densely populated communities up to 10 miles east of the runways...The research, believed to be the most comprehensive of its type, found that takeoffs and landings at LAX are a major source of ultrafine particles. They are being emitted over a larger area than previously thought, the study states, and in amounts about equal in magnitude to those from a large

portion of the county's freeways...The findings raise health concerns, researchers say, because the minute particles, which result from the condensation of hot exhaust vapor from cars, diesel trucks and aircraft, have the potential to aggravate heart and lung conditions, including asthma and the development of blocked arteries." https://www.change.org/p/stop-the-faa-nextgen-flights-over-culver-city/u/22489687?recruiter=false&utm_source=share_update&utm_medium=facebook&utm_campaign=facebook_link

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"Aviation Emissions Impact Ambient Ultrafine Particle Concentrations in the Greater Boston Area." https://pubs.acs.org/doi/pdf/10.1021/acs.est.6b01815

"An air quality study has for the first time detected nano-sized particles of air pollution in children's urine...these ultrafine particles are the smallest particles found in air pollution and have been linked to heart disease and respiratory conditions in previous studies.

The research provides the first direct evidence that some of the particulate matter known as black carbon that we inhale in soot and fumes is making it across the lung barrier and into the body's circulatory system." https://horizon-magazine.eu/article/ultrafine-pollution-particles-create-air-menace_en.html

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Close-in communities and those in flight paths are home to a large population, many which are predominately minority and low income residents. This community has been the topic of investigation by the State Department of Public Health in the past and found to exhibit higher than average and sometimes statistically significantly higher than average respiratory and brain cancer when compared to King County and State averages. Currently, these same statistics seem to be present especially in 98168 for asthma and 98198 for cancer types including brain cancer.

EPA EJ Screen tool can be used to assess the risk, exposure and negative health outcomes of census tracts within these zip codes and indicate the percentile is in the 90 to 100th for much of the population. (see attached example)

UW Ultrafine investigation has found hot spots of ground level ultrafine concentrations below flight paths for Sea-Tac Airport. Ultrafine particulate pollution can be breathed in and small diameters typical of jet aircraft combustion products can pass through the membrane barrier and enter the blood-stream affecting the heart and brain. (See MOV-UP) These are suspected to cause lung irritation, inflammation, immune response and adverse reactions for asthma sufferers.

New Jersey Institute of Technology estimates that airport operations are spreading air toxics and contaminants into a 9 square mile area around airports that is 10 times higher than average for areas not affected by airport operations.

https://graduatedegrees.online.njit.edu/resources/msce/msce-infographics/deadly-airport-toxins/

"The aviation is by far the leading emitter of harmful and deadly toxins such as sulfur oxides, carbon monoxide, nitrogen oxides, carbon dioxide, and volatile organic compounds (VOCs) into the atmosphere. Unfortunately, these toxins are harmful to living things. In fact, people living, working, or simply within nine square miles of airports are exposed to air pollution that is 10 times higher than areas outside this zone."

Area	Population age 25+	Deaths age 25+	Mean annual $PM_{2.5}$ ($\mu g/m^3$)	Attributable fraction	Attributable deaths age 25+	Associated life-years lost
London	5,330,600	47,998	12.7	7.2	3,389	41,404
East Midlands	3,087,200	40,806	10.1	5.7	2,314	24,016
West Midlands	3,714,533	50,110	10	5.7	2,837	29,897
East	4,042,900	51,211	9.9	5.6	2,844	29,096
South East	5,884,600	74,124	9.7	5.5	4,034	41,729
Yorkshire and the Humber	3,584,267	48,534	9.3	5 3	2,567	26,636
North West	4,733,000	67,871	8.9	5.1	3,427	35,855
South West	3,705,633	52,000	8.2	4.7	2,389	23,779
North East	1,795,267	26,090	8.1	4.6	1,199	12,336
England	35,878,000	458,743	9.9	5.6	25,002	264,749
Slough Unitary Authority	84,700	744	12.1	6.8	51	714

While levels of particulate matter (PM) do not exceed EU Limit Values. the Joint Strategic Needs Assessment (JSNA) shows that levels of fine particulates (PM2.5) in 2015 accounted for 19 1 premature deaths per 100.000 people in Slough compared with a rate of 11.7 for the South East. The health impacts of air pollution are becoming more apparent with evidence showing effects such as heart attacks. strokes. low birth weight babies and impaired lung and brain development. The World Health Organisation (WHO) categorises diesel exhaust fumes as carcinogenic.

Airport has highest emissions levels per acre in King County for certain pollutants

Comment 5: Commentor questioned how pollutant levels at Sea-Tac contrast with pollutants emissions in other portions of the region on a per acre basis.

Response: As would be expected, the acreage containing Sea-Tac Airport emits a greater level of air pollution than the average acre within King County for specific pollutants. Generally, Airport lands (encompassing 2,500 acres) produce greater levels of nitrogen oxides (NOx) for each airport acre than do all sources for each of King County's 1.4 million acres. However, aircraft emissions of Volatile Organic Compounds (VOC) and Carbon Monoxide (CO) for each Airport acre are nearly the same as compared to all sources for each King County acre.

Nitrogen Oxide (NOx). Aircraft activity at Sea-Tac produces approximately 0.5 tons NOx for each Airport acre (2,500 acres). All sources (aircraft, motor vehicles, fuel tanks, etc.) produce about 0.2 tons NOx for each acre within the Master Plan Update EIS study area (15,000 acres). Comparatively, all sources within King County (mobile, non-road mobile, point and stationary sources) produce 0.1 tons NOx for each King County acre.

Volatile Organic Compound (VOC). Aircraft produce approximately 0.1 tons per year VOC for each Airport acre. All sources produce just over 0.1 tons VOC per year for each acre within the EIS study area. The airport and airport area per acre level is the same as the King County level of about 0.1 tons VOC per acre.

Carbon Monoxide (CO). Aircraft produce about 0.5 tons CO per year for each Airport acre. All sources in the study area produce 1.5 tons CO per year for each acre. All sources within King County produce 0.4 tons CO per year for each acre in King County.

Comment 6: Commentor questioned if the airport should be treated like a point source instead of as mobile sources?

Response: Sea-Tac Airport facilities consist of a complex mix of stationary, mobile and non-road mobile sources. Stationary or point sources are typically limited in size to a single facility in comparison to the 2,500 acres at Sea-Tac consisting of numerous individual facilities. Emissions from aircraft and motor vehicles are consistently treated as mobile sources under the Clean Air Act. Additionally, although the Port of Seattle owns the land, many of the structures on-airport are owned and maintained by the tenants using the Airport. These tenants have certain responsibilities and liabilities associated with their operation independent from the Port of Seattle. These facilities are regulated by the Puget Sound Air Pollution Control Agency as stationary sources. As a result, air pollution modeling for airports typically uses point, area, and line sources to characterize the types of sources and/or facilities.

Comment 7: Commentor expressed concerns with the role and results of the SIP.

Response: Ms. Des Marias correctly notes that "the goal of the SIP is to chart air pollution and improvements over time to eventually reach attainment of the standards to protect public health and better the environment." The SIP "inventories" pollutant levels by a variety of sources within the Region including airports. Once all the pollutant sources are inventoried, then the SIP focuses on measures to reduce pollutant levels in order to meet pollutant reduction goals for the Region. The SIP inventories do not mean that activity within the Region cannot grow, nor do they establish pollutant 'budgets' for a particular source that cannot be exceeded. For example, the SIP accounts for growth in aircraft activity at Sea-Tac. Because motor vehicles are expected to remain the largest

Aircraft have a ground level impact on air quality up to 3,000 feet

For the future years, as well, levels of CO, HC, and NO, remain well below the State's 1995 inventory.

The disparity between the State's inventory levels and the inventory levels presented in the analysis occurs because of differences in operational levels, aircraft taxi/idle/delay, and fleet mix and engine emission assumptions. The State's emission inventory is based on 1990 aircraft operations levels versus actual 1994 used in this study's inventory. This study's and the State's inventory used slightly different aircraft activity levels and fleet mix. Therefore, the State's inventory may not have considered many of the newer aircraft in use or projected to be in use at the Airport.

The Airport's inventory also considered taxi/idle times specific to Sea-Tac. The State's inventory relied on default time in mode values presented in AP-42, including for taxi/idle/delay.[9] As such, the State's inventory is based on a much higher taxi/idle/delay time in comparison to the Airport's inventory. For the Airport's emission inventory, departure delay at Sea-Tac is based on the FAA's Capacity Enhancement Study airfield computer simulation.[10] Departure delay used in the analysis is based on the peak hour departures, for all weather conditions. As levels of CO, are highly influenced by taxi, idle and departure delay, emissions for this pollutant would be expected to be less than for the State's 1990 inventory levels.

(4) DISPERSION SCREENING ANALYSIS

A dispersion analysis was performed to ensure that localized "hot spots" would not result from the Master Plan Update alternatives. In performing the dispersion analysis, the FAA's Emissions and Dispersion Modeling System (EDMS) computer model was utilized.[11] EDMS provides for dispersion analysis in two levels of detail: a screening analysis which reasonably incorporates "worst case" operational and meteorological conditions; and, a more detailed "refined" analysis that considers actual operational characteristics and meteorological conditions. This section describes the screening dispersion analysis methodology and results.

EDMS evaluates the design and operational characteristics of an airport by modeling aircraft emissions. Departing aircraft are simulated from the departure runway hold pad area during take-off and through climb-out. Airfield departure delay periods are included in the EDMS analysis. Aircraft cruise emissions above an altitude of 3,000 feet are not analyzed because they are discharged at altitudes that preclude any discernible impact to ground level air quality conditions. Vehicular emission rates are included in the EDMS model and are used to predict air pollutant dispersion from vehicular sources on roadways and parking lots in the Airport area. The EDMS model includes MOBILE5A, a USEPA mobile source emission program used to determine surface transportation vehicular emission factors.

(A) Dispersion Screening Analysis Methodology

An initial screening dispersion analysis was conducted to determine locations where possible exceedances of the AAQS might occur. The basis for the screening dispersion analysis is to represent worst case conditions, which are the combinations of operational activity and meteorological conditions encountered during the year which result in the highest concentration of air pollutants. The screening analysis identifies pollutant levels according to the worst case wind angle recorded for modeled receptor locations. The worst case wind angle represents the wind direction at which the highest concentrations of pollutants by receptor was calculated based on reasonable worst case meteorological assumptions such as cold temperature and calm wind conditions. The analysis assumes that the peak hour for aircraft, roadway and other sources occurs at the same time. Since this is not the case, the evaluation represents a worst case situation that may present an overestimation of pollutant concentrations.

Sources modeled include roadways, point sources such as heating plants and fuel tanks, and area sources such as parking lots. A description of the sources modeled is

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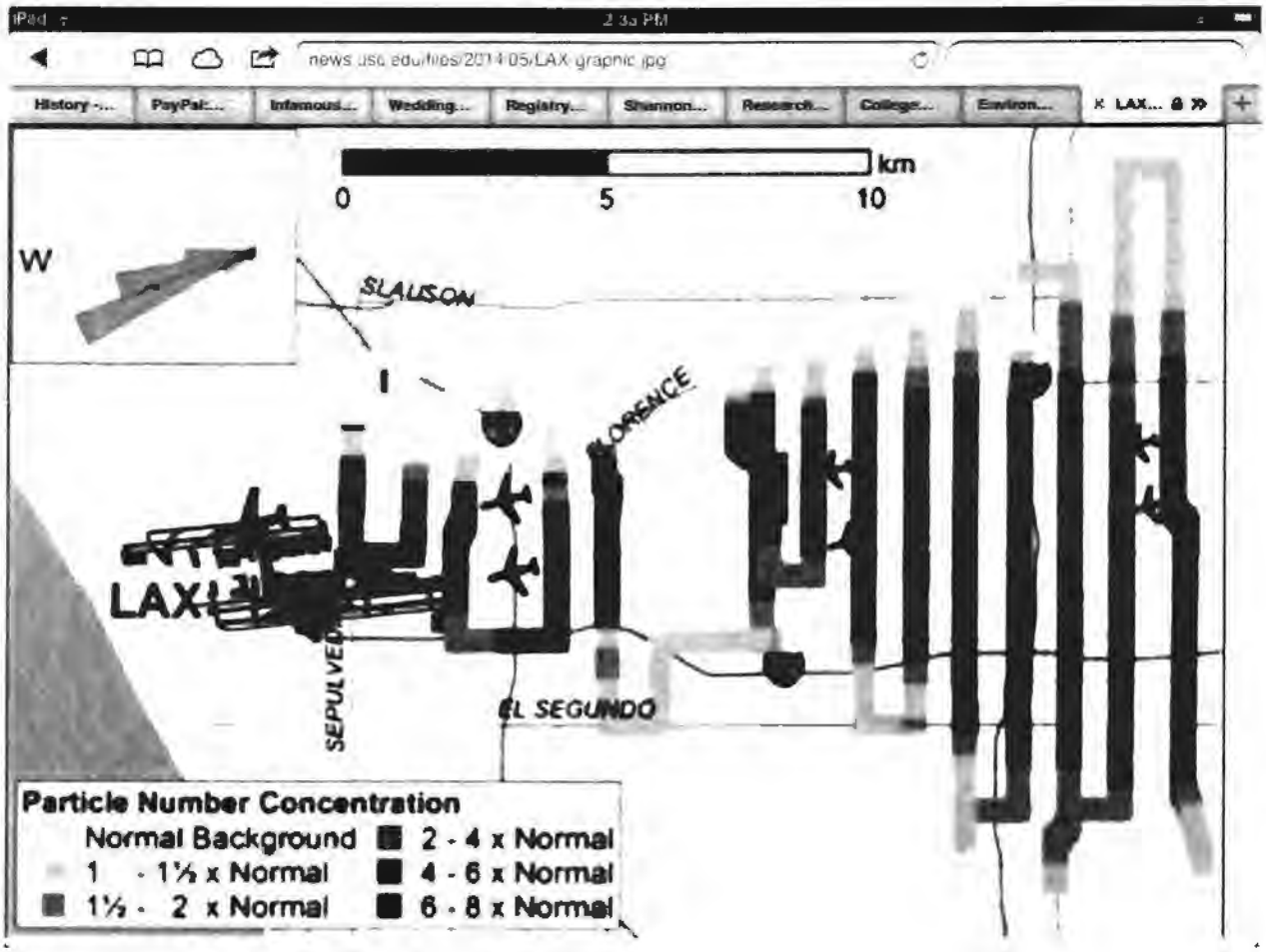
9 Compilation of Air Pollutant Emission Factors, Volume II: Mobile Sources, AP-42, U.S. Environmental Protection Agency, September, 1985.

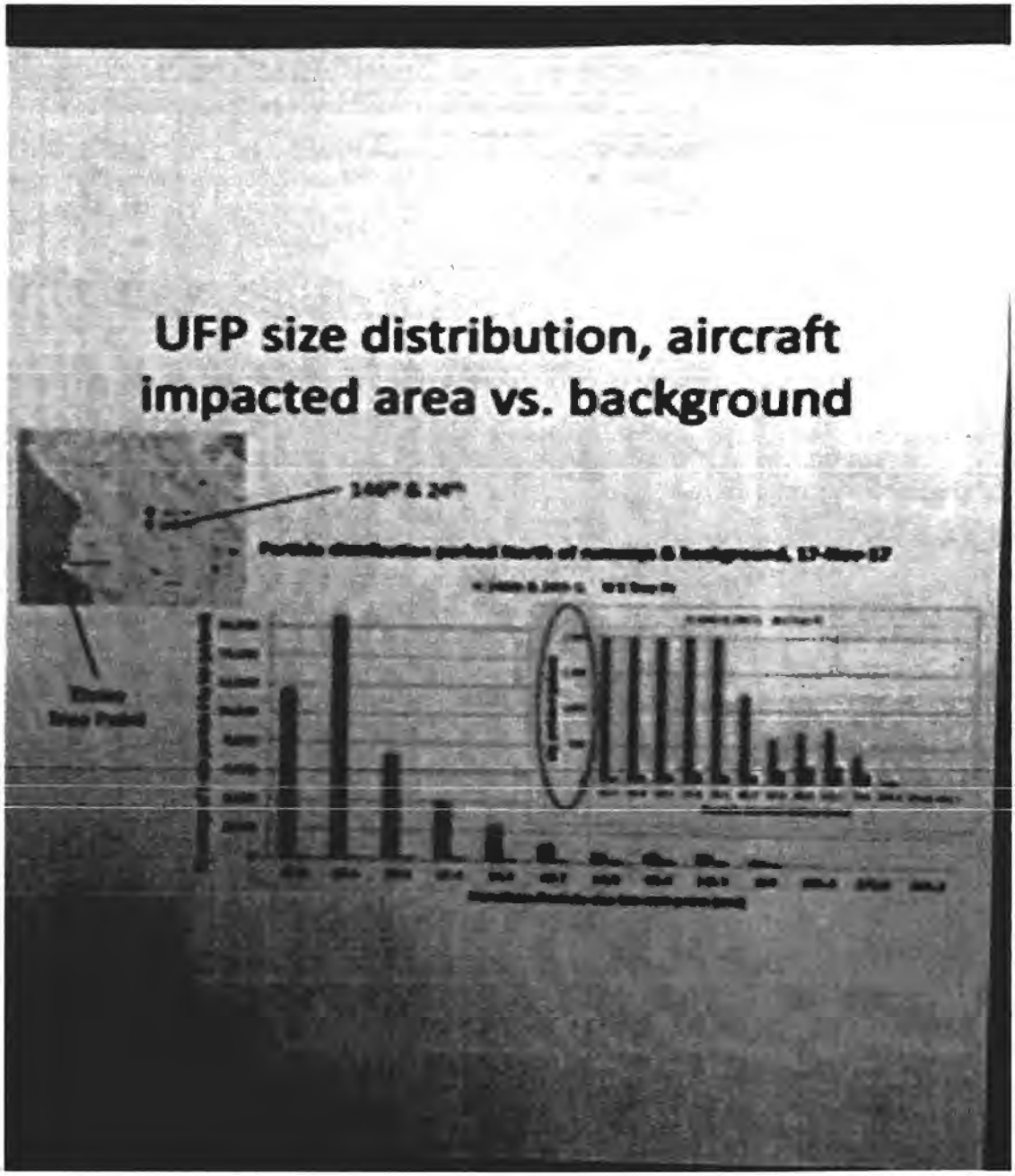
10 Data provided by Mr. Darryl Stout, Operations Research Analyst, Aviation Capacity Branch, Federal Aviation Administration, October, 1994.

11 Use of the EDMS model was confirmed with the USEPA, Boeing, PSRC, and PSAPCA May 17, 1994.

LAX significant contribution from overhead aircraft to ground level ultrafine particulate impacts



Sea-Tac Airport area experiencing the same high level of ultrafine particulate impacts of in flight paths similar to that discovered and monitored at LAX environ. The orange bars off the chart is the flight path impact compared to monitoring at Three Tree Point removed from flight path impact area

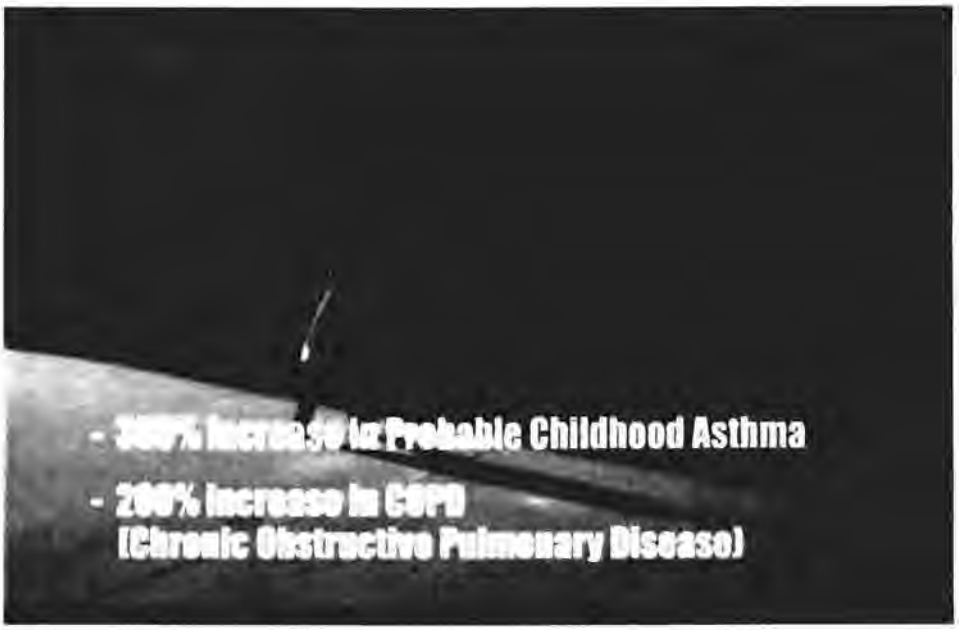


Statistically Significant Asthma and higher than average for King County cancer cases including respiratory and brain cancer from a recent zip code search of 98168 and 98198 by the State Department of Health Epidemiology

Hospitalization: Age Adjusted Rate

Diagnosis Group	Year	Geography	Count	Populatio	Age-Adj	Age-Ad	Age-Ad
##Malignant neoplasm of trachea bronchus	2011-2015	State Total	9168	34497650	23.74	23.25	24.25
##Malignant neoplasm of trachea bronchus	2011-2015	King	2326	10008810	23.27	22.31	24.26
##Malignant neoplasm of trachea bronchus	2011-2015	98168_Sea	34	172403	23.66	16.13	33.8
##Malignant neoplasm of trachea bronchus	2011-2015	98198_Sea	46	174919	24.59	17.94	33.12
##Malignant neoplasm of brain (191)	2011-2015	State Total	3373	34497650	9.03	8.72	9.35
##Malignant neoplasm of brain (191)	2011-2015	King	1011	10008810	9.68	9.08	10.31
##Malignant neoplasm of brain (191)	2011-2015	98168_Sea	18	172403	11.15	6.55	18.29
##Malignant neoplasm of brain (191)	2011-2015	98198_Sea	20	174919	10.44	6.26	16.58
##Asthma (493)	2011-2015	State Total	20274	34497650	58.78	57.96	59.6
##Asthma (493)	2011-2015	King	5847	10008810	61.98	60.38	63.62
##Asthma (493)	2011-2015	98168_Sea	128	172403	75.34	62.68	90.26
##Asthma (493)	2011-2015	98198_Sea	102	174919	58.19	47.27	71.01

The same elevated high and significant numbers of diseases are occurring around Boston Logan Airport. The same planes overfly communities throughout the US but Sea-Tac. LAX and Boston Logan along with other select airports are unique for how dense and close in proximity to the airport are the local residential communities (within a few blocks for residential areas on all sides of Sea-Tac Airport)



Destination: East Boston from Lucas La Battaglia on Vimeo.

The film appears to be connected to Airport Impact Relief, Inc., a nonprofit.

The following are examples summarized of some topics for investigation of EJ communities in NEPA reviews. See the Interagency Working Group on Environmental Justice https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf:

- Define the boundaries (GIS or mapping) of the affected population for both noise and emissions
- Define Exposure pathways

- Utilize citizen, organization and government data, science collection
- Define unique characteristics, i.e., human health vulnerabilities, health disparities, socio-economic vulnerabilities
- Explain methodologies and data
- Consider alternatives with the least impact on the low income and minority population
- Identify benefits and detriments
- Determine presence of high and adverse impacts (EJ community may be more susceptible to impacts than the general population)
- Utilize systems for data collection such as Health Department, Cancer Registry, National Birth Defects Registry, National Brain Tumor Registry, etc.
- Develop a health impact assessment (HIA) and Social Impact Assessment (SIA)
- Use a comparative population
- Monitoring plan to assure mitigation is successful
- Consider on balance compensatory mitigation to equalize detriments

Impact categories FAA must address in an EA:

Table 1: List of Environmental Impact Categories in FAA Order 10501.1F

	Environmental Impact Category
1	Air Quality
2	Biological Resources
3	Climate
4	Coastal Resources
5	Department of Transportation Act, Section 4(f)
	Environmental Impact Category
6	Farmlands
7	Hazardous Materials, Solid Waste, and Pollution Prevention
8	Historical, Architectural, Archeological and Cultural Resources
9	Land Use
10	Natural Resources and Energy Supply

	Environmental Impact Category
11	Noise and Noise-Compatible Land Use
12	Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
13	Visual Effects
14	Water Resources
15	Cumulative Impacts
16	Irreversible and Irretrievable Commitment of Resources

AIR QUALITY

N12-4 N12-8

Air quality has not been assessed. A Memorandum of Agreement between EPA, Department of Ecology, Puget Sound Clean Air Agency and the Port of Seattle in 1997 was to monitor the air quality of the Sea-Tac Airport area post 2010 (see attached) due to predicted modeled exceedances of the NAAQS. This was to occur prior to construction of conditioned elements of the ALP. These proposed future improvements such as the new terminal and landside developments are planned along with other segmented developments such as hardstands and international facility improvements and no compliance certifications have been issued. No monitoring is planned. This monitoring should include the analysis of chemical composition of the soot, debris that was included in the MOA but not completed due to funding restraint.

The consultant working on the Sustainable Airport Master Plan (SAMP) has provided air quality data from the EDMS and AEDT model. The EPA also models the same operations for each year analyzed. Below is a table created by EPA showing the consultant (in white) and EPA analysis (in yellow) for 2014 using the same model and FAA supplied operational numbers.

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)											
	NO_x	NO_x	VOC	VOC	CO	CO	SO_x	SO_x	PM_{10}	PM_{10}	$PM_{2.5}$	$PM_{2.5}$
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	53	8	52
APUs	72	48	5	4	48	43	9	7	22	6	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3	19	3
Stationary Sources	17		1		12		0		1		1	
TOTAL	2,019		326		3,681		188		51		50	

N12-8

The differences between these estimates have not been explained. For the third runway analysis, these same problems permeated the modeling. When looking at emission data input from the third runway analysis, it was clear the consultant had manipulated the data to obtain a predetermined outcome of compliance. The consultant failed to estimate any particulate data for all jet operations. All defaults were set to zero. The consultant cut emission data from EPA published rates and used lower than standard operations time in mode. It is not fully understood

N2-8

by me at this time, and to what degree, that falsified data has impacted public health and the environment that would have otherwise received mitigation.

CLIMATE CHANGE

N10-1 / N2-9

The consultant has provided data on carbon dioxide emissions in the Air Quality Baseline Preliminary Draft dated September 2017 for 2016 annual emissions. CO_2 is listed at 396,306 metric tons per year. Yet the Port of Seattle Energy and Sustainability Committee estimate from 2015 is 5.4 million metric tons per year. The difference between the two estimates are due to the consultant using a fraction of the Landing/Takeoff cycle rather than total fuel pumped. This leaves a majority of the carbon dioxide emissions unaccounted for. Since climate impact is a global concern, honesty and accuracy and taking responsibility for the total global climate impact is essential to understanding the significant impact the aviation sector has on planning and mitigation. While trees are the only current mitigation for aviation produced CO_2, it makes no sense the FAA has allowed the significant removal rather than topping 3,000 mature trees around the airport.

S3-1

The total climate change impact of the airport expansion will be significant. Sea-Tac is currently producing 25% of the county's climate change emissions. While the county is reducing emissions, the airport plans to double its impact. Ninety percent of the climate impact of the airport is due to jet operations. The Port of Seattle proposes reducing the remaining 10% of climate emissions by 3% or less over the next 18 years while doubling the 90%. None of the estimates consider the higher contributing emissions of nitrogen oxides, methane or black carbon. The imbalance in offsetting the impact could push Sea-Tac to half the county total by 2034 considering the increase in operations and reduction strategies in other sectors. This scenario will undo and even surpass all gains in every other sector.

Table 13
BASELINE (2016) CONDITION AEDT ANNUAL EMISSIONS

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2016)						
	NO_x	VOC	CO	SO_x	PM_{10}	$PM_{2.5}$	CO_2 *
Aircraft Engines	1,775	261	1,455	162	13	13	396,306
APUs	40	3	33	5	5	5	-
GSE	370	94	2,769	19	25	25	-
Stationary Sources	18	1	12	0	1	1	-

TOTAL	2,267	379	4,841	190	48	47	396,306

At the Highline College scoping meeting I asked Port staff at the Climate board why they are using only a small portion of the takeoff to estimate total climate impact. They said FAA has a regulation that requires this truncated figure. I asked for a copy of the regulation or a reference to where it can be found and they were unable to provide this. I followed up with a request of the FAA Environmental Specialist Cayla Morgan who was present at the scoping who invited follow-up questions along with her email. She did not provide an answer to my question or others I asked and referred me to the SAMP comment website link. This seems to be much more work than what should be necessary especially for citizens who are already experiencing injuries from excessive noise and airplane emissions.

ENVIRONMENTAL JUSTICE

S-1

Health disparities in the communities surrounding the airport have been evaluated by the State Department of Public Health. Findings of disproportionate, high and adverse consequences exist in these communities. Currently, respiratory and brain cancer cases are higher than average when compared to King County and asthma in 98168 is statistically significantly higher than average when compared to county, state and national levels.

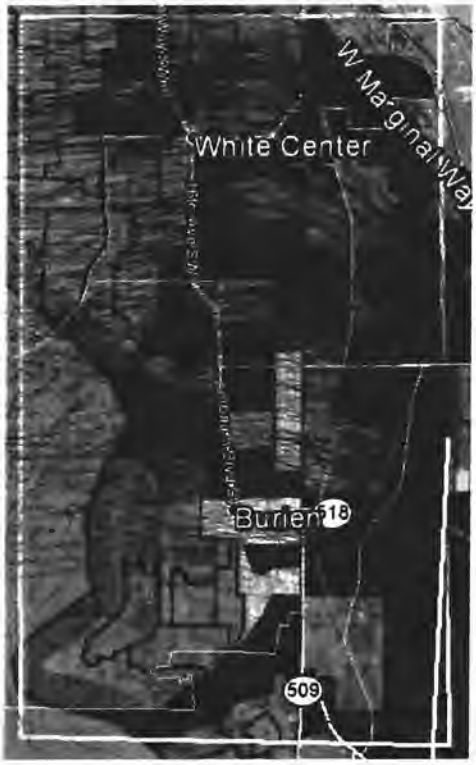
S-3

Environmental Justice (EJ) eligible community has been identified by FAA in their June 2017 Preliminary Environmental Analysis (PEA). The Interagency Working Group on EJ Methodologies March 2016 outlines numerous items for analysis that have not been discussed in any detail in the SAMP planning process. Cumulative impacts to these communities of noise and emissions along with health impacts have not been analyzed. Past, present and reasonably foreseeable impacts have not been addressed. Unknown risks should be evaluated.

(From the PEA)
Figures 5 and 6 shows the areas in which Environmental Justice (EJ) may be a concern within the Study Area. This data was pulled using the U.S Consensus 2015 data, through the Environmental Justice tool in AEDT. There are multiple areas of which exceed environmental justice thresholds within the Study Area. However, there are no reportable or significant noise impacts and the noise level of the No Action and Proposed Action Alternatives are less than 45 dBA DNL. Furthermore, there is no change to air quality. Therefore, the FAA has preliminarily determined that there are no high and disproportionate impacts to environmental justice communities.

Figure 5: EJ **areas with the No Action flight tracks**

Figure 6: EJ **areas with the Proposed Action flight tracks**



Key

- No Environmental Justice threshold exceeded
- Exceeds the 1 x poverty threshold level
- Exceeds the for minority threshold
- Exceeds both the 1 x poverty and minority thresholds
- Study Area
- No Action flight tracks
- Proposed Action flight tracks

The aforementioned analysis preliminarily indicates that there would be no direct or indirect or cumulative significant impact as a result of the implementation of the Proposed Action.

This analysis, above, ignores the significant impact that already exists with air quality impacts, violations of federal and state law, excessive noise through the night and health disparities discovered in the past and present. EPA EJ Screen tool can be used to assess the low income and minority populations around Sea-Tac and view the risk and negative health outcomes. Many of the census tracts in 98168 and 98198 typically overflown by departing and arriving aircraft exhibit *extreme* conditions. Some of the greatest poverty levels, language barriers, no access to healthcare deficiencies and health disparities in the county exist in these communities along with double the average for the county numbers per household of children. The Highline School

District that serves these communities has some of the highest poverty level families, and service needs of any school district in the state. See attached high noise area map and State Department of Health Washington Tracking Network health disparities map. Both exhibit similar areas of impact for high noise levels and negative health outcomes.

The State Board of Health on behalf of the State Department of Public Health finding statistically significant health disparities in the communities surrounding Sea-Tac Airport writing in The Washington State Committee on Environmental Justice, June 2001 "Final Report, State Board of Health Priority: Environmental Justice" states:

> "Airport community members living near the SeaTac Airport identified several concerns related to air pollution from operations at the airport (see Washington State Department of Health et al., February and December 1999. These reports can be accessed through: http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/ nicepubs.htm.)
>
> A March 2000 report prepared jointly by DOH, the Washington State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:
>
> • Lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
>
> • Oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;
>
> • Deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east and south of the airport (defined by census tracts) compared to King County; and
>
> • Hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south of the airport (defined by zip codes) compared to King County.

The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because of environmental justice concerns. The report states, "fundamental to the concept of environmental equity is the value that one group of people not incur environmental exposures from commercial activities from

which another group benefits. Those who use SeaTac Airport often derive great financial and other benefits from worldwide travel. **The extent to which these benefits come at the expense of environmental degradation affecting the people who live around the airport is unknown,** since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic" (Washington State Department of Health et al., 2000, p. 8). *[pages 14, 15] (Emphasis added)*

Regarding unknown risks the Federal Interagency Working Group (IWG) on Environmental Justice states in publication "Promising Practices for EJ Methodologies in NEPA Reviews" dated March 2016: https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf

"The degree to which an impact involves **unique or unknown risks** (see 40 CFR§1508.27(b)(5)) to minority populations and low-income populations in the affected environment can inform how agencies assess the significance of the impact. Minority populations and low-income populations could be uniquely susceptible to impacts from a proposed action due to: 1) **special vulnerabilities, e.g. pre-existing health conditions that exceed norms among the general population**; 2) unique routes of exposure, e.g. use of surface or well water in rural communities; or 3) cultural practices, e.g. subsistence fishing, hunting or gathering, access to sacred sites." IWG page 34

The FAA EA and Port of Seattle EIS must include the following:

S3-2

1) An air quality monitoring program must be completed which includes toxics and criteria pollutants and used as a validation for modeling
2) A risk analysis must be completed which evaluates all known chemicals released from the airport including air toxics, criteria pollutants, PAH, metals, soot analysis which might be affecting the poor public health outcomes

S3-3

3) A toxicology study must be completed to help plan mitigation. This should include analysis of people, plants, soil, and open water at a minimum.

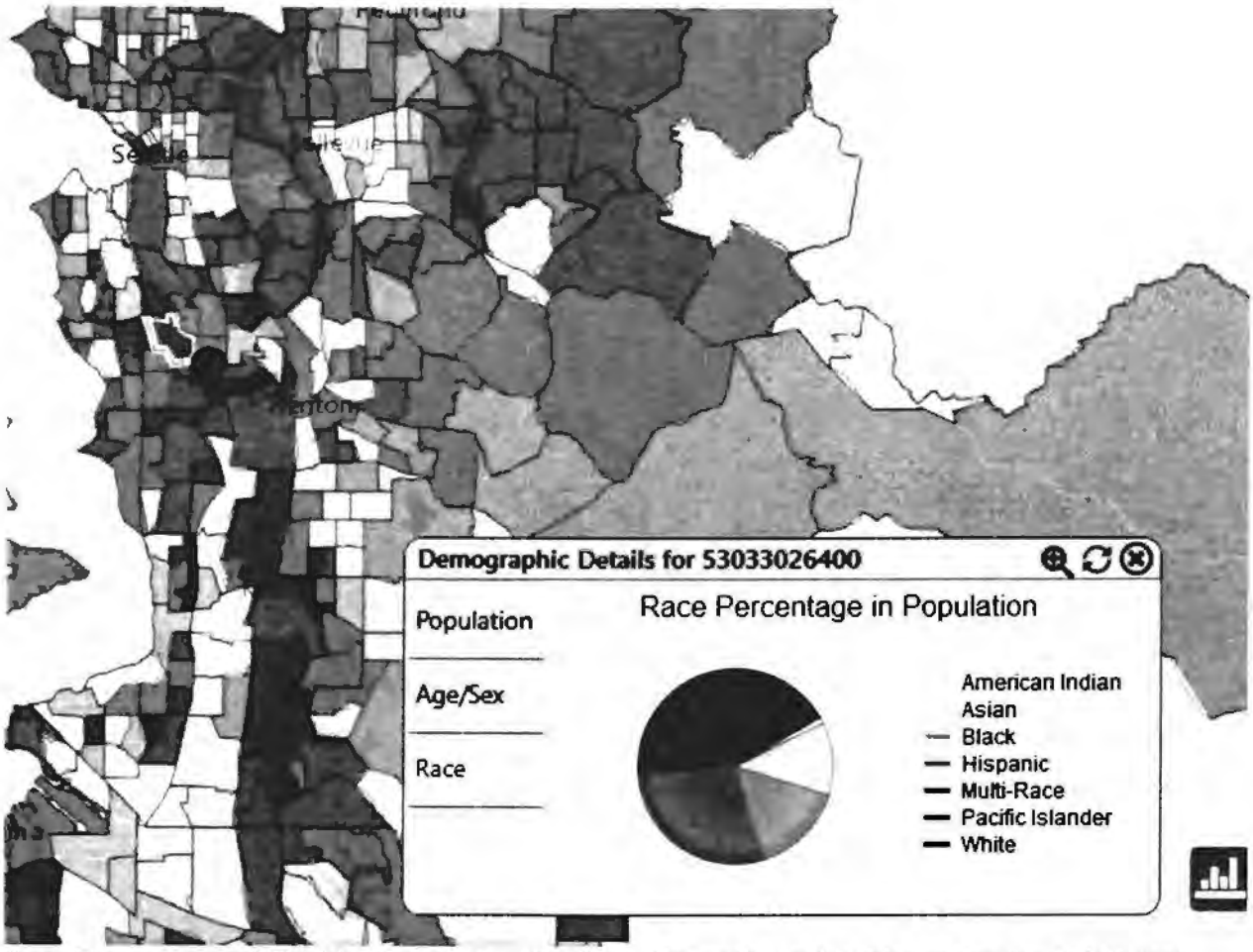
S3-1

4) Mitigation plans, programs and strategies should be planned and implemented along with the SAMP development not after
5) Any mitigation strategy must have a monitoring plan to assure success
6) A similar area must be used for comparison to evaluate health impacts (Kent Auburn area was used as a comparative population to Sea-Tac Airport communities by the State Department of Health zip code study in 2000. This area along with Tukwila is overflown by arriving aircraft to both Boeing Field and Sea-Tac Airport. Health disparities in these cities can clearly be seen as extreme on the enclosed map of poor health outcomes and should not be used as a comparison)

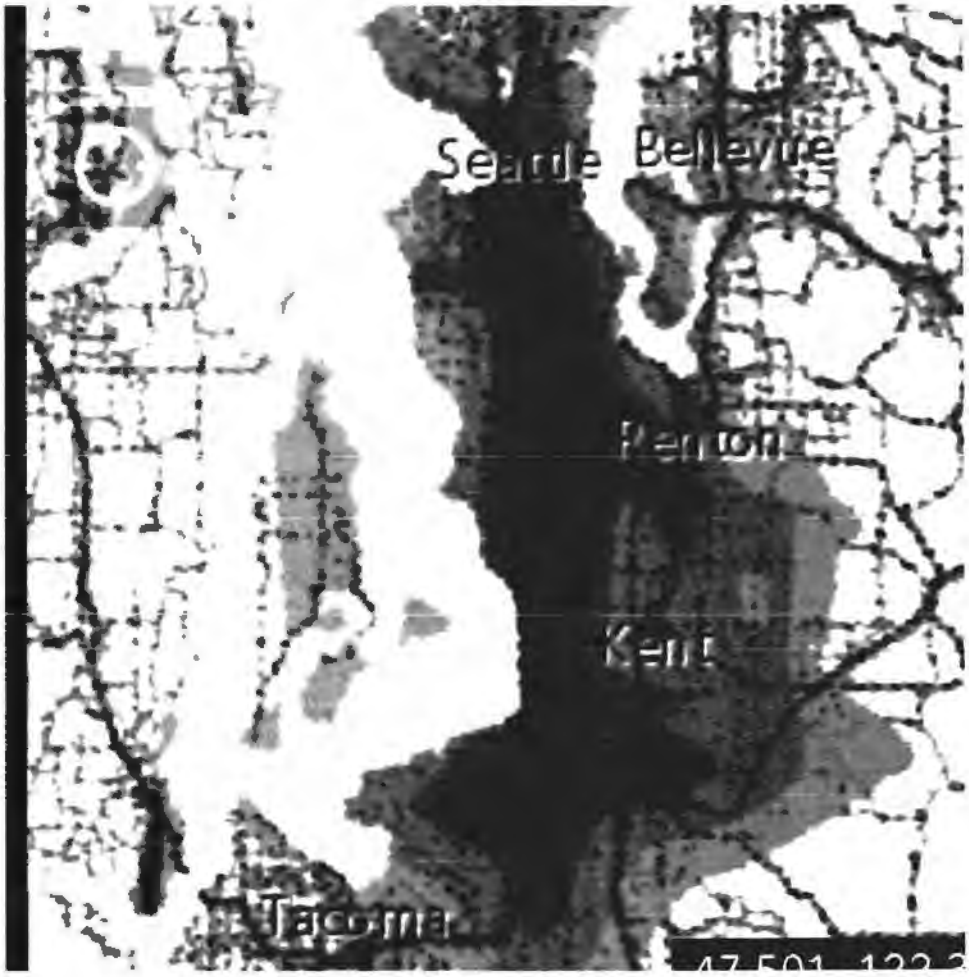
7) Areas of impact for emissions should be mapped along with noise.
   Consider for instance:
   a) New Jersey Institute of Technology has found a wide circular area around airports in the US experiencing toxic emissions 10 times greater than elsewhere
   b) State Department of Health found health impact areas to the west and east of Sea-Tac Airport experiencing health disparities
   c) EPA evaluating Midway Airport found risk threshold exceeded for 1,3 Butadiene to the northeast of the airport not typically in a noise contour band,
   d) McCulley Frick and Gilman Air Quality Survey found hydrocarbon levels exceeding state New Source regulations around Sea-Tac Airport outside of the noise contours
   e) Department of Commerce and LAX Ultrafine Particulate study found sooty debris typical of jet engine combustion discharge in flight paths for 10 miles out from runway ends
8) An epidemiological study should be conducted
9) All studies should show independence and be peer reviewed to assure objectivity
10) All analysis should include data input, assumptions and justification

In 1996 for the third runway EIS, wild and irresponsible predictions were made about air quality impacts. Some sources were estimated far too high and aircraft much lower than had been previously predicted by EPA and Department of Ecology. The Port of Seattle consultants Landrum & Brown predictions were accepted as state-of-the art. It was not until after 2011 that Russ Simonsen, environmental manager at the Port of Seattle admitted the figures were inaccurate. The high sources pales in severity to the elimination of data from the EDMS aircraft model, using too low time-in-mode values and falsified emission factors. The public health impacts we are now experiencing is a result of fraudulent, inaccurate and irresponsible data collection and dissemination.

Similarly, the forecasting of operations failed miserably to even come close to predicting what is happening today. The expanded airport facilities, once predicted to handle operations through 2030 and beyond, are now inadequate even in the existing condition less than 10 years after the opening of the third runway. Constraint and congestion caused by the introduction of the Delta Hub and the need for the SAMP expansion began as early as 2014, only six years after the opening of the most expensive runway in US history.



State Department of Health Washington Tracking Network Health Disparities for 98168 that follow flight path and match high noise area



Highest noise level in purple at the airport and surrounding red represents highest noise levels and matches the health disparities map from Department of Health

1997 EPA, PSCAA, DOE and Port of Seattle Memorandum of Agreement commitment for monitoring the airport area post 2010 due to predicted future scenario modeled violations of the federal National Ambient Air Quality Standard for carbon monoxide. Predicted future violations of the NAAQS for NO_2 were not carried forward although contained within the EDMS modeling for airport environment. PM 10 and PM 2.5 had been eliminated from the EDMS model for all jet aircraft LTO between 1993 and 1994.

Final

MEMORANDUM OF AGREEMENT

AIR QUALITY MONITORING PROGRAM ACTIVITIES RELATING TO THE SEATTLE-TACOMA INTERNATIONAL AIRPORT VICINITY

Introduction

For a number of years, residents in the vicinity of Seattle-Tacoma International Airport (Sea-Tac) have expressed concerns over air pollution. Several studies and small-scale air pollutant sampling programs have been conducted by the Port of Seattle (Port), the State Department of Ecology (Ecology) and the Puget Sound Air Pollution Control Agency (PSAPCA). Because of ongoing concerns about air quality in the vicinity of Sea-Tac, the undersigned agencies have agreed to work together to gather additional air quality baseline data.

In April 1995, the Federal Aviation Administration (FAA) and the Port issued a joint Draft Environmental Impact Statement (EIS) for the proposed Master Plan Update Improvements at Seattle-Tacoma International Airport. In February, 1996 the FAA and Port issued the Final EIS, which incorporated a draft air quality conformity determination. These environmental documents address, among other issues, potential air quality impacts associated with various Master Plan Update improvement projects (facility developments and operational changes) to be phased-in between 1996 and 2020 as part of the long-range airport vision (Exhibit A, attached to this agreement).

The Final EIS considered the available Sea-Tac air quality information from previous studies, updated the baseline and projection year emission inventories for five "criteria" pollutants of concern, performed area-wide dispersion screening modeling for volatile organic compounds (VOC) and oxides of nitrogen (NOX) (both ozone precursors) and conducted localized traffic intersection modeling analyses for carbon monoxide (CO).

The Port and FAA have identified future project build-out and operational conditions that result in modeled exceedences of the federal standard for CO. However, no monitored air quality data for the Sea-Tac vicinity currently exists with which to interpret the FEIS' "worst case" modeling results, which may overstate actual future air quality problems. Also, because the Master Plan Update project phase(s) that cause the modeled CO exceedences do not occur until approximately 2010, the issue of specifying appropriate mitigation measures prematurely has been raised.

In comments submitted by PSAPCA, Ecology and the US Environmental Protection Agency-Region 10 (EPA) to the FAA on the FEIS draft conformity finding, it was noted that in order to demonstrate conformity with the Central Puget Sound State Implementation Plan (SIP), there must be firm commitments made at this time by the Port and FAA to either (1) mitigate the modeled standard exceedences for CO or (2) delay inclusion of certain projects until future environmental reviews are completed for those elements and firm commitments to new mitigation measures are made, if necessary. Several options for achieving this outcome were specified. The comments also recommended a funded 24-month Sea-Tac area air quality monitoring program to better determine baseline conditions at and around the Airport; to inform model interpretation; and to provide better ambient air quality information with which to respond to public air quality concerns.

As a result of these FEIS comments and related interagency discussions, the Port, FAA, Ecology, PSAPCA and the EPA all concur that a Sea-Tac air quality monitoring program be established, focused on the following concerns in priority order:

- Carbon monoxide (CO) concentrations, specifically at those roadway intersections modeled in the FEIS as creating future exceedences of the National Ambient Air Quality Standard for CO;
- Oxides of nitrogen (NOX) concentrations associated with aircraft departure backup queues;
- Ground-level residue deposition associated with aircraft fuel particle discharges;
- Ground level residue-related toxic substances; and
- "Fugitive dust " particulate matter concentrations associated with Sea-Tac construction activity sites and dirt haul routes.

The parties agree that this monitoring program is in support of quantifying pollutant levels and not for the purpose of supporting the proposed improvements at Sea-Tac Airport.

Sufficient funding totaling $195,000 already has been identified by the parties to this agreement to conduct special field monitoring activities for the first three items listed above (CO, NOX and fuel particle discharge-related residue) within the next 24 months. Whether or not to fund monitoring of toxic substances in the Sea-Tac vicinity will depend on the results from ground-level residue monitoring data collection and analysis. For purposes of fugitive dust emissions, the Sea-Tac vicinity monitoring program will rely on PSAPCA's existing regulatory, inspection and enforcement authority rather than formal in-field monitoring.

The initial CO saturation study monitoring will be conducted during the upcoming winter season (1996-97), with the ability to continue some CO measurements in winter 1997-98. The monitoring of NOX is projected to occur in summer/fall 1997, with fuel particle discharge residue measurements occurring seasonally between fall, 1996 and summer, 1997. All field monitoring activities and data analyses are scheduled for completion no later than June, 1998.

Public involvement from the surrounding community will be sought in the monitoring program to facilitate public understanding of the monitoring results and the implications for long-term Sea-Tac air quality monitoring. To this end, establishment of a special working group comprised of both agencies and community representatives is contained in the proposed program's scope (Exhibit B, attached to this agreement).

Purpose

This Memorandum of Agreement (MOA) establishes an air quality monitoring program in the Sea-Tac International Airport vicinity designed to achieve the following goals:

- Characterize actual monitored air quality conditions, via in-field measurements conducted by independent environmental agencies and their contractors, in the general vicinity of Sea-Tac International Airport;
- Utilize actual monitored air quality baseline information to improve future Sea-Tac vicinity modeling and monitoring efforts; and to help identify the need for and design of appropriate mitigation measures whenever criteria pollutant modeling forecasts, or as shown by actual measurements, exceed a National Ambient Air Quality Standard (NAAQS), e.g., for CO and/or particulate matter;

- Allow actual monitored air quality baseline information to be incorporated into future environmental reviews for Master Plan Update project elements projected to worsen air quality (listed in Exhibit A) and to enable making commitments to more specific long-term mitigation measures, if necessary;
- Enable agencies to reference actual monitored air quality baseline data for the Sea-Tac Airport vicinity when responding to future questions and information requests from the public;
- Secure funding commitments to complete Sea-Tac CO, NO_x and residue monitoring data collection and analysis within the next 24 months, by July 1, 1998; and
- Determine the scientific justification, if any, for Sea-Tac toxic emissions monitoring and secure appropriate funding commitments by fall, 1997.

The programmatic scope of the proposed air quality monitoring for the Sea-Tac Airport vicinity is contained in Exhibit B, attached to this agreement.

THEREFORE, THE UNDERSIGNED PARTIES AGREE:

1. Additional air monitoring in the vicinity of Seattle-Tacoma International Airport is desirable for purposes of more accurately describing existing air pollutant levels, interpreting modeled results, identifying longer range monitoring requirements, promoting appropriate mitigation measures to protect the NAAQS whenever necessary, and responding to public inquiries related to Sea-Tac vicinity air quality.
2. All parties will participate in the design, conduct and reporting of air quality measurement activities in the Sea-Tac area over the next 24 months according to an approved monitoring plan. It is specifically desired that Ecology, EPA and PSAPCA will provide independent expertise to the air quality monitoring and analysis activity, which can then be incorporated into project-level environmental reviews conducted under SEPA and NEPA by the Port and other initiating agencies. The participation commitments of each agency are enumerated below:
   - Ecology, as overall technical program coordinator, will in consultation with EPA and PSAPCA develop a detailed monitoring and analysis plan and participate in the funding, monitor siting, conduct, and analysis/review of the air measurements. Ecology also will provide a final summary report on monitoring and data analysis activities for agency and public distribution concerning the results of the air measurements and recommendations for future monitoring activities.
   - The EPA will assist with the plan scoping, funding, monitor siting, conduct and analysis and review of the air measurements;
   - PSAPCA will participate in the scoping of the air monitoring plan and analysis, including development of the monitoring framework, establishment of monitoring locations, coordination with transportation agencies, technical assistance regarding collected data, and tracking of regional surface travel growth and associated project-level modeling efforts;
   - The Port of Seattle will assist with funding for monitoring and will participate as an observer in the monitoring plan's design, implementation and outcomes reporting.
3. Ecology ($35K), EPA ($30K) and the Port ($130K) together will provide a total of $195,000.00 to complete field monitoring data collection and analysis for CO, NOX and aircraft fuel discharge residue. In addition, other in-kind (non-cash) contributions from PSAPCA and the other signatories to this agreement will be provided.
4. The Port agrees that it will not proceed with Master Plan Update elements which are projected to create future CO exceedences or further worsen projected CO levels until CO field monitoring data collection and analysis is completed and, if necessary, appropriate mitigation commitments are identified. The Port further agrees that new information on actual monitored CO and NO_x levels shall be incorporated into future Master Plan Update-related environmental reviews and

air quality conformity determinations. Construction-related dust prevention and management activities will be directed by the Port in accord with the protocol described in Exhibit C, attached to this agreement.

5. To the maximum extent possible, all new program, plan and project-level air quality analyses conducted in the Sea-Tac Airport vicinity will reference and/or incorporate data obtained from the actual field measurements, once they are available, to help refine modeling approaches and interpret new modeling results and to identify appropriate mitigation measures for identified NAAQS exceedence problems.
6. A decision by Ecology regarding whether a permanent CO monitor (or monitors) should be established near Sea-Tac as part of the permanent CO monitoring network will be made based on the data obtained from the CO saturation sampling. Funding of long-term monitoring for CO will be determined at the time permanent monitoring decisions are made.

This Memorandum of Agreement reflects agreement by the undersigned responsible officials:

Mic Dinsmore, Executive Director
Port of Seattle

Date

Win Granlund, Board Chair
Puget Sound Air Pollution Control Agency

10-1-96
Date

Mary Riveland, Director
Washington State Department of Ecology

9/27/96
Date

Chuck Clarke, Regional Administrator
US Environmental Protection Agency-Region X

10/4/96
Date

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Exhibit A

Seattle-Tacoma International Airport
Master Plan Update Improvements

The following airport improvement projects were identified by the Master Plan Update Final Environmental Impact Statement (Final EIS) to be phased in between 1996 and 2020. Based on the air quality analysis presented in the Final EIS, only the terminal and landside improvements planned to occur post 2010 could result in increasing the severity of exceedances of the NAAQS. As a result, before the Port could implement these project, additional analysis and requisite mitigation would be required. These projects were identified based on project purpose and need and are categorized by the four (A through D) purpose and needs. Based on the Final EIS, the following projects would not increase the severity or frequency of exceedances of the NAAQS:

A. New Parallel Runway and associated operational procedures and taxiways (1996-2000)

B. Clearing and Grading off each runway end for runway safety area compliance (1996-2000)

C Extension of Runway 34R (2011-2015)

D. Terminal and Landside Improvements

1996-2000

- New Parallel Runway and associated operational procedures and taxiways
- Clearing and Grading the requisite lengths off each runway end for runway safety area compliance
- Improvements to the Main Terminal roadway and recirculation roads
- Development of the Des Moines Creek Technology Campus
- Construction of the new air traffic control tower
- Expansion or redevelopment of the cargo facilities in the north cargo complex
- Development of a new snow equipment storage facility
- Expansion of Concourse A
- Development of on-airport hotel
- Expansion of the main parking garage
- Development of a new parking garage at the Doug Fox lot
- Site preparation at SASA site
- Overhaul and/or replacement of the STS

2001-2005

- Dual taxiway 34L
- Expansion of the Main Terminal to the South
- Improved access and circulation roadway improvements at the Main Terminal
- Additional expansion of the main parking garage
- Expansion of the existing north employee parking
- Further expansion of Concourse A
- Development of a new airport maintenance building
- Continued expansion of the north cargo facilities

2006-2010

- Expansion of the dual taxiways A and B
- Construct first phase parking structure north of SR 518
- Additional Expansion of north employee lot
- Further expansion or redevelopment of north cargo complex
- Upper roadway transit plaza at Main Terminal

Based on the Final EIS, the following terminal and landside projects could increase the severity or frequency of exceedances of the NAAQS. The primary improvement project that would alter surface transportation, and thus air quality, is the North Unit Terminal development and related projects. The North Unit Terminal is slated for construction between 2011 and 2015. However, several items that are related to this project would occur earlier, such as the relocation of the ARFF which is located on the future site of the new terminal. Therefore, to ensure that earlier projects do not prejudice the outcome of the North Unit Terminal, these projects are identified separately.

2006-2010

Construction of the North Unit Terminal and roadway system, including the main terminal by-pass roadway system
Relocate the ARFF for North Unit Terminal

2011-2020

Completion and further expansion of the North Unit Terminal, parking & roadways
Development of additional taxiway exits on 16L/34R
Expansion of north parking structure and north employee parking lot
Further development of cargo in SASA
Develop connections to the RTA system at the east side of the garage
Develop cargo/warehouse site north of SR518

EXHIBIT B

Programmatic Scope of Proposed Air Monitoring
Seattle-Tacoma International Airport

The parties agree that the following steps should be undertaken to scope a specific air pollutant monitoring plan to be undertaken in the vicinity of Seattle-Tacoma International Airport:

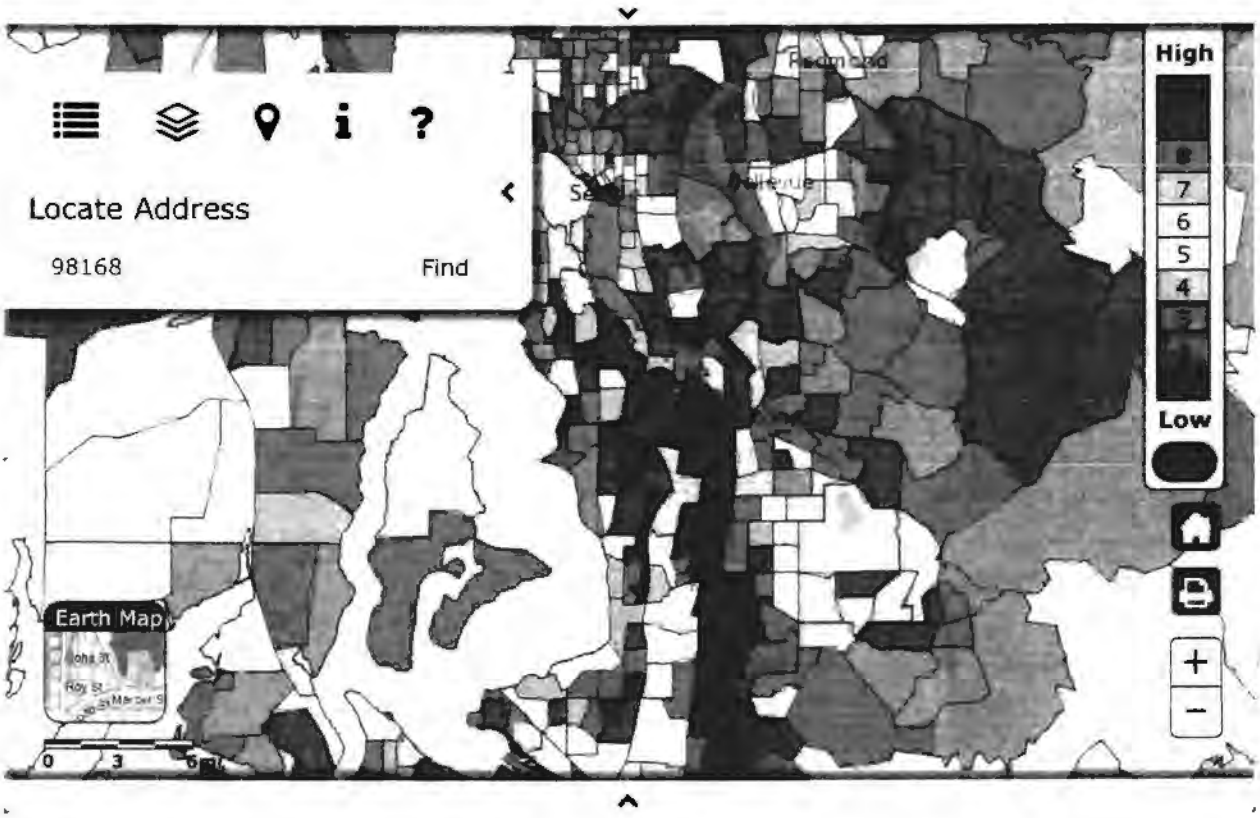
1. Establish the funding and staffing commitment levels available to conduct the air measurements. The air measurement plan should include the following:
   A. Development of an air monitoring work plan and definition of how the comparison of actual measurements to modeled data will be performed;
   B. Conduct of air measurements;
   C. Analysis of measurements;
   D. Conduct briefings for participating agencies; and
   E. Prepare a final report which responds to the goals of the effort.

2. The monitoring plan will be tailored such that it can be completed within the allocated funding and staffing levels and will reflect the following objectives:
   A. To interpret modeled data relative to measured data but not to conduct a model validation study;
   B. To use the measurements to improve:
      - Future modeling
      - Future monitoring
      - Mitigation of exceedances of the national ambient air quality standards
      - Responds to citizen comments and questions

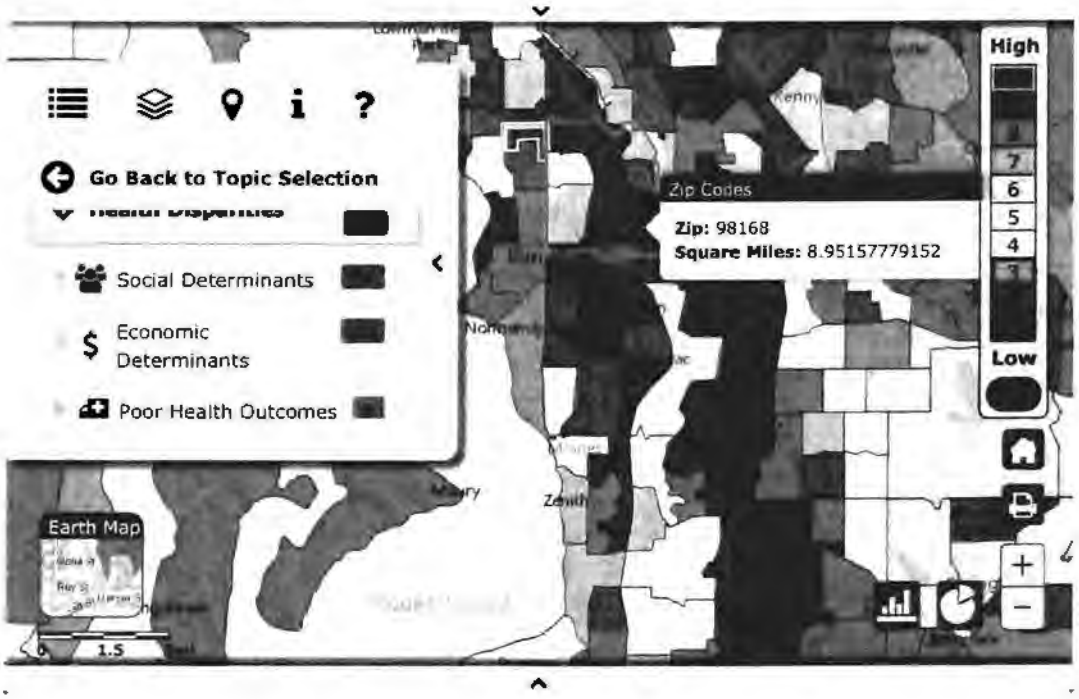
3. The funding level will dictate the specifics of the air measurement plan. However, the following priorities will be placed on specific air measurements that can be achieved within the allocated resources (in order of highest to lowest priority):
   A. Carbon Monoxide - measurements at roadway intersections in the airport vicinity;
   B. Nitrogen Oxides - at ends of runways, near aircraft departure queues;
   C. Engine Exhaust Residue - under flight paths of aircraft;
   D. If residue testing indicates that aircraft related emissions are a dominant source of collected residue, the parties will discuss and seek funding for the conduct of a air toxics measurements, which could include canister samples in the flight pattern;
   E. Fugitive Dust - at construction sites and near haul routes in the vicinity of construction. No funding has been allocated to this pollutant issue. Compliance with fugitive dust standards will rely on PSAPCA's existing regulatory, inspection, and enforcement authority.

4. Upon definition of the allocation of resources by the participating agencies, a working group will be established that includes representation from the participating agencies and the local community to monitor the progress of the air measurements. The Washington Department of Ecology will take the lead in coordinating the meeting schedule and agenda and will serve as the chair of the working group. The working group is being formed for the sole purpose of facilitating public understanding of the air monitoring results. The working group will be disbanded by December 31, 1998 or within 2 months of completion of the air monitoring effort.

Negative health outcomes from the State Department of Health Washington Tracking Network Map follow the flight path and show high rates for Kent Valley where emissions settle and where flights arriving at both Sea-Tac and Boeing Field overfly below 3,000 feet. Sea-Tac Airport is blue teardrop.



Example of a census tract (yellow highlight) from EPA EJ Screen tool where health disparities and risk is above the 90th percentile



June 2001 State Board of Health recommendation for a thorough air quality analysis as a result of findings of significant cancer and respiratory illnesses in zip codes around Sea-Tac Airport for study years 1992-1995 and 1992-1996 http://sboh.wa.gov/Portals/7/Doc/EJ/EJReport_2001.pdf

"EPA explains that "fair treatment means that no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden
of the negative human health or environmental impacts of pollution or other environmental consequences resulting from industrial, municipal, and
commercial operations or the execution of federal, state, and local and tribal programs and policies" (U.S. Environmental Protection Agency, 1998).
Of particular interest to the Committee is the specific claim that disproportionate exposures produce adverse health outcomes that are also borne
disproportionately by these populations. It has been well documented in the State of Washington that low-income and minority populations have
poorer health status than the overall population and have higher rates of a variety of diseases, including cancer and asthma. Many complex factors
interact to produce health disparities among populations. Environmental and occupational exposures, access to medical care, nutrition,behavioral
choices, and genetic variability, all contribute and are related. Where one lives and works is often less a matter of choice than the result of
socioeconomic status. It is usually the case that people in the lower socioeconomic strata are more likely to live in the most hazardous environments
and to work in the most hazardous occupations (Olden, 1998). *[page 7]*
Community Health Concerns around SeaTac Airport Community members living near the SeaTac Airport identified several concerns related to air
pollution from operations at the airport (Washington State Department of Health et al., February and December 1999). These reports can be accessed
through http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/ nicepubs.htm. A March 2000 report prepared jointly by DOH, the Washington
State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community
representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:
• lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
• oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;

• deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east
and south of the airport (defined by census tracts) compared to King County; and
• hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south
of the airport (defined by zip codes) compared to King County.
The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because
of environmental justice concerns. The report states, "fundamental to the concept of environmental equity is the value that one group of people not incur
environmental exposures from commercial activities from which another group benefits. Those who use SeaTac Airport often derive great financial and
other benefits from worldwide travel. The extent to which these benefits come at the expense of environmental degradation affecting the people who live
around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to
airplane emissions and airport-related traffic" (Washington State Department of Health et al., 2000, p. 8). *[pages 14, 15]*

Final Report
State Board of Health Priority: Environmental Justice

June 2001

Committee on Environmental Justice:

Carl Osaki, R.S., M.S.P.H.

Joe Finkbonner, R.Ph., M.H.A.

Urban Pollution Concentrations

In the United States pollution measures of [illegible] are usually localized, are often found in greater numbers in urban industrial areas. This pattern is evident in parts of South Seattle, where many industries are clustered than in other parts of the state. In several of South Seattle's neighborhoods, industrial facilities are located adjacent to residential housing. For example, in the South Park community, there have been [illegible] that are found in close proximity to residential areas [illegible] the following sections of this report, data compiled from these studies that are found in close proximity to residential areas with [illegible] health risks. The South Seattle [illegible] experience higher mortality rates as compared to the region as the overall health averages. There are also higher hospitalization rates for respiratory diseases than in other King County areas. South King County Department of Public Health (SKC) [illegible] the causes of the relationship between exposure and disease is found in the following sections. Environmental Health Public Health Issue

The Committee heard from a number of residents and community leaders concerned about the proximity of residential housing to industrial and waste facilities.

Community Health Concerns around Sea-Tac Airport

A Committee member living near the Sea-Tac Airport identified several concerns related to air pollution from operations at the airport. Residents in the Highline area [illegible] and [illegible] from the airport. These impacts result in increased [illegible] and [illegible] and [illegible] [illegible] [illegible]

the expense of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic" (Washington State Department of Health et al., 2000, p. 8).

Implementing the Committee's Work Plan

As described above, the Committee used a variety of methods to inform its work on environmental justice. This section describes how the Committee responded to each of the tasks in its work plan.

Raise Consciousness about the Issue

In the process of collecting information and speaking with the relevant players, the Committee was also achieving one of the primary goals of its work plan— to raise awareness about environmental justice issues. The Committee focused its efforts on raising awareness about these issues in government. The Committee participated in a number of community forums, meetings, and events in an effort to achieve this end.

In addition, the Committee published articles on environmental justice in the EPA Environmental Justice and the Washington Environmental Health Association newsletters. The Committee also presented its work at the Washington Public Health Association meeting in October 2000.

Create a Clearinghouse of Environmental Justice Information Housed on the SBOH Web site

The Committee launched its Web site in July 2000 at www.doh.wa.gov/sboh/committees/ejustice/ejustice.htm. This site serves as one clearinghouse of information on environmental justice. It also links users to a number of relevant other sites. Topical areas on the Web site include:

- What is Environmental Justice?
- History of Environmental Justice
- Literature Review
- Links
- Link to Board's Health Disparities Site

Set Guidelines for Practice in State Government and within the Public Health Community to Encourage That Environmental Justice Principles Be Incorporated into Practice

To encourage state agencies and local health departments to incorporate environmental justice principles into their activities, the Environmental Justice Committee quickly discovered the need to inform agency staff about the relevance of this issue in their work and to collaborate with those already working on this issue.

The Committee convened an Interagency Workgroup on Environmental Justice. This workgroup served as another vehicle for education and an opportunity to influence agency practice. The workgroup met twice during the year to discuss issues of mutual concern and interest. In December 2000, the Committee convened an educational forum for interested agency representatives. This forum brought together a number of community and agency experts to discuss opportunities to incorporate environmental justice principles into practice. A videotape of this forum is available through the State Board of Health or through the Department of Health's lending library.

Statistically significant Cancer Cases in communities surrounding Sea-Tac Airport for years 1992-1996

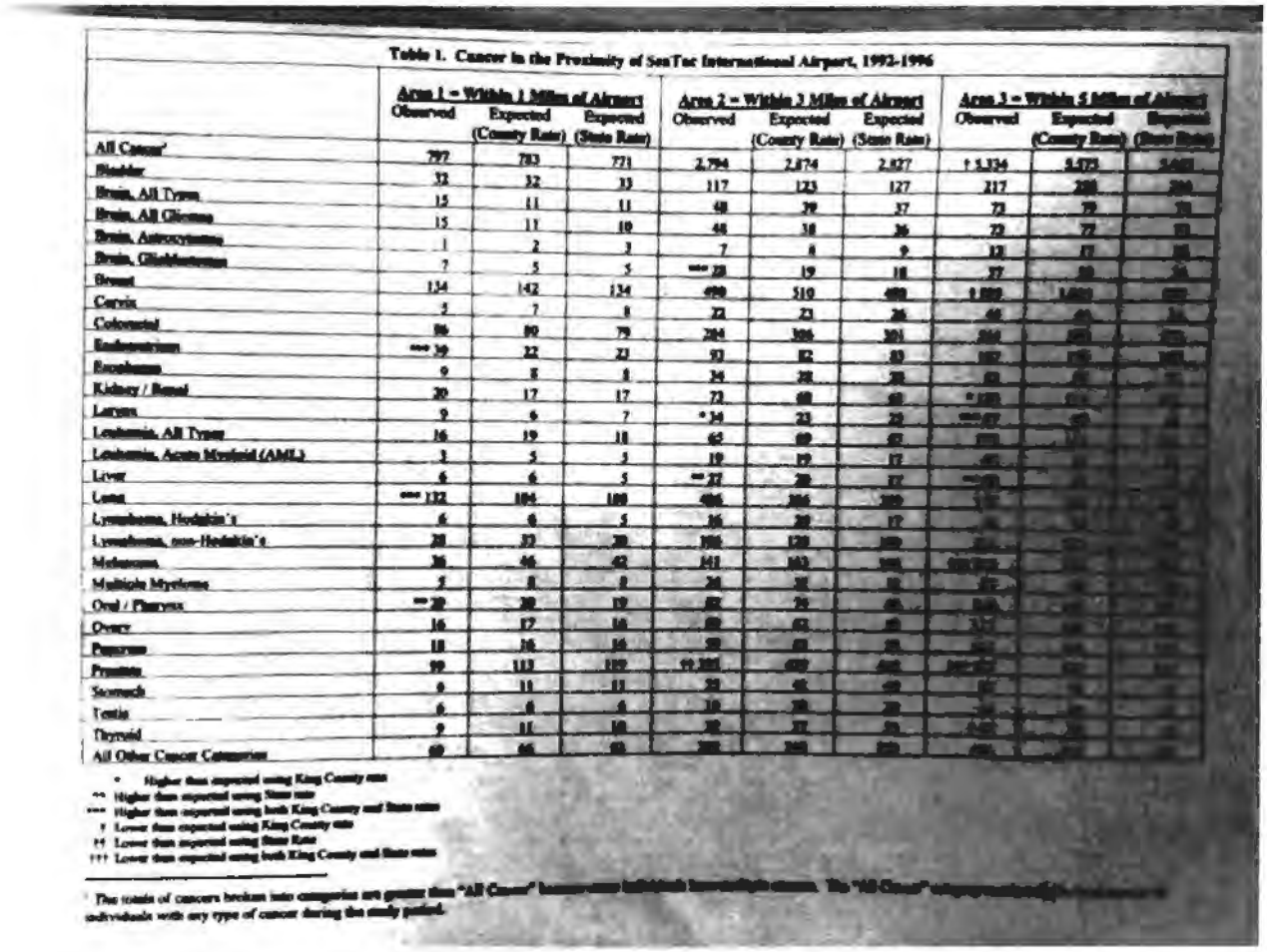


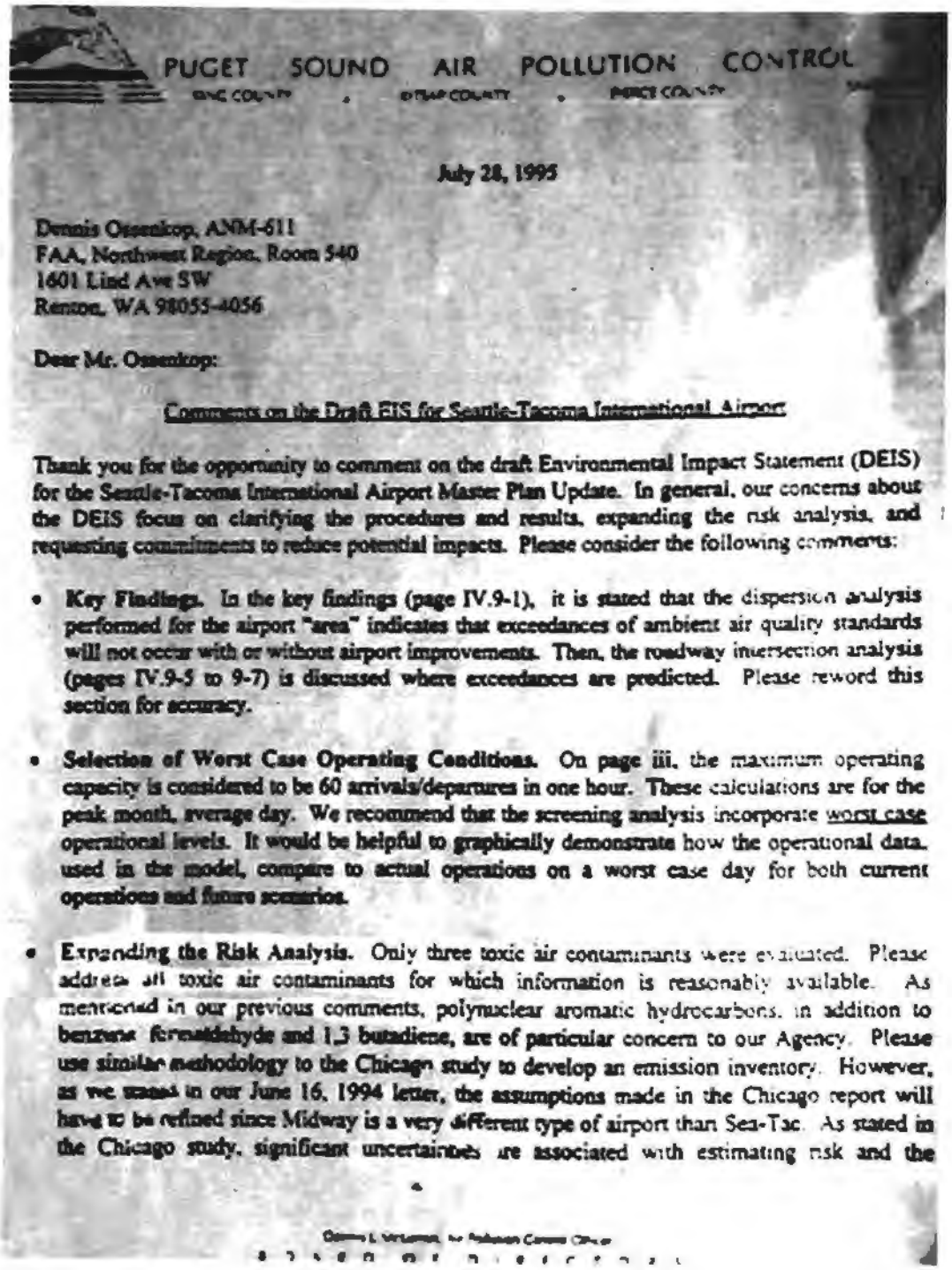
Table 1. Cancer in the Proximity of SeaTac International Airport, 1992-1996

	Area 1 = Within 1 Miles of Airport			Area 2 = Within 3 Miles of Airport			Area 3 = Within 5 Miles of Airport		
	Observed	Expected (County Rate)	Expected (State Rate)	Observed	Expected (County Rate)	Expected (State Rate)	Observed	Expected (County Rate)	Expected (State Rate)
All Cancer[1]	797	783	771	2,794	2,874	2,827	† 5,334	5,475	5,401
Bladder	32	32	33	117	123	127	217	208	204
Brain, All Types	15	11	11	48	39	37	73	79	75
Brain, All Gliomas	15	11	10	44	38	36	72	77	73
Brain, Astrocytomas	1	2	3	7	8	9	13	17	18
Brain, Glioblastomas	7	5	5	*** 28	19	18	37	39	36
Breast	134	142	134	490	510	488	† 889	1,003	939
Cervix	5	7	8	22	23	26	46	49	54
Colorectal	86	89	79	284	306	301	564	605	570
Endometrium	*** 39	22	23	93	82	89	167	156	169
Esophagus	9	8	8	34	28	28	61	57	54
Kidney / Renal	20	17	17	73	60	60	* 135	121	114
Larynx	9	6	7	* 34	23	25	*** 57	45	47
Leukemia, All Types	16	19	18	65	69	67	131	131	127
Leukemia, Acute Myeloid (AML)	3	5	5	19	19	17	45	36	32
Liver	6	6	5	*** 27	20	17	*** 58	38	32
Lung	*** 132	104	100	406	366	360	776	697	683
Lymphoma, Hodgkin's	6	6	5	16	20	17	34	38	32
Lymphoma, non-Hodgkin's	28	33	28	106	120	109	206	228	207
Melanoma	36	46	42	141	163	155	269	310	294
Multiple Myeloma	5	8	8	28	31	31	57	59	59
Oral / Pharynx	*** 20	30	19	82	79	66	154	150	125
Ovary	16	17	16	60	62	58	117	118	110
Pancreas	18	26	26	90	91	91	167	173	173
Prostate	99	113	109	†† 395	437	416	787	831	791
Stomach	9	11	11	39	42	40	87	80	76
Testis	6	4	4	10	16	15	31	30	28
Thyroid	9	11	10	38	37	35	† 67	70	67
All Other Cancer Categories	69	66	63	260	260	250	496	494	476

* Higher than expected using King County rate
** Higher than expected using State rate
*** Higher than expected using both King County and State rates
† Lower than expected using King County rate
†† Lower than expected using State Rate
††† Lower than expected using both King County and State rates

[1] The totals of cancers broken into categories are greater than "All Cancer" because some individuals had more than one cancer. The "All Cancer" category counts individuals with any type of cancer during the study period.

PSCAA made a scoping request for a risk analysis in 1994 for the Third Runway Draft Environmental Impact Statement (EIS) and again asking for the Final EIS to provide a risk analysis that includes all chemicals. This request was from Dennis McClerran who was recently Region X EPA Administrator.



PUGET SOUND AIR POLLUTION CONTROL

KING COUNTY • KITSAP COUNTY • PIERCE COUNTY

July 28, 1995

Dennis Ossenkop, ANM-611
FAA, Northwest Region, Room 540
1601 Lind Ave SW
Renton, WA 98055-4056

Dear Mr. Ossenkop:

Comments on the Draft EIS for Seattle-Tacoma International Airport

Thank you for the opportunity to comment on the draft Environmental Impact Statement (DEIS) for the Seattle-Tacoma International Airport Master Plan Update. In general, our concerns about the DEIS focus on clarifying the procedures and results, expanding the risk analysis, and requesting commitments to reduce potential impacts. Please consider the following comments:

- **Key Findings.** In the key findings (page IV.9-1), it is stated that the dispersion analysis performed for the airport "area" indicates that exceedances of ambient air quality standards will not occur with or without airport improvements. Then, the roadway intersection analysis (pages IV.9-5 to 9-7) is discussed where exceedances are predicted. Please reword this section for accuracy.

- **Selection of Worst Case Operating Conditions.** On page iii, the maximum operating capacity is considered to be 60 arrivals/departures in one hour. These calculations are for the peak month, average day. We recommend that the screening analysis incorporate worst case operational levels. It would be helpful to graphically demonstrate how the operational data, used in the model, compare to actual operations on a worst case day for both current operations and future scenarios.

- **Expanding the Risk Analysis.** Only three toxic air contaminants were evaluated. Please address all toxic air contaminants for which information is reasonably available. As mentioned in our previous comments, polynuclear aromatic hydrocarbons, in addition to benzene, formaldehyde and 1,3 butadiene, are of particular concern to our Agency. Please use similar methodology to the Chicago study to develop an emission inventory. However, as we stated in our June 16, 1994 letter, the assumptions made in the Chicago report will have to be refined since Midway is a very different type of airport than Sea-Tac. As stated in the Chicago study, significant uncertainties are associated with estimating risk and the

Below is the Final EIS response to PSCAA Scoping request for a risk analysis:

The Draft EIS analysis also [illegible] cancer risk assessment. Cancer risk [illegible] defined based on population, [illegible] concentration for a particular air toxic, and known cancer risk conversion factors. The number of potential cancer cases was based on the probability that an individual would develop cancer when continuously exposed to a pollutant at an ambient concentration of one microgram per cubic meter (ug/m3) for 70 years (the average lifetime). As indicated in the Draft EIS, less than one cancer case might be attributable to all pollutant sources (roadway and air traffic) at the modeled receptor locations.

However, in consultation with the air quality agencies, it was determined that insufficient information is available to adequately conduct a meaningful risk assessment. Therefore, for the Final EIS, risk analysis was not conducted.

Environmental Impact analysis should include the following considerations:

1) Full disclosure of data used for model input
2) Worst case predictions year by year of increases in emissions and noise
3) Worst-case predictions year by year of increases in operations
4) Airspace constraints, i.e., how many operations can FAA reasonably manage in the airspace
5) On the ground congestion, i.e., how many operations can the airport reasonably manage in peak hour/day/month
6) Timeline for sunsetting Sea-Tac as the only regional airport
7) Plans for mitigating potential worst-case predictions of operations/impacts to human health, environment, congestion
8) Local roadway capacity and congestion considering 30% increase in cargo
9) Who is primarily responsible for the financial impact of construction and operation activities on local, state and interstate road damage
10) How will the financial impact of loss on regional worktime and productivity be compensated for by Port of Seattle related traffic congestion

Debi Wagner

head, and it scared me to death. But I wish they'd stay where they belong. I've had four windows replaced from the Port, and two more are cracked. I mean, probably two of the ones they replaced. S2-2

So that's all I have to say. I just wish they'd stay where they belong.

MR. CHRISTOPHERSON: Thank you for your time.

HEARING OFFICER PHILIPSEN: Thanks to both of you, yeah.

I welcome you to give your three minutes of comments, and I will keep time for you.

MR. YEREMEYEV: Cool. Thank you.

And I'm Aleksandr Yeremeyev, City of SeaTac economic development. My comments, as far as the scope of the environmental impact study, is more on the ground transportation accessibility and logistics; meaning people who are coming to the airport, they come from all over the region, and they use certain means for transportation access points or infrastructure, if you will, highways and freeways and entry points, side streets, and other ways of getting to the airport. And so the impact study should include a broad geographic area because of the transportation coming in and then going out again. S6-2/3

The main concern with that being the gridlock that could potentially be a result of the increased growth, and

where there's demand from the outside, whatever the cause of it, the results will definitely include more vehicle traffic, whether it's trucks, cargo, passenger, single-family -- or single-occupancy vehicles or whatnot that are coming into the area.

So assessing the environmental impacts on that, and the "environment" being broadly defined as anything that moves and that doesn't, and then to make sure that we can accommodate for that plan so that -- we only have one chance to get it right because you can't fix it later. So "broad" being defined as, say, from, at a minimum, downtown and I-90 to 405, Bellevue, and then down into 167, Highway 167, Highway 18, because of the east -- east-west traffic. So anything that comes over I-90 or over 18 and then up I-5 and into SeaTac, and then also the other way out as well as -- so if I were to, say, north being probably Everett, Lynnwood, and then as far out as Issaquah, Bellevue, Sammamish, and then down North Bend through like Black Diamond, along 18 and Auburn and the whole Federal Way area. I don't think people are coming across the water yet, but they may soon do that too. I hope that -- and then progressively closer to the airport as well, and how that can be accommodated, because whatever happens on the airport property or outside of there, it all has to filter back in, and it likely will be in city streets, City of SeaTac

SG-2/3/

streets or City of Des Moines streets, City of Tukwila streets, City of Seattle streets.

And those things will happen, and if not planned for it will happen the way it happened without our ability to make an impact or preplan for it or mitigate it.

Thank you so much.

HEARING OFFICER PHILIPSEN: I welcome you to make your three minutes of comments and I'll be timing you.

MR. PALOSAARI: All right. So we have these tomatoes from our garden that's right over here. This is part of my comment in terms of -- recently they've found thorium in tomatoes that are gown in this area. I don't know if you know much about thorium, but it's nasty stuff. And kind of my question of the evening is, should I be eating these tomatoes? And I'll answer it to a certain degree: If it's just one tomato, it's probably not going to hurt. But if it's a lot of tomatoes, maybe that would become more toxic.

The reason thorium is an important piece is because a lot of the chemicals that we find in our environment around here can also be attributed to other things besides jets. And so through the years, the Port of Seattle has said, "Well, you know, yes, we see that there's problems, but this could be because of the diesel and the cars living next to I-5, 509." You know, there's all these reasons to say it's

Port of Seattle

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

N3-1
N2-1
N6-4

As our taxes continue to rise in parallel with the increase of flights. The noise and pollution increase which in turn impacts our property negatively. What mechanism is available to get tax relief as the increased flights impact our property values?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
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FROM (Please Print):
Name: PHIL YOHANN
Address: 1300 So 250th St
Des Moines, WA 98198

From: Rusty Zainoulline
To: SAMP Public Comments
Subject: SAMP: find a 2nd site
Date: Thursday, September 27, 2018 3:32:50 PM

S2-1

This is to register my concerns with plans for Seatac Expansion.
I believe the very idea of expanding in current location is a misguided and finding and building out a second regional facility is a much better way to proceed given the multitude of negative impacts on affected population and infrastructure constrains.

Thank you for consideration
Rusty Zainoulline
Kent WA

Complete Set of Transcripts

PUBLIC SCOPING MEETING - PORT OF SEATTLE

SUSTAINABLE AIRPORT MASTER PLAN NEAR-TERM PROJECTS

5:30 p.m.
Monday, September 10, 2018
2400 South 240th Street, Building 8
Des Moines, Washington

BRANDICE L. PIVAR, CCR
NORTHWEST COURT REPORTERS
1415 Second Avenue, Suite 1107
Seattle, Washington 98101
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(Public meeting commenced at 5:33 p.m.)

HEARING OFFICER PHILIPSEN: Good evening. My name is Gerry Philipsen, and I'll serve as the hearing officer for today's public scoping meeting for the Port of Seattle's environmental review of the Sustainable Airport Master Plan's Near-Term Projects at Seattle-Tacoma International Airport. The date is Monday, September 10, 2018, and the time is 5:33 p.m.

Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. The purpose of this scoping meeting is to give all interested people the opportunity to put their comments and questions regarding the scope of the environmental review on the record. People wanting to have their comments taken by the court reporter must register up here at this sign-in table.

Have you registered? Did you register over there?

MR. BEEMAN: Well, I registered when I came in.

HEARING OFFICER PHILIPSEN: Oh, we need you to register over there. Okay? Would you please do that now? Okay? I should've had you do that at the beginning.

MR. BEEMAN: "Over there" is where?

HEARING OFFICER PHILIPSEN: Oh, right over there at that table. That's our table. Sorry to make

you -- okay. I'm going to give you -- I'm supposed to give you kind of an oral orientation here.

My name is Gerry Philipsen, and I'm the hearing officer for tonight's scoping meeting for the Port of Seattle's environmental review of the Sustainable Airport Master Plan's Near-Term Projects at Seattle-Tacoma International Airport. The date is Monday, September -- oh, have you signed up yet?

MR. WEIR: Yes, sir.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

The date is Monday, September 10, 2018, and the time is 5:34 p.m. And I'm just going to repeat, I'm sorry, just a little bit here.

MR. BEEMAN: That's fine.

HEARING OFFICER PHILIPSEN: Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects.

The purpose of this scoping meeting is to give all interested people the opportunity to put their comments and questions regarding the scope of the environmental review on the record. People wanting to have their comments taken by the court reporter must register up here at this sign-in table. You may have signed in at the entrance of the

meeting, but again, in order to speak with the court reporter, you will need to sign up at this table.

Please be courteous and respect the rights of all commenters. To help with that, we will adhere to the following procedures:

Each commenter will be allotted three minutes with the court reporter. People desiring more time may register to speak again with the court reporter. You will be given another opportunity to speak after all other registered commenters have had their chance. You may not donate your three minutes or offer your spot in line to someone else. If you need significantly more time than three minutes, please consider one of the other commenting options: A, we have comment forms that you can complete now and turn in or take home and submit via mail; B, you can email comments to samp@portseattle.org; C, you may submit comments through the project website, www.sampntpenvironmentalreview.org.

MR. BEEMAN: What does that stand for?

MR. WEIR: Sustainable Airport Master Plan.

HEARING OFFICER PHILIPSEN: Note that all comments, no matter how they are submitted, are treated equally. Most important, though, is that all comments must be postmarked by September 28, 2018.

With that, I am officially opening the oral comment portion of the scoping meeting. The first name on the list

is?

MR. BEEMAN: Paul.

HEARING OFFICER PHILIPSEN: Followed by?

MR. WEIR: Keith Weir.

HEARING OFFICER PHILIPSEN: Keith Weir. Thank you.

So, Paul, you may begin. You have three minutes. Just a second, I'm just going to tell these other people the process.

MR. BEEMAN: You want me to wait for you?

HEARING OFFICER PHILIPSEN: It'll just be a few seconds, yeah.

Okay. You have the floor.

MR. BEEMAN: Okay. I am a minister and resident of Wesley Homes for 19 years, and have witnessed the flyover of the planes for that period of time.

As I remember, the original flight pattern was a stepdown; it would fly straight, drop, fly straight, drop, fly straight, drop. It's now been substituted by one straight-long glide path. We were misinformed, to put it politely -- the term is usually "lied to" -- by the Port, saying that the third runway would be used only in case of emergency or very heavy traffic. We find now that it's used primarily, and by my count, through much of the morning and evening. The planes come in every 90 seconds, either to

N3-4

N5-2

take off or to land. They come in directly over Wesley Homes, which is a retirement community of about 500 people. And it happens that as the plane comes down 11th Street, it then goes directly across our Wesley Homes -- what do we call it? -- health center, which is a nursing facility; it's where the most serious cases are.

We have a resident who was part of the design team on the last five Boeing planes. He knows the field well. He says that the planes are coming in at an average of about 95 feet above the hospital unit. So we're getting pretty heavy pollution of, well, all of the pollutants -- I don't need to name them, but all of the pollutants that are a part of the landing pattern. We were told that the planes would come in much higher than that, and that there would not be that much pollution, either noise or particularly of the various --

HEARING OFFICER PHILIPSEN: You have ten seconds left.

MR. BEEMAN: -- the various chemical pollutions in the air. We feel that the glide pattern should be returned to a previous type or brought in at a much higher level to protect the health of our retired people.

HEARING OFFICER PHILIPSEN: Thank you.

MR. BEEMAN: Now, is that all I need to do here?

N5

HEARING OFFICER PHILIPSEN: That's all you need to do here.

MR. BEEMAN: I mean, in the whole thing. I thought there was going to be a meeting. We were misinformed.

HEARING OFFICER PHILIPSEN: Well, you might say it is a meeting, but this is one part of it, where we take your comments and record them. But there are exhibits in there with people to answer questions and --

MR. BEEMAN: I understand.

HEARING OFFICER PHILIPSEN: Mr. Weir?

MR. WEIR: Yes.

HEARING OFFICER PHILIPSEN: You have three minutes.

MR. WEIR: I'm Keith Weir. I live at 21034 Second Avenue South in Des Moines on the north hill; new resident there. Formerly lived in Gregory Heights in Burien for 22 years. Just a little concerned when we initially moved in. I'm not one of these -- I live by an airport, but with the introduction of the third runway and the increase in flight patterns and the frequency of flights as we live there got progressively louder and noisier. And we did move to Des Moines, I understand. I'm up on the north hill and we have a view and it's beautiful and wonderful, but with the increased flights and everything, comes increased air

N5-2

pollution; audio, you know, noise. And I just have some concerns about the water quality for the creek flowing out into the Sound with an increased capacity of flights and what will be done with fuel-management runoff, things like that. I know Miller Creek has been impacted greatly by the runoff from the runway over the years.

N8-1

So that's my environmental -- with a little bit of concern on that. And I do have three children I'm raising, as well, so their little lungs, and my neighbors', as well.

On another front, in the long-term on these projects, looking in there, there's quite a long list of work that looks like it needs to be done to upgrade the airport and get it ready for this increased capacity. At the Burien City Council meeting, somebody did their math and said that it looked like an increase of about 465 flights a day over what is currently flying. All that capacity and demand needs to be met somehow; that equates to construction projects.

S12-9

I am an electrician, and I would prefer that the Port look at implementing a master community workforce agreement to cover all of these projects under one envelope so opportunities are made available for residents of the community to either get into an apprenticeship or get into a pre-apprenticeship and be able to be made ready to become an applicant for a living-wage career in the construction

field. We work with the skills center and Highline Public Schools and other school districts to make sure that children have an option other than college which actually provides them a pathway to a living-wage career. So we've got kids that can -- that may not be on the college path that can, in five years, go from earning zero to earning $80,000-plus a year with benefits for their families without college debt and the burden of that.

So with that, I would just strongly encourage the Port commissioners to look at these upcoming projects and be smart about their allocation and make sure that we have an overarching agreement that makes it a level playing field for all and provides opportunity and pathways.

HEARING OFFICER PHILIPSEN: Thank you, Mr. Weir.

Okay. Ms. Oliver, you have three minutes.

MS. OLIVER: Thank you.

I have lived here for almost 16 years. These last nine months have been life in hell because of the environmental effects of the airplanes going over my house. I sometimes have them every 20 seconds. It's so noisy, you can't hear -- you can't hear another person talking; you can't hear yourself think; you can't sleep. You close all the windows; it doesn't matter.

So you get no rest; you get no time to focus on

thinking; you don't get to enjoy the environment. I have two-thirds of an acre. The last thing I want to do is be outside enjoying my yard, which I've enjoyed for 15 years. Even being near the airport, I've coped with it, but the change that has happened has been dramatically awful; it's like living in hell.

I'm going to have to speak personally because I know there's great environmental issues for everybody, but personally, I've never had respiratory problems in my life. I've always been healthy. I have respiratory problems now. I've had ear infections. I've had pus coming out of my ears since these changes.

My phone, I can't talk to anybody on the telephone at my house. I'm disconnected every two seconds. Every time a plane comes over my house, my phone disconnects; it's terribly unsafe. If I had a business, I'd never be able to conduct business.

I would have to say my mental health is suffering major. And I'm so upset, you can hear my voice shaking because that's how upsetting it's been. I have been angry a lot because my life is disrupted constantly with noise. I've been so depressed at times because there's no way out of this. I've had my house up for sale for three months, nobody comes to even look at it. Another beautiful house with two-thirds an acre, nobody even comes. Property values

N3-1 N5-1 N2-5 N4-1 N6-1

N9-2

in other places great; here, zero. A major investment that I'm suffering from, as well. Is that environmental? I think so. And I've got Port windows; it means nothing.

And I guess I don't know how close I am to three minutes, but every other day I'm trying to clean to keep my house clean for showing, and there's always filthy grime every day that I'm cleaning up from the oil in the air that we're breathing, the particles inside. It's the worst, the worst. And the only way it's going to be better is if the airport buys us all out. I can't think of anything that will work because there's nothing that I can do to counter the noise.

I'm done. Thank you for listening. But I'm on the verge of a nervous breakdown because of it.

HEARING OFFICER PHILIPSEN: Thank you for your comments.

Sir?

MR. ELLIOTT: Are you ready for me?

HEARING OFFICER PHILIPSEN: Yes.

MR. ELLIOTT: My name is David Elliott, and I live west of the runway, slightly. And again, I've lived here for almost 13 years now, and likewise, it was -- it was -- I knew I was living near an airport, but it wasn't bad. It would entertain my in-laws; they'd go out on the front porch, and they'd count the approaching aircraft. But

it was somewhat quiet.

It has gotten -- the use of Runway 3, from what I was told -- I wasn't here when they initially put in Runway 3 -- that it was only going to be used for maintenance, when they were doing on maintenance on 1 and 2. Number 3 is used all the time. And there are alternatives that the Port can think about. I mean, I know we're going to use Runway 3. How about using it with some of the newer airplanes? I work for Boeing, so the 737 Maxes, the Airbus Neos, the 787 Dreamliners; much quieter airplanes, much more environmental friendly. Maybe we restrict Runway 3 to those kinds of airplanes that wouldn't bother the residents in the area so much.

I mean, we have options. And from what I've gathered in the time that I've been hearing about all these -- about people/groups complaining about it, it doesn't seem like the Port is listening to anybody. And I hope that the Port authorities remember that they're elected officials. If this is going to keep going and getting worse, we're going to find new elected officials for the Port.

I don't think I have it maybe as hard as you, but I can't go into my backyard anymore without noise. You cannot have a normal-level conversation in the front yard or backyard. In the house, I'm a little bit better off, but again, you go outside, you can't have conversations. It's

S2-5

N3-9

N3-3

N3-1

gotten worse and worse over the past -- less than a year. It's just gotten bad. We need help.

I think that's really all I have to say. Thank you.

HEARING OFFICER PHILIPSEN: And the name on the list is?

MS. ALDRICH: Jill Aldrich.

HEARING OFFICER PHILIPSEN: Jill Aldrich. Thank you. Now you have three minutes.

MS. ALDRICH: My name is Jill Aldrich, a property owner, along with my husband, for over 50 years. We have a concern about the newest building site on 24th Avenue South, not far from the federal detention center.

About a month and a half ago, my husband and I walked on the Des Moines Creek Trail for about ten minutes and noticed a sign that said "Critical Area" that was placed there by King County. Looking past that sign, over the stream and past not many trees, was some bulldozed dirt going up to a building site.

N8-2

As the building site has progressed, we have been watching to see what the process has been to protect the stream that is critically close to two dirt hills precipitously close to that endangered stream.

So that's it.

HEARING OFFICER PHILIPSEN: Thank you.

MS. ALDRICH: Thank you very much.

HEARING OFFICER PHILIPSEN: And your name is?

MS. CAPERSON: Becky Caperson.

HEARING OFFICER PHILIPSEN: Thank you. Please proceed. You have three minutes.

MS. CAPERSON: I'm going to talk about the fact that I live under the third runway. But I have been in this area most of my life. I have taught school for 31 years in Highline. And what I want to see happen is that we are treated fairly. Why don't 50 percent of our airplanes go to Paine Field? And why don't all the transport planes go to Moses Lake and then have them sent over by truck, that way we can share this wonderful thing called "noise" with another part of the country?

It has just grown and grown here. It upsets our school; it upsets the people where we live. It's both the noise, but then we also found out through studies that we get little gas particles that come straight down. They don't spread out like an umbrella; they come straight down into our houses. So when a plane takes off, we have to go inside real fast. We don't want any of those gas particles dropping down on us.

So just to be fair, we need 5 percent of the planes to go north, even though the people up there object to that.

Thank you for listening to me.

HEARING OFFICER PHILIPSEN: Thank you for

S2-1

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N2-1

speaking.

And your name is?

MS. MARKKANEN: Marianne, M A R I A N N E, Markkanen, M A R K K A N E N.

HEARING OFFICER PHILIPSEN: And can you give us an address, please?

MS. MARKKANEN: 20613-12th Avenue South in SeaTac 98198.

HEARING OFFICER PHILIPSEN: And an email address?

MS. MARKKANEN: M, and my last, markkanen@comcast.net.

HEARING OFFICER PHILIPSEN: Thank you.

So now you have three minutes. I'll time you.

MS. MARKKANEN: I'm making a statement because I live underneath the third runway. When I bought the house in 1999, I had never lived that close to the airport before. No Realtor told me about the third runway.

Fast-forward, the third runway is built right over my roof. We were told by the Port that it was going to be only for overflow. Now between eight and eleven -- at times, the planes fly over one a minute. How they can come that fast, I don't know. But the roar of the planes creates a cloud of pollutants, so when you step outside of my house, you smell jet fuel fumes. The berries in the area don't grow. I have

NS-1

NZ-1

to have my house washed off every year; I have plastic siding. It's because of the amount of stuff coming out from the sky from the planes.

I'm worried about my health. I don't see any studies being published about the effect of the airport and the increase on my health. And I feel that the community has been consistently lied to. And there's no trust, very little, between the people and the Port of Seattle.

We need another airport; we need another runway to accommodate all of the changes that -- of the increase in the volume of the planes. But basically, I live daily with the roar of airplanes over my head, which affects my television reception, cell phone, computer reception.

So that's why I'm here.

HEARING OFFICER PHILIPSEN: Are you finished?

MS. MARKKANEN: Yes.

HEARING OFFICER PHILIPSEN: You're under time. Thank you very much.

MS. MARKKANEN: You're welcome. Thanks for being here.

HEARING OFFICER PHILIPSEN: It's a pleasure.

MR. THOMPSON: Hi. There's about three things that really -- two or three things that really concern me. One is, we have an ultrafine particle study being done at the University of Washington. That is due to be completed

sometime early next year. Until that is completed, it is completely contrary and contradictory and not in the public interest to conclude SEPA, EIS, NEPA studies by September 28th. You cannot make a rational decision until you have the data you need from the ultrafine particles study, in my opinion.

Secondly, we know that the airport, from previous studies done by the UW Public Health Department, indicate that if you live near the airport, you will die six years younger than the other persons. And that was considering factors and the variables included in that. We know that if you live in Des Moines or Burien you live in the 100th percentile of increased risk of cancer, respiratory disease, dermatological conditions, and other things.

There is a serious health component and environment component here that is not even being addressed. They are only talking about noise. Noise is the canary in the coal mine. The rule issue is pollution and increasing cancer and death rates as a result of excessive jet pollution.

So from my perspective, any discussion of that, of the September 28th deadline, should be accounted for. We need an extension of that. And the Port of Seattle has already told the mayor of Federal Way that it will not be extended. To my mind, that is just not only ludicrous; it borders on the criminal.

The last thing I would like to get in my three minutes is that there is only one solution to airport pollution, and that is Hyperloop. Hyperloop is the technology which is not science fiction; it is happening now. The first contract has been signed for these transportation systems to be built. There's one in California -- there's three in California; one of them is run by Elon Musk, another one by Richard Branson, and a third by another corporation. They have signed contracts over the first Hyperloop technology transport system in Abu Dhabi, Dubai, in the Middle East within three years to be operational.

NJ10-10

As you know, Hyperloop technology is able to carry roll-on cargo containers straight off the ships as well as people. It goes at over 700 miles an hour. There is no problem with pollution; there is no problem with noise, and it is the only solution that will answer our problems here.

For any other further questions, be sure to ask Ernest Thompson at 625 Southwest 189th Street, Normandy Park, your friend, anytime.

HEARING OFFICER PHILIPSEN: That is your address?

MR. THOMPSON: Yes, that is my address.

HEARING OFFICER PHILIPSEN: Do you have an email address?

MR. THOMPSON: Yes, I do. My email is

ecoe69@hotmail.com.

HEARING OFFICER PHILIPSEN: Say your name again, please.

MS. GRIFFEE: Kaylynn Griffee.

HEARING OFFICER PHILIPSEN: Kaylynn Griffee. Thank you. You have three minutes, and I'll be timing you.

MS. GRIFFEE: Okay. So is it just questions, or I can --

HEARING OFFICER PHILIPSEN: No, it's questions or comments. You can do both, as you wish.

MS. GRIFFEE: My feeling is this is being done without accommodations for more runways in the future. I feel like -- that it's all going to be done and then all of a sudden, they're going to go, "Oops. I think we need more runways," as the third runway was presented to us, which, at the time presented, we were sold as a cargo-only runway. Now it's become a passenger runway, then -- it's now being used for a plane -- there are planes that land every 30 seconds on that third runway, and lots of them are being sent over my house, jets.

When I have -- I have been taking note of the planes that are coming over my house, documenting the time, calling it in on the noise report and asking that a written statement be sent to me, usually I'm told that it's FAA's discretion to send the jet over my house.

I live in Normandy Park; it is not considered a commercial runway area, but when I called about the prop planes, the Bombardiers, I was told that those are fine and legal because they are prop planes. But when you buy an airline ticket, they are sold as turbo prop jets, and they carry 76 people. I don't consider a prop plane with 76 people, but I probably have five to six cross over my house every day. They're really noisy; they're very low. They're also sent that way so that the other jets don't run them over taking off on the third runway because they're a little bit slower.

N3-1

And I wanted to know why the Port used to provide houses with insulation, heavy-duty-insulation roofing, triple-pane windows for the noise. That's before the third runway was even built. And now they're doing nothing for the houses. The noise is awful. In the morning you cannot open the windows any time. You can't open the windows because of the noise of the jets starting their engines up and taking off. And I really think they need to reconsider double insulating our ceilings; I think they need to consider the triple-pane windows, and they need to consider air conditioning so that we can breathe in the house without the windows open because you cannot listen to all the jets all day.

N3-7

HEARING OFFICER PHILIPSEN: You have 30

seconds.

MS. GRIFFEE: Then I can apply again?

HEARING OFFICER PHILIPSEN: Yes, you can.

MS. GRIFFEE: Also, I'm very curious how come Des Moines has building codes for building houses that are all -- are remodeling that all are compatible with the airport only. I was told they need double plywood, double roofing, triple-pane windows. I mean, some try to add windows and you -- double-pane and they were upset. And so I'm wondering how this was -- came about. How can Des Moines dictate the way you build a house and it has to be compatible for the airport? Who paid for this?

And last summer before they were using the third runway, I did not have 737s flying over my house. Now I have 737s, they just clear my tree, clear the deck; they put soot all over my lawn furniture, all over the deck. And they always put soot all over my boat that's in Des Moines under cover. It's black with airplane dust.

I'm there, so shall I apply again?

HEARING OFFICER PHILIPSEN: Just continue. Yeah, I think you probably need about another minute.

MS. GRIFFEE: So then, I had -- my other issue that's a very severe safety one is the air quality in our area. I have asthma, and it is -- I'm impacted by the airport when there's inversions, and we get all of the fuel,

jet fuel in it. And I was told that -- by somebody I talked to long ago, I was told that that was -- the reason it smells is it's benzene. Benzene is extremely carcinogenic. Four of my neighbors, nearby neighbors, have passed away from brain cancer. There has been studies, but I haven't heard anything. We've heard nothing more about the studies of cancer relationship to the air quality. And when I called about the clean air commission, they said they have a commission, but it -- this was long ago, one person from each county. Whatcom County could care less about the airport soot in Normandy Park or Des Moines.

N4-1 / N4-3

And so I feel like King County gets one count on the air-quality vote versus -- plus, you've got all the other outgoing counties. So I think that we're not really being treated fairly as far as the quality of our air, which is decreasing and bad. And so I do want to know about a cancer study, what cancer studies have they come up with.

S6-5

Then the last thing that I have that concerns me is nobody has taken into consideration the area of east-west traffic crossing that is taken out of us that live in this area to get to the freeways and get to Seattle because the airport takes up -- I don't know how many miles long, but 188th is a zoo. There's only two entrances to I-5: one at the north end and one at the south end. So there should be freeways built for us to get access to the freeways and to

509 and to I-5 instead of waiting for ten traffic lights to cross, and that is not even a thought in their mind.

So anyhow, I would like to have those questions answered, if somebody could address some of those.

HEARING OFFICER PHILIPSEN: And I don't know what the process is in terms of whether you will actually get an answer. But there is a systematic process for noting, you know, those questions.

MS. GRIFFEE: I appreciate it.

HEARING OFFICER PHILIPSEN: And that's all I can tell you.

MS. GRIFFEE: Thank you. I really appreciate it, because I feel like you write -- and, you know, I've been a teacher a million years. I have to read everything, even my email. But I really appreciate it. I took a lot of time to think of everything.

HEARING OFFICER PHILIPSEN: It's obvious that you have. And you had a lot of very detailed and important comments.

MS. GRIFFEE: I missed a big fact. Can I reapply?

HEARING OFFICER PHILIPSEN: Yes. Yes. You can reapply. I'll give you one minute.

MS. GRIFFEE: Then the other thing is if they're telling us they're not going to build new runways,

which is what we are being told at this time, I think that the cargo planes need to leave the area. I mean, they really need to use the facilities, which they're building and ramping up for, and it is international big time, that the cargo planes need to go somewhere else for safety of passengers and safety on the ground. I mean, if they're sending planes over my way because it's a safety issue from FAA, well, then get all the cargo planes out, put them in a different location, and proceed with the airport. I mean, things are growing. They will grow. But the cargo planes are also growing. You go to Alaska, and where are they going to have the space to park them all?

So that's a big consideration, I think, is -- that was a big one.

HEARING OFFICER PHILIPSEN: Well, good. I think it's good you added that. Thank you.

Now it is time for you to give your oral comments. You have three minutes, and I'll be keeping time.

MR. EDMISTON: Now, can I ask you a question, before we start the comments, about your instructions?

HEARING OFFICER PHILIPSEN: Yes.

MR. EDMISTON: Are these exclusive processes? Can I give oral testimony and also submit written comments?

HEARING OFFICER PHILIPSEN: Yeah. They're not exclusive.

MR. EDMISTON: Thank you.

HEARING OFFICER PHILIPSEN: No. You may do all the -- all of the above.

MR. EDMISTON: Very good.

So my name is Steve Edmiston. I want to start off with some comment about the proces tonight. These are my own comments, but they're also comments I have heard from many that attended the event tonight.

The first is a source of frustration in the community that we asked, and specifically the City of Des Moines asked, for a public town-hall style of engagement on this process by letters between the City of Des Moines and the Port of Seattle; that request has been denied, and a substitute engagement, this event tonight, was inserted, which is a room full of storyboards and individuals either employed by the Port or by the Port's consultant. And that is a source of frustration because the community has not been afforded the same style of participation that communities east, west, and north of the airport have been afforded. The planning period was not provided to Des Moines so -- or Federal Way or Normandy Park or Tukwila or Burien. Oh, no, Burien got one. So that's a source of frustration.

S12-8

Second is timing. This is our first participation under the SAMP, and we are 11 days before the close of --

two weeks before the cutoff on the 28th. The window's been running for 60 days, but today was the day we were provided subject-matter experts, allegedly, to ask questions about. And so we really only have two weeks, which seems very inadequate. The City of Federal Way asked for an extension, and that's been denied. So it feels like there's no meaningful engagement actually happening for the south-end communities.

The third thing is walking through the meeting, what we found, although all marketing pieces that were sent out by the community said there would be subject-matter experts attending to answer our questions, what we discovered was the people in front of the storyboards wouldn't answer questions; they wanted to turn the questions into a comment. In other words, we can't get information to help frame and phrase our comments; we're just looking at, in many cases, blank storyboards with categories. That's been a source of frustration. It feels like, to many in the community, this is about the least effective engagement that we could receive, and we're frustrated by that.

I know we're going to run through time, but nobody's behind me. I guess, I can go back and line up again, but let's run through the three minutes.

My first comment that I would like to share this evening is we need to include a complete assessment of the

growth that's already occurred in the last four years. We have 97,000 additional aircraft operations that have been added at Sea-Tac Airport since 2014, January 1, and there's been no study and no assessment, no mitigation, no action plan, nothing's been done with respect to those flights. And we have a great concern that we won't be studying those flights as part of the baseline going forward for the Near-Term Projects. And if we leave those out, we really have warped what's really going on in the communities, because that's what's happening right now, and it's happening since the SAMP was first conceived. So we know it's within the window. That should be included, that study.

S11-1

Second is skipping forward to after the Near-Term Projects --

HEARING OFFICER PHILIPSEN: You've done three minutes --

MR. EDMISTON: Okay.

HEARING OFFICER PHILIPSEN: -- but there's no one else in line, so I'm giving you another three minutes.

MR. EDMISTON: I appreciate that. And if someone shows up and we need to time it out, I'm happy to do that. I totally understand the process.

HEARING OFFICER PHILIPSEN: As you wish, yeah.

MR. EDMISTON: Thank you very much.

The second comment I think is also kind of temporal in nature, what should be included temporally. Let's go beyond the Near-Term Projects that will end in 2027. That will add 80,000 flights, so we'll be nearly a gross-up of 200,000 flights from 2014 to 2027. But there's a long-term project envisioned, and originally that was going to be included in this SAMP process, but about six months ago, it got carved out. And there's a great concern that I have that I would like it included as a comment to include within the scope the impacts to human health and the environment from what is anticipated for long-term projects. Don't carve it out and leave it off the table because your own studies are showing -- the Port's own studies are showing we'll be at capacity in 2029. So the idea that we would go forward with ten years of construction and growth with no idea what's actually going to happen in the next ten years is hard to square in, I think, a rational sort of going-forward process.

Third is adequate geography. I think we have -- so geographical scope, there is a great concern that there's a focus historically on what's called the "federal contour," what is looked at for mitigation very close to the airport and for windows and insulation and things like that, and it's a very small area around the Port. The effects of the noise and the emissions from aircraft operations are clearly

felt to the southern border of Federal Way, and so we need, in geographic scope of this study, to make sure that all of the six south King County cities are included, their entire geography, in terms of the impacts to human health and environment.

S4-11

Next, I think we want included in the scope of this study a complete and robust review of all of the science that has emerged in even the last three years about the impacts of noise and emissions from aircraft operations over human beings, because all of those studies that I've been able to see with this high-tech tool called "Google" all come down the same way. And here's what they say: They say that aircraft operations -- let's say just noise. Aircraft operations and noise from overpopulated areas cause hypertension, heart disease, heart attacks, delayed learning for children, has a worse impact on the elderly, has a much worse impact if there's night flights. And I can tell you that a hundred percent of the studies come to the same conclusion in the last two to three years.

S5-2

Now, they're associated studies. They're the kind of studies that say, "We're finding associations between A and B." And there will always be more studies, but I don't think it's going to be any different then -- I don't think there's going to be where on the radio tomorrow you hear that it turns out red wine's good for you every day, and

then tomorrow -- the day after that, you hear red wine's bad for you, and it kind of bounces all over the place. I have a strong suspicion no one's ever come back and say, "It turns out loud aircraft noise is good for you."

I think what we're finding is the science is coming out and saying it's really, really bad, and it's far worse than we think. And obviously pollution, ultrafine particles and other problems, that science is also emerging. So not including that within the scope of our study would seem negligent because those studies are out there, and not accumulating them would seem a gross error.

Next I would talk about including in the scope of this study the pending science that's already underway in Washington State. We have ultrafine particle studies underway at the University of Washington; we have a mitigation study that's just underway run by the state Department of Commerce. Those will take some time, but the notion that we would proceed in any format with the SAMP without the result of those studies also seems very short-sided. I think we should have the results of those studies before we go forward with the SAMP. That should be included in the scope.

I think we should have special inclusion of study in this SAMP of sensitive populations. And what I mean by that is we -- because we know from the science that elder

populations and children are more highly affected. We can just sort of say a human being is a human being. What we know from that emerging science is that we have a huge population in Des Moines of elderly communities, and they're impacted more. And we should carve that out and have a separate study, make sure we're doing that.

Same thing with overnight flights; they are causing more damage than daytime flights because they interfere with and cause sleep disruption, and all the things that will go with that, on a chronic basis.

And I would also like included in the scope of this -- of this environmental review -- and this is actually super important, but not for everybody, but it's super important for certain communities, and that is we've shifted to full-time use in the last two years of the third runway. It used to be a part-time runway. The middle runway closed down for construction, shifted all of that flight to the third runway, and I think they liked it. I think the -- the bottom line is it was something that was considered advantageous. And now it is a full-time runway.

So what's happened in the last even two years is that runway and the communities under that runway have seen -- I think it's a six-fold increase in the number of flights over their neighborhoods that didn't ever used to be there before. And that needs -- you know, that is not a base --

that is -- has to be part of this study because it's brand new.

Also, I'm concerned that the projections that are set forth already with the Near-Term Projects don't seem to add up in terms of the number of flights that will be coming in the next ten years. If you use any of the data that -- from the last four years and the year-on-year increases from the last four years, the notion that in a four-year period we grew by 97,000 aircraft but in the following ten-year period, we're only going to grow by 80,000, it's a really hard number to -- especially with the growth that they're projecting in the population, which is more of a straight-line hockey stick. It's sort of like, here's the population growth, here's the need for passenger growth, and -- but all of a sudden, the actual airline operations growth is somehow way below that line. Doesn't seem to make sense. So the question, and I think what we can include in this study, is a review of what happens if our estimates are grossly low.

And the final thing I think we should include in this study, because it's clearly an alternative to handling all of the region's growth in one tiny footprint airport, is a regional airport now. And the notion that we would for, again, decades -- and we've done it for decades now, decades and decades and decades -- keep saying it's something we

need to study. I haven't really run into anyone that suggests there's a reason not to start the siting process immediately, other than folks that have an interest in economic growth right here in a very specific and small sliver of our state, our region. If that's what you want, then you want to handle all of the region's growth at Sea-Tac Airport. If you want an even and fair distribution of the costs and burdens of aviation, and perhaps even improve the overall efficiency in the long run, then you'd want to jump on a regional airport as soon as possible. Whether we can get that, I don't know. I think it should be included in the scope.

Those are my comments. You've been very patient. You gave me extra time, and I really appreciate that. I know -- I work with court reporters, and I know I just wore her out. So you've been very good. Thank you for helping me out tonight.

HEARING OFFICER PHILIPSEN: Well, you've had a lot to say, and there was time.

MR. EDMISTON: I appreciate it.

MR. LEWIS: Well, I want to talk about demand, or actually, you know, hopefully generate some responses from responsible officials at the Port of Seattle about demand and how it's defined.

I'm a retired air traffic controller and whistleblower,

was forced into retirement ten years ago by the FAA. But as sort of an odd hobby, I've developed a website; it's been running for six years now, Aviation Impact Reform. And I do a lot of research on what's going on at airports across the country, and I've been looking a lot the last few years at Seattle, in Sea-Tac, because these happen to be my roots as a child and growing up here, and I still have aging parents here.

I'm concerned about what really appears to be going on, the alleged demand, that is defined, for example, by one of the graph boards there, one of the displays. It's implied that it's consumer demand, which would be, you know, the natural demand we would want to accommodate in an industry as we expand infrastructure, but in reality it's airline demand; that the Port needs to get serious about documenting with great precision the number of passengers that are flying through this airport greatly bumping up the airline profit bottom line, because the airlines make their money as much by flying anybody as they do by flying people through airports. That's a reality. We understand that, that when Delta came in here in 2012, they started -- basically, they, you know, raised the bar. And both Delta and Alaska are doing a lot of a hub traffic here, and that's creating enormous growth in impacts around the airport.

Those impacts correlate with the growth in operations.

The growth in operations do not correlate with population growth. The chart on there that's displayed shows a 0.6 percent annual population growth in the current decade, 2017 to 2027, when you look at the numbers on that particular chart, and I have a PDF of it from the July 17 SAMP presentation.

But Port -- Puget Sound Regional Council just reported that our growth rate is one and a half percent; it's even higher. They've got that growth, and yet this year, if you look at the numbers, FAA's official ATADS OPSNET numbers for operations at Sea-Tac, the first seven months of 2018 are 5.6 percent higher than the first seven months of 2017.

Now, we all understand, or we should understand, that there hasn't been a ten-fold increase in people in the Puget Sound area suddenly saying, "Let's do a whole bunch more flying." It's because more passengers are flying through, more operations are being scheduled, creating more passengers flying through to assist the airlines' bottom line.

So what I'm suggesting is that the Port of Seattle needs to -- since they're taking money from the local community in taxes in serving us, you know, as their constituency, they shouldn't be just focusing on serving and accommodating airline demand, airline capacity demand; they should be accommodating other demands and balance with that,

2-10

such as for the local community. And some of those demands that are arising have to do with the impacts, where you stand outside this door most times a day here on a university campus, and you can't have a conversation without having an airplane every minute blasting over and interfering.

HEARING OFFICER PHILIPSEN: You're at three, but I'll give you another minute.

MR. LEWIS: I'll run just a tad more.

So basically, the Port of Seattle needs to, you know, somehow bring in some balance to how they are advocating, you know, they are behaving on this. They are clearly, unfortunately, accommodating and overly accommodating the industry. That needs to change; otherwise we're going to see continued degradation of what used to be -- what still is for people -- a fleeting, you know, formerly wonderful place to live. People cannot enjoy their yards anymore; you can't enjoy barbecues. It's not just the noise; it's what they're breathing.

And if we keep feeling like we have to accommodate the airline capacity needs, we're just going to trash this whole area, turn it into nothing but an industrial dump. So I would hope that the Port would come on board with advocating for the people who provide their basic tax funds and support their programs and not just be advocating alone for

industry.

HEARING OFFICER PHILIPSEN: It is now 8:30 p.m., and there are no other speakers signed up to speak. I am officially closing tonight's oral comment portion of the scoping meeting.

(Public meeting concluded at 8:30 p.m.)

CERTIFICATE

I, Brandice L. Pivar, a Certified Court Reporter in and for the State of Washington, do hereby certify that I reported by stenographic machine shorthand the proceedings hereinbefore contained on the subject matter on the date set forth, and that the foregoing 37 pages constitute a full, true, and correct transcript of said proceedings.

Witness my hand this 20th day of September 2018.

BRANDICE L. PIVAR
License No. 3089
Certified Court Reporter in and for the State of Washington, residing at Seattle.

PUBLIC SCOPING MEETING - PORT OF SEATTLE

SUSTAINABLE AIRPORT MASTER PLAN NEAR-TERM PROJECTS

5:30 p.m.
Wednesday, September 12, 2018
7054-32nd Avenue South
Seattle, Washington

BRANDICE L. PIVAR, CCR
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(Public meeting commenced at 5:10 p.m.)

HEARING OFFICER PHILIPSEN: Good evening. My name is Gerry Philipsen, and I serve as the hearing officer for tonight's public scoping meeting for the Port of Seattle's environmental review of the Sustainable Airport Master Plan's Mid-Term Projects at Sea-Tac. Today is Monday, September 12, 2018, and the time is 5:10 p.m.

Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. The purpose of this meeting is to give all interested people the opportunity to put their comments and questions regarding the scope of the environmental review on the record. People wanting to have their comments taken by the court reporter must register here at this sign-in table, which you have done. Please be courteous and respect the rights of all commenters. To help with that -- usually, sometimes we have several -- a crowd here. To help with that, please adhere to the following procedures:

One, each commenter will be allotted three minutes with the court reporter; two, if you desire more time, you can register to speak again with the court reporter. You will be given another opportunity to speak after other registered commenters have had their chance; three, you may not donate

your three minutes or offer your spot in line to someone else; four, if you need significantly more time than the three minutes, please consider one of the other commenting options: A, comment forms that you can complete now and turn in or take home and submit via email; B, email documents to samp@portseattle.org; C, submit comments through the project website, which I can give you if you'd like; D, note that all comments, no matter how they are submitted, are treated equally. Most important is that all comments must be postmarked by September 28, 2018.

And with that, I open the door with the comment portion of the scoping meeting. And you are the first name on the list. Could you just say your name?

MR. JOHNSON: Christopher Johnson.

HEARING OFFICER PHILIPSEN: Okay. Thank you. You have three minutes, and I will time you.

MR. JOHNSON: So this is not a question-and-answer? It's just the thought that I give to you?

HEARING OFFICER PHILIPSEN: Yes. You can do question-and-answer out there, yeah, but this is just for you to give your considered thought.

MR. JOHNSON: I understand.

HEARING OFFICER PHILIPSEN: And you can do that and come back, if you would prefer.

MR. JOHNSON: So I will do it here.

I am aware that the Chicago airport, ORD, has a rather robust recycling and reuse plan for waste and other materials that come into and out of the airport. I think that that should be thoroughly researched and considered for this expansion of Sea-Tac Airport.

Second thought is I am concerned that the security, cyber security, of individuals using the airport has not been adequately addressed in previous designs and should be considered -- should be considered in this master plan.

And then my final thought is that we are -- we see a constant development of the airport in response to increasing annual passenger counts, but only in the form of -- or, rather, mostly in the form of physical plant and infrastructure development.

How has the master plan considered technological investments that could also alleviate and mitigate increased utilization at the airport?

That's it. That's all I got.

HEARING OFFICER PHILIPSEN: Your name, would you say again?

MR. CARTER: Sidney Carter.

HEARING OFFICER PHILIPSEN: Thank you, Mr. Carter. You have three minutes, and I'll time you.

MR. CARTER: Well, my comment will be just one,

is the waste, the hazardous waste. We're sending it out of the state of Washington to other states. And I don't know what they can do about that, and I think it's unfair that we have to put out the garbage in the yard.

The other thing is there's too many planes already in the Seattle area. They're talking about building a second terminal. Why does it have to be this close in the city of Seattle? Can we find a better place, a better location?

And I think I'm about done.

HEARING OFFICER PHILIPSEN: All right. Very good. Well, you have done just what this calls for, you've given issues and topics to be considered. So thank you.

MR. CARTER: Thank you.

HEARING OFFICER PHILIPSEN: Now we're ready to listen to your comments, and I'll be keeping time.

MR. ROBERSON: Right now my only concern is noise pollution and land and water pollution and the hazardous materials. I don't know. I'm out to play with the kids in the backyard, and there's a single file of planes going by. We were entertained for a while, and now it becomes where we have to raise our voice to hear each other in our yard.

And we don't even know the total impact of what's falling down from the sky, particulate matter. We like to grow food; we got pets and stuff like that, and it's just --

you know, I just wonder about -- I asked them about the alternative patterns of planes coming into the airport and out and opening up the regional airports for like cargo and stuff like that, to just make, you know, specialized airports so it's not all happening in one spot.

What else? That's pretty much what my concern is. I can detail it out on paper, but I didn't know what the process was.

HEARING OFFICER PHILIPSEN: You have three minutes and we'll listen to you and the court reporter will take a record of them and I'll time you.

MR. MOORE: Great. Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

MR. MOORE: I live directly in the path of the -- of the airplanes that are coming from the north. And we've observed a dramatic increase over the last -- in just five years; we've lived there for almost 20 years. And our biggest concern is that the level of noise and the level of pollution is a known quantity, yet, there's not mitigation to deal with that. So as the airport considers expansion and growth, my request is that much more aggressive work in terms of mitigation, rerouting, and other aspects be taken very seriously.

That's all I had.

HEARING OFFICER PHILIPSEN: Good. Thank you.

MS. RAYMOND: Great. Thank you.

I would like to encourage the study to address air quality, in particular, through addressing particulate matter as well as the cumulative impacts of other potential sources of pollution that we already know exist in the area, such as the interstate, et cetera.

I'd also encourage the project to consider impacts beyond the immediate project area. I know that there's consideration for, for example, car traffic impacts and parking, but I really think that the scope -- the geographic scope needs to include the flight path where it is over residential areas, so essentially from I-90 south, particularly over the spine of Beacon Hill.

In terms of sound impacts and noise impacts, I think those need to be part of the scope as well. And I think there needs to be a consideration for the quality of sound. Not the standard calculation, as I understand it to be, which is the average of sound over a period of time, but actually to understand the impacts of short, more intense periods of sound, and to not look at sound from the perspective of annoyance, which is how I understand it's considered now, but really to consider the impact of noise on public health, because we know there is demonstrated impacts of noise on public health. So it's not just the emissions that may have public health impacts.

S1-M
S1-8

Finally, this may be a bit of an impossible request: I think that the Port overall needs to look at the impacts on public health and livability of the increases in air traffic, even with no project. There's going to be an impact that needs to be mitigated, even if the actual development project doesn't proceed. And I believe that that's part of a sustainable plan for the Port. To just talk about sustainability in terms of economic growth, which is very important, doesn't really get at the true meaning of what a sustainable plan should be.

How much more time do I have?

HEARING OFFICER PHILIPSEN: You have about 10 seconds.

MS. RAYMOND: Okay. That's it. There we go. Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

It is now 8:20 p.m., and there were no other speakers signed up to speak. I am officially closing tonight's oral comment portion of the scoping meeting.

(Public meeting concluded at 8:20 p.m.)

CERTIFICATE

I, Brandice L. Pivar, a Certified Court Reporter in and for the State of Washington, do hereby certify that I reported by stenographic machine shorthand the proceedings hereinbefore contained on the subject matter on the date set forth, and that the foregoing 8 pages constitute a full, true, and correct transcript of said proceedings.

Witness my hand this 20th day of September 2018.

BRANDICE L. PIVAR
License No. 3089
Certified Court Reporter in and for the State of Washington, residing at Seattle.

PUBLIC SCOPING MEETING - PORT OF SEATTLE

SUSTAINABLE AIRPORT MASTER PLAN NEAR-TERM PROJECTS

5:30 p.m.
Monday, September 17, 2018
876 South 333rd Street
Federal Way, Washington

BRANDICE L. PIVAR, CCR
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(Public meeting commenced at 5:27 p.m.)

HEARING OFFICER PHILIPSEN: My name is Gerry Philipsen. And I'm the hearing officer for tonight's public scoping meeting for the Port's environmental review of the Sustainable Airport Master Plan's Near-Term Projects of the airport. The date is Monday, September 17th, and the time is 5:27 p.m.

Scoping is the process for determining the scope of issues that will be addressed in the environmental review document. The purpose of the meeting is to give interested people the opportunity to put their comments and questions regarding the scope of the environmental review on the record. People wanting to have their comments taken by the court reporter must register here, which you've done, and please be courteous and respect the rights of all commenters.

To help with that, we have the following procedures: One, you will be allotted three minutes with the court reporter; two, if you desire more time, you can register to speak again; three, if you need significantly more time than three minutes, please consider one of the other commenting options: A, comment forms you can complete now and turn in or take home and submit via mail, or you can email comments to samp@portseattle.org, and I can give you that address if you want it, or you may submit comments through the project

website, and I can give you that address.

All comments, no matter how they are submitted, are treated equally. Most important is that all comments must be postmarked by September 28, 2018.

With that, I'm officially opening the oral comment of the scoping meeting. And you are Jan Anderson?

MS. ANDERSON: I am.

HEARING OFFICER PHILIPSEN: Okay. And you have three minutes.

MS. ANDERSON: Okay. I have lived in my house for 53 years, so I've been able to assess the change that has occurred in the amount of traffic, the amount of noise, the amount of pollution, at least perceived by the people underneath flights, because we can't keep our cars clean. And I heard an excuse over here that it's perhaps fireplaces and wood stoves, but there's been a huge decrease in wood. Everybody has gas stoves now and electric fireplaces.

My particular concern is the environment, which includes noise pollution, but it also includes whatever kind of particulate matter that is coming down and things of that nature, because my husband is the third person on my block to die of ALS, which is Lou Gehrig's disease. And none of them were genetically-induced ALS; they were all environmental. And his was particularly located in his lungs.

And so I just really think -- and I know there's been a lot more stress and a lot more cancer cases in our neighborhood, and I can't help but believe the constant noise -- and I do mean constant, every minute, a minute and a half an airplane goes over most of the time -- that all of these things take their toll on the physical and mental health of the people who live in this neighborhood. And to increase from 416,000, or whatever, flights a year just seems unfair.

I feel that the Port of Seattle -- I know they're working for the Port of Seattle and not someone else, but they should work more rigorously with outlying areas to increase the air traffic in those places, which would help our traffic as well, because the traffic that's coming to the airport for all of these flights is a huge, incredible amount of noise.

Is my three minutes up?

HEARING OFFICER PHILIPSEN: No. You've got another minute.

MS. ANDERSON: Okay. And I personally have used the airport, of course. My husband, though, has been in the neighborhood since 1938. And his grandfather built our house, and he went to the opening of the original airport in 1948, I think, something like that.

And so the impact on a neighborhood from silence to

N4-3

S2-1

N3-3

what's happening now has just been astronomical. But I do think the environment is the most important thing. Social is important to me too because I can't talk on the phone to people, I can't listen to my TV, I can't have parties on my deck because you can't hear anything.

That's probably the extent of my rant.

HEARING OFFICER PHILIPSEN: Thank you.

MS. ANDERSON: Anyway, I'm really worried about health, mental and physical health. And thank you for listening and writing that down, and I think I'll probably submit a written comment as well when I have more time to think it through and edit it.

HEARING OFFICER PHILIPSEN: We will begin with Dana Hollaway, and then State Senator Mark Miloscia, 30th District. Okay? And I'll time you.

MS. HOLLAWAY: Okay. Do I have to identify myself first?

HEARING OFFICER PHILIPSEN: Please do so.

MS. HOLLAWAY: My name is Dana Hollaway. I'm from Federal Way. Before the SAMP approval and implementation, the impact on human health and environment must be analyzed under applicable EPA, federal and state laws. Testing analysis and published results must be done prior to any increase in flight operations or of airport expansion. Testing for the toxic chemical thorium -- and

S5-5

I'll spell that, T H O R I U M -- must be included in the testing. Thorium is an indisputable tracer of airport emissions, unique to airplanes versus diesel engines.

The Council on Environmental Quality, acronym is CEQ, Regulation Section 1508.27 refers to major federal actions significantly affecting the quality of environment of human environment. The regulation says that both short-term and long-term impacts must be considered. In other words, impacts must be considered in the context of time. Quote, intensity, unquote, is a severity of a potential impact considered in context.

The regulation directs agencies to consider adverse impacts, impacts to human health and safety. Therefore -- oh, excuse me, there are health and environmental impact studies underway, such as but not limited to, the University of Washington Ultrafine Particulate Study Phase 1, I believe there's going to be a Phase 2; the Washington State budget proviso, Sea-Tac Airport impact study being managed by the Department of Commerce.

Results of these studies and any other recent studies need to be included in the Port of Seattle SEPA and the FAA NEPA process.

Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

And now we have -- are you a senator?

SENATOR MILOSCIA: Yes, I am.

HEARING OFFICER PHILIPSEN: Okay. Senator Mark Miloscia, 30th District.

SENATOR MILOSCIA: My name is Mark Miloscia, 30th District. I'm also a resident here in Federal Way with my house directly under the flight path. I'm also a former Air Force pilot, living on many Air Force bases, so I'm familiar with airport noise and ways to lessen it.

I've been involved with this issue for 18 years in the legislature, and in fact, I've sponsored various bills and budget provisos, as you've heard from other comments, trying to aim at reducing this great, what I call, health and quality alike problem that we have here in south King County. I can tell from just my own living here and from the literally hundreds, almost thousands, of comments I've received personally from residents and friends, acquaintances about how bad the noise is here.

S2-2

A better job must be done by the airport working with the FAA on changing the flight paths; not just working on insulating some certain buildings, but working on the flight paths and working on the airlines to -- and get noise reduction that really works.

S2-7

I have the sense that you are not -- you are not listening to the voters. I talked to a lot of folks that they need better outreach from the airport. I very much

appreciate this outreach session right now, where you're taking people's comments in multiple formats, but more needs to be done. And I would hope the Port works specifically with the local elected officials and state officials on this issue.

S12-7

So with that, I hope we can work together and reduce noise, which is -- which is, again, a burdensome quality of life issue for everybody down here in south King County.

HEARING OFFICER PHILIPSEN: Thank you, Senator.

SENATOR MILOSCIA: Thank you very much.

HEARING OFFICER PHILIPSEN: Now we are opening the hearing comments for Carol Sabotka.

MS. SABOTKA: I'm Carol Sabotka. I have been a resident in Federal Way since 1972. And at that time, the airport only had, I believe, two runways, and so the amount of traffic and air noise that you heard of the planes was minimal.

Since that time, I do know that a third runway has been put into effect. And, you know, it took it a while to get it completed, but now it is operational. And I understand that part of the reason that we're having this discussion is that they're considering increasing the amount of traffic that's going to be through Sea-Tac Airport.

S4-3

I am greatly concerned about that for two reasons; the first one is the noise. The second one is, I happen to have

three grandchildren who have considerable chronic illnesses; two of them have cystic fibrosis, and the other one has Crohn's disease. And I do live at Lakota Beach, which is on the waterway on Puget Sound, and consequently, we get a lot more of the traffic than some other areas do.

I'm concerned, besides the fact that it's noise pollution, I believe there's also air quality that's being disrupted by the number of planes that are going. I just happened to notice that there were more recently, but I wasn't keeping track. But I knew I was coming today, and there was a plane that went over at 2 a.m. And I just do not recall before the third runway that we had such a problem with traffic that would disrupt someone's sleep. I do believe that that's a disruptive thing to everyone's both emotional and their physical health.

Yeah, I think I'm good, other than -- can I give you my address? Okay. I live at 30213-33rd Avenue Southwest in Federal Way. It is at Lakota Beach, and I've been there since 1995.

HEARING OFFICER PHILIPSEN: Thank you.

SENATOR MILOSCIA: I forgot to mention something.

HEARING OFFICER PHILIPSEN: Okay. You have another turn, then.

All right. Senator Miloscia has returned for some

further words.

SENATOR MILOSCIA: I need about another 30 seconds.

HEARING OFFICER PHILIPSEN: You have three minutes if you want.

SENATOR MILOSCIA: My name is State Senator Mark Miloscia from the 30th District. What I failed to mention previously is we also need to look at the health effects of airplanes' particulate chemicals from exhaust and airplane use. That is also an important issue to the constituents in my district, and we need real data on the effects of that and ways to mitigate particulates and also those chemicals along with, as I said previously, the noise. And this involves, again, working with the FAA and airplane manufacturers, engine manufactures, and the way we do the flight paths to make sure we minimize the effects of all these harmful chemicals and noise as much as possible.

And with that, I conclude my talking. Thank you.

HEARING OFFICER PHILIPSEN: Thanks. Now I am opening the comment period for John Raymer. Thank you. And you have three minutes and I'll be timing you.

MR. RAYMER: Okay. Yeah, I have two primary concerns. I know a captain for one of the big three airlines, and he says Sea-Tac is already a hazardous airport. He gets multiple collision warnings with the --

here every year, more so than other airports. He says there's a problem with cross traffic coming out of Boeing Field; sometimes it's uncontrolled. And he thinks that another increase in traffic at Sea-Tac would be an additional hazard.

N2-6 N2-7 He also gets collision-avoidance warnings from Sea-Tac traffic during approaches and takeoffs more so than other airports. So I'd like to pass that on to the FAA. I understand they're not here today, but if you could pass that on.

N3-2 My other concern is the fact that watching traffic patterns on the flight-traffic websites, that when the traffic pattern is southbound, most flights turn right over Federal Way consistently, especially those that are going south, west, or north; you can see that watching the flights. So I think you would -- it would make more sense if they proceeded south and turned right over the water just north of Tacoma rather than turning right over Federal Way. And usually, even when they're southbound, they'll turn right. They'll go over Puget Sound, then they'll turn south after that. So they'll make two turns to get southbound, and it always goes over Federal Way in that case.

So you might -- I have another concern. How's my time?

HEARING OFFICER PHILIPSEN: You've got a minute.

MR. RAYMER: A minute? Another concern is the ultrafine particle emissions from jet engines. It's a newer field of study. And maybe the primary hazard is jet engine emissions, that's similar to diesel engine emissions. And there was a recent study done where they found contamination from Los Angeles International Airport. It's these ultrafine particles that spread up to five miles from the airport downwind. So I think that's not been adequately studied.

And I think all of this may indicate there should be another major airport opened in Washington State. So I would suggest something in a flat area north or south from Seattle, and that'll help prevention on I-5, which is already causing billions of dollars in lost economic revenue to Seattle.

Did I make it?

HEARING OFFICER PHILIPSEN: You made it. Right on the dot.

MR. RAYMER: Okay. That's it.

HEARING OFFICER PHILIPSEN: Thank you.

And with that, I yield the floor to Daniel Kinney.

MR. KINNEY: Can I ask what agency you represent?

HEARING OFFICER PHILIPSEN: I am hired by the Port. I'm a faculty member at the University of Washington,

and I'm just hired to serve in this capacity. I'm not employed by the agency; I'm just contracted.

MR. KINNEY: I was just wondering about your independence.

HEARING OFFICER PHILIPSEN: Well, I think I'm independent. I don't have any official position with regard to this.

MR. KINNEY: Okay. I'm going to start my three minutes now?

HEARING OFFICER PHILIPSEN: My introduction didn't count against your time.

MR. KINNEY: My concern is noise. Not much of the airport project matters to me beyond the fact that it puts more airplanes out more quickly; denser traffic noise, basically. I understand that the noise will be analyzed by a model -- via a model that takes into account a few microphone locations that are already established in this area. And it doesn't appear that there's any return calibration of that model or validation of that model aside from just those few.

And my main concern is that I believe that the measurement -- that far more measurements around the area need to be taken farther out, probably as much as at least ten miles or maybe 15 minutes away from the end of the runway. Maybe laterally it's less, but certainly north and

south it needs to be more frequently.

I would like to see an advance of the use of the airport at these higher frequencies and whatnot, that the noise limits are established prior to -- prior to the analysis. And the noise needs to be presented in a manner that's not just minimum and maximum noise levels but an average dBA or whatever.

That's it.

HEARING OFFICER PHILIPSEN: Okay. Two minutes.

MR. KINNEY: I'm good.

HEARING OFFICER PHILIPSEN: Concise. Thank you.

With that, we are ready for the presentations by Susan White; is that right?

MS. WHITE: Yes.

HEARING OFFICER PHILIPSEN: Okay. And Wasim Azzam.

MR. AZZAM: Correct.

HEARING OFFICER PHILIPSEN: Okay. Very good. I will be timing you. Please begin.

MS. WHITE: It's not going to take more than three minutes.

HEARING OFFICER PHILIPSEN: We'll see.

MS. WHITE: Should I say my name and address?

HEARING OFFICER PHILIPSEN: Yes, please. Just

your name.

MS. WHITE: Okay. My name is Susan White. And so I was on the Des Moines City Council for eight years when we fought the third runway, so I feel kind of historical in this, to a degree.

So my opinion is, at the time it was unfortunate that we didn't cite another regional airport because that is needed. I mean, I think Sea-Tac is at its maximum capacity. The impact it's having on the community now is a bit dire: a lot more airplane noise, flights coming in lower, the environment.

N1-1

My grandchildren go to St. Phil's, which is a private Catholic school, but the airplanes are every day over there and one after another. Do I worry about the environmental -- the stuff that's going down perhaps harming them? Yeah. As well as a lot of other -- like cancer, health, and all this.

S5-3

So on the other hand, I don't want to just be this person that is just -- it's happening. So what can we do to be part of the solution? I think that's where the -- you know, a give and take, somehow, with the Port of Seattle, not just this dog fight that is -- makes everybody mad. I just think it's not going to stop the growth in the airport; it's happening. I hope they find another regional airport or realize that they can participate in our community in

S2-1

some positive way, whether it's with the schools and flights and different ways they can take off and impact our community so detrimentally.

And that's kind of the way I feel. If there's anything as citizens we can do to engage more -- this is good. But I think there's a lot to address on the impact of south King County, which has always kind of been a dumping ground for a lot of stuff, in my opinion, just living here for all that time.

That's kind of all I have to say. I'll submit my comments.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

MS. WHITE: There you go.

HEARING OFFICER PHILIPSEN: Very good. Thank you.

MR. AZZAM: My turn, right?

HEARING OFFICER PHILIPSEN: Your turn.

MR. AZZAM: Okay. My name is Wasim Azzam. I've been living in Federal Way for the last 27 years. I moved houses ten years ago. I now live in the Marine Hills on -- in the flight path, which was not really directly a flight path when I moved in ten years ago.

Recently, life has been changed to the worse because of the airport noise -- the airplane noise. We can't use the patio, we can't use the backyard or the front yard; we can't

N3-1

open a window even in the summertime. And this area here, we only get two months of summer, and we don't yet get to enjoy it. We are finding ourselves, many times, having to pause the TV if we have a window cracked or something if an airplane is going overhead.

And the airplanes go directly over my house. They fly so low, sometimes I feel as if my girls that are jumping on the trampoline in the backyard, if they jump a little bit higher, they can reach the airplane. It's exaggerated a little bit, but it's that bad. The airplanes fly very low.

Our quality of life has changed to the worse. In what way? I haven't been able to sleep straight all night without being awakened once or twice or three times in the beginning of the late evening/beginning of the early morning hours, maybe; I want to say 11 p.m., most of the time, especially if I went to bed at 10:00. And then I woke up a few days ago at 3:02 in the morning at the noise of a very, very huge, probably a cargo airplane, very loud. And I went to sleep probably for half an hour for the rest of the time, for those three hours. And those usually are the hours that you really go into deep sleep, I think, where your body repairs itself and it heals.

N3-6

I find myself tired during the day, same thing with my wife, because of lack of sleep. So it has really affected the quality of life that we're living. Personally, I'm not

against the expansion. That is a reality. The area's growing. They're saying we're expecting 1 million people in the area in 2035. The airport can expand, but they've got to take into consideration the quality of life of the people under the flight paths near the airport such as ourselves.

I paid a lot of money for my house; I love the area. My kids are all born in Federal Way. I don't want to look to go anywhere else, but I wanted to be able to at least enjoy my time and live a peaceful life and a healthy life. So if there's any way for the people in charge to change the flight path a little bit, maybe over the water, over the freeway to get it away from us so we can live a better life, I think that would be a good consideration.

Again, I'm not against the expansion because that is a reality; it's going to happen. But anything that can be done to change the quality of life for us citizens that live in the flight path of the airport would be appreciated.

HEARING OFFICER PHILIPSEN: Now John Burdine.

MR. BURDINE: Burdine.

HEARING OFFICER PHILIPSEN: Burdine, thank you. You have the floor for three minutes and I will time you.

MR. BURDINE: Okay. So my first issue is the jet poop issue. Other people might call it jet pollution or particulates in the air, but jets produce a tremendous amount of pollution as they're landing and taking off. I

have lived in three different flight paths, and I would say that Sea-Tac is medium and that jets are doing better at lowering the amount pollution that they're producing, but when I clean my carpets at my house, I get black soot from my carpet. And we're a family that's shoeless in Seattle, so we don't wear shoes in the house. That jet poop is coming in through the windows, and it's on the garden. And it's not a subject that's talked about as noise pollution or other aspects of the landing situation.

The second thing I'd like to advocate for is a curfew at night. I work at night, so it doesn't affect me personally, but I see all the UPS planes and the FedEx planes and Pony Express planes landing in the middle of the night. And I know that people don't get proper sleep. So I would advocate for a curfew from 1 a.m. to 5:30, 6:00 in the morning. I don't know that a curfew always works, but San Diego, where I'm from originally, has a curfew and it does work.

I think if you quadruple landing fees during that time period that on their own, UPS, FedEx would figure out a way to fit the planes during the business hours of an airport where you have three runways accessible and working. The runways could be better utilized during the daytime then, and they could be vacant from, you know, 1:00 to 5:00 in the morning, some time period like that. I see that flowing

over into -- you know, just general irritability in the community because people are not getting a proper night's sleep.

So we have jet poop; we've got a curfew. But if that doesn't work, we've got quadrupling the fees to eliminate or -- what's the right word? -- ameliorate that time period from 1 a.m. to 5:00 in the morning.

I'm done. How much time do I got?

HEARING OFFICER PHILIPSEN: You've got 20 seconds left.

MR. BURDINE: Yeah, I'll take 20 more seconds.

The other thing that I notice is the jet engine testing, which I can really hear at night because noise travels a lot farther at night. I work at Wesley in Des Moines, and so I can hear those jet engines being tested all the time. And it's another aspect of people not getting proper sleep at night.

N2-11

Did I take my last 20 seconds?

HEARING OFFICER PHILIPSEN: Your 20 seconds are over, but do you have another point to make?

MR. BURDINE: No. I'm done for right now.

HEARING OFFICER PHILIPSEN: Okay.

Now we proceed with this portion of the hearing with Orlando Samora. You have three minutes and I'll time you.

MR. SAMORA: I've been in -- moved into Twin

Lakes about ten years ago. When we first moved in, I didn't pay attention -- I mean, it wasn't noise like it is now. It seems to me like right now they're flying right over my house. Before it was further over, probably closer to 320th. And the noise is -- I mean, it's flying one right after the other one now when they're busy, and it's right -- I mean, right over my house.

And the question is -- I've called a lot of times already and complained about the noise, and they always tell me they're within their limits; you know, they're five miles, their height and everything, the noise.

N3-9

And so really nothing -- I mean, nothing's ever been done. All they do is hear my side of the story, what's going on, and then they call back and say they're doing everything they're supposed to be doing.

And another thing is, their microphone or whatever they use to pick up the noise, it's over by Twin Lakes Elementary. So I'm about a mile away from, so it's closer to 320th, right off of 320th, and I'm over. So to do the readings, I don't know how they can say that the noise level is the same flying over my house as it would be over here. So I hear that all the time.

N3-10

And another complaint is planes flying over at 1:00, 2:00, 3:00 in the morning. And that's like two or three times a month that happens. And I've called on that before,

and then they just say it's a China freight cargo coming over. And that's all I ever hear about. And it's -- you know, if I was to have that kind of noise -- like, say I go out and start my lawn mower at 1:00, 2:00, 3:00 in the morning. What's going to happen? The police are going to show up. So why is it okay for the planes to fly over and wake up the people?

N3-6

I wish they could put a stop to that because that's ridiculous. When I first moved in, that was never like that, never had that problem. And then now it's getting worse. And then with this new forecast with the new gates they're going to open, it's going to get even noisier and more of that stuff going on.

And, really, you guys have an open house for us. You hear -- there's nobody in the area advocating for us. We have to come and complain to you guys. But nobody in here is advocating for the people. And Federal Way has always -- I don't know how long Federal Way has been fighting with the Port of Seattle as far as the noise, but I know that's been going on for quite a while. And I don't think anything's been done, as far as I know, still fighting.

N11-2

So us having this meeting here, that was kind of disappointing. I thought it was going to be everybody talking to everybody, not everybody talking to you guys. You guys telling us what's going on, then hearing what we

have to say rather than everybody going to each little spot and hearing our points. So I thought it was going to be something different, not just an open house, hearing our complaints. I wanted to see -- I thought it was going to be you guys being -- you know, standing up here, everybody talking about what's going to happen and then hearing questions afterwards.

So this way here, everybody's got their own story. I've talked to a couple people, and they have the same concerns I do. And like I said, kind of disappointed seeing this type of forum.

Is my three minutes up?

HEARING OFFICER PHILIPSEN: Yes.

MR. SAMORA: I mean, I'm just venting a little bit. I don't know if any good outcome is going to happen from this.

HEARING OFFICER PHILIPSEN: Well, certainly all of the comments will be reviewed; that's all I can say, you know. And there are other people out here who are more involved with the project who are standing at these posters who can give you more specific information of the process of what's going to happen with all this material.

With that, we now turn the floor over to Meg Reynolds, and you have three minutes and I will keep time.

MS. REYNOLDS: All right. I'm a resident of

the Marine Hills neighborhood in Federal Way. And over the past few years, the relentless increase in airline traffic directly over my house has dramatically and negatively impacted my ability to enjoy my home. I cannot work in my yard or have people come and enjoy the view on my deck or enjoy even visiting with my neighbors without the constant very loud noise of airplane traffic overhead.

N3-1

I recently downloaded Airnoise.io and began measuring exactly the impact, and I now know that my own personal tolerance level ceases at aircraft that is -- that is less than a mile from my home and less than 3,500 feet high. What I don't know is whether those two things are contiguous, which means they're over my house and less than a mile up.

They are very loud and it is relentless. The average time between planes is approximately 90 seconds and two minutes, and this is most hours of the day and well into the night. We cannot sleep with our windows open. We can't enjoy fresh air in our home.

N3-3

And when I moved here, I accepted that there was more air traffic in the skies than Lake Forest Park, from which I moved, but it was moderate and I would describe it as an occasional nuisance and I did find it tolerable. Today that's changed dramatically. Statistics are that 600 percent more planes fly over my neighborhood every

N3-3

single day. There's absolutely no time of the day or night that I can step outside for more than a few moments without seeing, hearing, and breathing in the continual waste from a barrage of planes.

There were no hearings, notices, studies, or considerations from the Port, the FAA, or until recently, even the City of Federal Way, as the persistent increase grew from a nuisance to a menace. Your call for a sustainable environmental review, in my opinion, is long, long overdue. And I could not get any satisfaction as to how those get kicked off because I can't believe you would -- public servants would have this kind of impact in a neighborhood without any consideration for environmental review.

I believe there are a number of actions that the FAA or the Port of Seattle together can take to address my neighborhood situation, and honestly, I'm offended by the apparent lack of interest and cooperation to do so. I feel like the Port was disingenuous regarding their intent building the third runway: Oh, that would be only for poor weather and visibility situations. And I know that all the planes coming off that third runway are the ones that are coming over my house.

And, you know, the Port has wiggled out of reparations set aside for Federal Way based on some flimsy policy. And

basically, the Port has not been a good neighbor to us. And like many of my neighbors, I have growing concerns that the current course of action is resulting in a substantially negative impact on my health, on the quality of life, and on the value of my home.

The Port of Seattle and its leadership is responsible, you know, for not looking at equitable distribution of the increasing growth of air traffic. They allow, you know -- planes have actually gotten a standard-deviation allowance with a lower glide path, 2.5 glide path instead of the recommended 3. I don't understand any technical reason to be there for that. And, you know, there just had been an overt disinterest in environmental impact of the growth that is actively promoted by the Port of Seattle.

I would like to see its leadership act to provide relief to -- from what I consider to be an assault on my neighborhood. I do not want new windows; I want fewer planes over my house. I want noise-abatement action. I want Puget Sound residents to share more equally in the Port of Seattle's aggressive growth. Give Vashon, the Eastside, Magnolia, and, oh, my gosh, even Mercer Island, their fair share of the increased traffic. Ask capable pilots, highly capable pilots and traffic controllers and traffic designers to work a bit harder on landings and takeoffs so that the neighbors to the south are not living a life they did not

N10-14 N3-3 N11-3 N10-14 N3-3

choose or even have an opportunity to defend.

Basically, I'd like the Port of Seattle and the FAA and its leadership to start being good neighbors and responsive civic leaders. That's my statement.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

With that, I open this part of the hearing for oral comments by Jim Burbibge.

MR. BURBIBGE: Burbibge, close enough. Burbibge, B U R B I B G E. Close enough. I've been called worse.

HEARING OFFICER PHILIPSEN: Oh, I see. Okay.

MR. BURBIBGE: And what I say here, much of what I've already put in written comments, but I would like to point out that this -- the airport, one, I'm very much in favor of the airport. I live in Federal Way, and I'm concerned about the impact of the airport upon the City of Federal Way. I'm concerned about the impact that the noise and all of the bad publicity about the air pollutants and all that stuff affects the public perception of Federal Way. And I think Federal Way is getting an undue reputation, partly because of that.

N9-1

I think this is a tremendous opportunity for the Port of Seattle and for the State of Washington to get together and to combine to make a transportation package that will greatly improve our life in the Puget Sound area. And that

is by considering the alternative of putting a new airport over on Highway 18, adjacent to Highway 18, anywhere in the vicinity of the Seattle international racetrack. There's a lot of vacant land over there; it would work very well. If that were combined with a major expansion of Highway 18, it would solve many problems. It would allow for traffic from the Port of Tacoma up to this airport.

I would also suggest that this airport -- that all cargo go into that secondary airport. In addition to some of the passenger transportation, have all cargo going in there; that way cargo from the Port of Tacoma could go up to the airport, be transferred around the country. Cargo from the Port of Tacoma could go up to I-90, be transferred to Eastern Washington, to Bellevue -- they have a lot better access to that area -- and even into Seattle and up north to Everett and further north, in addition. It would provide a lot better transportation.

And if Highway 18 were expanded from Tacoma all the way up to Everett, it would provide a very much needed additional north-south transportation venue for the people of the Puget Sound.

That's basically my package. But I think there are -- in addition to that, moving it to that area would distribute both the negative aspects of an airport and the positive impact of an airport to other areas. And it would -- to me,

S2-1

it just seems like a very logical thing to do. I would advocate that it be done under the authority of the Port of Seattle in forming an airport system for the Puget Sound area. And that's done in other parts of the country, and I think it could work very well here.

But adding more traffic into Seattle international airport where it sits now is going to have additional negative impact upon traffic in that area; it's going to have additional negative impact upon the communities immediately adjacent to us, or like Federal Way, just a little ways away from it. And I think it's time to consider alternatives outside the box. And, to me, this is a really good alternative.

That's my push, that's what I'm advocating.

HEARING OFFICER PHILIPSEN: Thank you. Thank you. That's very interesting.

MR. BURBIBGE: And I think the Port of Tacoma -- I'm sorry. This is -- Seattle, the Port of Seattle, it would still be under their auspices. It's not taking anything away from them; it's just moving what they have to do into a different area, and I'll bet you anything it would be less expensive to do.

HEARING OFFICER PHILIPSEN: I'm not an expert on this, but that sounds like a very interesting proposal.

MR. BURBIBGE: Thank you. I hope they consider

it. Thank you very much.

HEARING OFFICER PHILIPSEN: With that, I open this phase of the hearing for James McCartney. And you have three minutes and I'll be timing you.

MR. MCCARTNEY: Okay. I have lived in the same house on Star Lake since 1988. I was never underneath a flight path that used to run parallel to Pacific Highway South. And now in the last couple years you have been flying over my house, and this last Sunday I had four flights over my house, dead center, about 700 feet up. I believe the correct solution is not to cram more flights into this airport, or more runways. Build a new runway somewhere else, either as it was proposed in the '90s, east of Bellevue, or north, expanding Everett airport, or go south of Olympia or use Bremerton because this is noise pollution.

I am woken up at 3:00 in the morning, usually, 2:00 in the morning, because the flights start at 11:00 over the top of my house, and they don't stop until about four in the morning. And I have a concrete tile roof that rattles when these planes are going over. So there's two tons of concrete over my head with the fear of it crushing me because of the vibrations of these planes.

It would be advisable they go somewhere else; otherwise I will be insisting that the Port of Seattle pays for

N3-1 S2-1 N3-7 N3-2

quadripane windows and closed cell phone insulations to deaden the sounds, because the more panes of glass, the more insulation in sound reduction happens. But my best solution is to have a contractor that I choose to put it in, since the jobs done for the Burien and Des Moines area seem to be failing and have a lot of subpar contractors put it in, and they're having mold remediation problems. And the quadripane windows that were installed there are failing now.

N3

That's my nutshell, I guess. I don't know. I was trying to cram it all in.

HEARING OFFICER PHILIPSEN: You're under three minutes.

MR. MCCARTNEY: Go build it somewhere else is basically it. I was never under a flight path. And it starts about 11:00 to 3:00 in the morning, and my health is affected through sleep. These bags aren't from work; it's from not being able to sleep. So thank you.

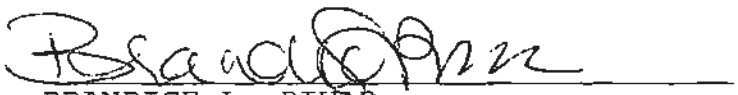
HEARING OFFICER PHILIPSEN: It is now 8:25, and there are no other speakers signed up to speak. I am officially closing tonight's oral comment portion of the scoping meeting.

(Public meeting concluded at 8:25 p.m.)

CERTIFICATE

I, Brandice L. Pivar, a Certified Court Reporter in and for the State of Washington, do hereby certify that I reported by stenographic machine shorthand the proceedings hereinbefore contained on the subject matter on the date set forth, and that the foregoing 31 pages constitute a full, true, and correct transcript of said proceedings.

Witness my hand this 23rd day of September 2018.



BRANDICE L. PIVAR
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PUBLIC SCOPING MEETING - PORT OF SEATTLE

SUSTAINABLE AIRPORT MASTER PLAN NEAR-TERM PROJECTS

5:30 p.m.
Wednesday, September 19, 2018
13735-24th Avenue South
SeaTac, Washington

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(Public meeting commenced at 5:22 p.m.)

HEARING OFFICER PHILIPSEN: My name is Gerry Philipsen, and I'm the hearing officer for tonight's public scoping meeting for the Port of Seattle's environmental review of the Sustainable Airport Master Plan Near-Term Projects Sea-Tac.

Scoping is the process for determining the scope of issues that will be addressed in an environmental review document, and to identify concerns regarding potential environmental effect of the Near-Term Projects.

The purpose of tonight's meeting is to give all interested people the opportunity to put their comments and questions regarding the scope of the environmental review on the record.

We follow these procedures: Each commenter is allotted three minutes with the court reporter for oral statements. If you desire more time, you can speak again with the court reporter. If you need significantly more time than three minutes, we recommend you consider one of the other commenting options: We have comment forms you can complete; you may email comments, and I can give you the address; you can submit comments through the project website, and I can give you that address.

And however they're submitted, all comments are treated equally and must be postmarked by September 28, 2018.

With that, you can proceed to the oral portion. And you have three minutes and I'll time you. But you can go over that a bit.

MR. BERGER: So again, my name is David A. Berger. I'm submitting these oral comments on behalf of the Marine Hills Airport Noise Health Impact Steering Committee. And this letter is addressed to Steve Rybolt, and I'll just read the letter. And I will be submitting the letter once all seven signatures are affixed to it. I will be mailing it to Mr. Rybolt before the deadline.

So the subject is "SAMP DEIS Scoping Comments of Marine Hills Neighborhood, Federal Way."

Dear Mr. Rybolt: In response to your July 30, 2018, public notice, this letter is written on behalf of the approximately 1,000 residents of the Marine Hills residential neighborhood of Federal Way, Washington.

We continue to experience near constant excessive noise and adverse health impacts from Sea-Tac Airport overflights. We've suffered from the unmitigated impact of a 34 percent increase in Sea-Tac operations since 2012 and a six-fold increase in north flow landings on the third runway since its 2008 opening; thus, the expansion of Sea-Tac to enable another 175,000 annual flights simply is unacceptable to our neighborhood.

If the 30-plus so-called Near-Term Projects proposed in

S4-3

the Sustainable Airport Master Plan, otherwise known as the SAMP, were constructed, the resulting enormous increase in overflights will cause an unjustifiable and unsustainable environmental impact on the Marine Hills neighborhood.

As required by the State Environmental Policy Act, or SEPA, statute, and its implementing rules, we demand that the SAMP Draft Environmental Impact Statement, or DEIS, contain an alternative to further expanding Sea-Tac by identifying other existing airports that could accommodate projected growth in regional, commercial, and air cargo flights.

This alternative must be analyzed at a level of detail equal to the proposed SAMP to enable comparison by both decision-makers and other laypersons of further irreversible environmental harm that the proposed SAMP's 30-plus projects will cause to Marine Hills and similarly impacted neighborhoods.

As also required by SEPA, the DEIS should assess the potential for delaying implementation of the SAMP, given that the Puget Sound Regional Council's upcoming regional aviation baseline study will be analyzing additional capacity for absorbing air travel and cargo growth at other airports in King, Kitsap, Pierce, and Snohomish Counties.

S1-3

Finally, we expect the DEIS to contain an unbiased objective analysis of the required no-action alternative,

S11-8

which should determine the extent to which it would result in a lower environmental cost or degradation than the 30-plus projects in the proposed SAMP would create.

Sincerely, Marine Hills Airport Noise Health Impact Steering Committee. And the signatories will be on this letter: David A. Berger; Chris Hall; Steve Lewis; Ray Miryekta, M I R Y E K T A; Kurt, with a K, Moss; Susan Petersen, that's P E T E R S E N; and Gigi, that's G I G I, Sather, S A T H E R.

And again, once I get the final signatures, I will submit this letter through the U.S. mail to Mr. Rybolt.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

With that, I'm officially opening your portion of the oral comment session of this scoping meeting. You have three minutes and I will time you.

MR. WACHTEL: Okay. First thing I would like to bring up is that a New York State senator is currently calling for changes to the flight plan pattern at LaGuardia Airport after a study found the noise it generates could reduce the life spans of some Queens residents by about one year.

The study was conducted by researchers at Columbia University's Mailman School of Public Health and published in the August 15th issue of the International Journal of Environmental Research and Public Health. I would like to

see this study include an analysis of that study in its publication.

Next, the impact on human health and the environment must be analyzed under applicable federal state laws. Test analysis and published results must be done before any increase in flight operations or airport expansion. Testing for the toxic chemical thorium must be included in the testing. Thorium is an indispensable tracer of airport emissions unique to airplanes versus diesel engines.

The Council on Environmental Quality, CEQ, Regulation 1508.27 refers to major federal actions affecting the quality of human environment. The regulation says that short-term and long-term must be considered -- in other words, impacts must be considered in the context of time, quote, intensity, unquote, is part of the -- is the severity of potential impact in context. The regulation directs agencies to consider adverse impacts to human health and safety. There are health and environmental studies currently underway, such as, but not limited to, the University of Washington Ultrafine Particulate Study Phase 1, and the Washington State budget proviso, Sea-Tac Airport impact study currently being managed by the Department of Commerce.

The results of these studies and any recent studies need to be included in the Port of Seattle's SEPA and the

FAA NEPA process.

I would direct this study to evaluate the paper "Evaluating Particulate Emissions From Jet Engines: Analysis of Chemical and Physical Characteristics and Potential Impacts on Coastal Environments and Human Health" by Karleen A. Boyle.

Finally, there have been no studies of substance in over six years as to the impact environmentally and health-wise of the growth of the airport and the high increase in traffic. I have analyzed enplanements and I have in front of me the 2015 enplanement schedule, which shows 14 airports as being the busiest in the United States. Of them, Sea-Tac, at 3.9 square miles, is the eleventh busiest airport per size, while it is the ninth busiest airport in the United States. And it is exceeded only by Los Angeles International Airport and Atlanta Jackson International Airport.

I cannot see how they can expect to double this airport's operations and maintain operational safety that will prevent a catastrophe in the local area. And I would like this matter addressed and published.

Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

MR. WACHTEL: Do I have to go through you again?

HEARING OFFICER PHILIPSEN: No.

MR. WACHTEL: Okay. I'd like to bring up a couple of points.

The environmental review being presented is a piecemeal process. The entire project goes to 2030, that is the near-term and the far-term. And the Near-Term Project only goes to 2027, and that is the part that we are examining at this time. This separation has been used before by the airport to avoid scrutiny on what they're actually doing for the totality of the project. S1-10

It appears that the Port is attempting to conceal the fact that the long-term and far-term projects are part and parcel of one objective with one outcome, which needs to be examined as one project/entity. If the Port continues to only do an environmental analysis of the Near-Term Projects, then it is reasonable to foresee that the City could argue that the analysis that is done is incomplete.

Final comment is that the Port should, rather than investing a billion dollars in trying to create the operations at the extreme level of the operation spectrum, support the location and selection of a new site for a second airport. S2-1

That's all I have. Thank you.

HEARING OFFICER PHILIPSEN: Now you have the floor and I will time you.

MR. SCORCIO: Very good. Since you're making notes, I'm Joe Scorcio. I'm the city manager for the City of SeaTac, and I'm going to make very brief comments because we will be submitting substantial written comments.

The key thing that I want to ensure is -- on the record, is a concern over the improper bifurcation of the environmental review process in violation of SEPA's provisions regarding phased review. We have raised this issue in court before with the Port. We will raise the issue again in court if it is improperly conducted.

And I am concerned, as a former environmental official, that the strategy being used to analyze only Near-Term Projects is not looking at the cumulative impact requirements per SEPA.

The last thing I want to bring up and raise is that we have settled lawsuits with the Port of Seattle over the airport. They have guaranteed us in writing that they would not do this. This was a settlement of a lawsuit -- potential filing of a lawsuit over the international arrivals facility, which is, by the agreement, to be considered part of the Near-Term Projects. And they need to do a full analysis of the impacts of that as well as the NorthSTAR satellite facility and the Hardstand project, which they've already implemented. And we will be holding them to that. And I'm putting it on the record here, and we

will follow up with that in writing.

And those are my comments this evening. More work to do. Thank you.

HEARING OFFICER PHILIPSEN: Now it is your portion of the meeting to make your oral comment and I will time you.

MR. MITCHELL: I can start now?

HEARING OFFICER PHILIPSEN: Yes.

MR. MITCHELL: My name is Chris Mitchell. I'm a resident of Des Moines, Washington. We live under the second runway. We were told certain things several years ago about the use of that runway, which really weren't true, and we're very concerned about the -- very concerned about the noise, very concerned about the pollution, very concerned about the possibility of disease derived from breathing the air when the jets go over.

I'm very much for Hyperloop. I'm supporting Ernie in this one, in that it's clean, efficient, fast, does not make noise, and is probably the wave of the future.

That's my comment.

HEARING OFFICER PHILIPSEN: Okay. Thank you.

MR. MITCHELL: Thank you.

HEARING OFFICER PHILIPSEN: And now I'll turn it over to you, three minutes, and I will be timing you.

MS. MARKKANEN: Do you give me a -- when I'm

N10-10 N3-3/N2-1

getting ready at three minutes?

HEARING OFFICER PHILIPSEN: Sure. I can give you a half a minute left. You can go over a little bit if you need to. I'll just let you know, and I can warn you if necessary.

MS. MARKKANEN: Okay. My name is Marianne Markkanen. I live at 20613-12th South in SeaTac above the -- I live below the third runway.

When I bought the house in 1999 no Realtor mentioned the -- I knew there was Runways 1 and 2, but I had no idea there was going to be a third runway built. When the third runway was built, we were told that it would just be for overflow. I now hear at least 50 to a hundred planes come over, especially between the hours of 7:00 to 11:00.

My cable reception is bad. My cell phone reception, everybody that comes to visit me says I have the worst cell phone reception. It's affecting my hearing. Once a year I have to get my house washed because of the jet fuel emissions that come down on my vinyl siding. And I have -- if I leave my car outside, in the morning there's all kinds of crap that comes down from the airplanes.

And it's basically the air quality that I'm concerned with. And also, I understand that even though there's noise monitor little boxes in the area that there's nothing that captures air quality, what's going on with the air quality.

N10-5 N5-2

And that's one of my main requests for this, you know, environmental study, is to -- I understand there are some air quality monitors, but they're like a ways from the airport. And those of us that are affected are right by the airport right under the runways.

The Port has already cut down thousands of trees; you know, we protested that. The trees catch the emissions. They claim that they had a complaint from a pilot that it was not safe, so they went ahead and cut down all these trees.

So I want to see out of this SAMP something for the community. I was told back about five years ago that my house was too young for a third -- three-pane window program. I feel that the amount of volume that they're anticipating for this airport, that that program should be aggressively started.

We need to see that the Port and the FAA care about the community. Right now all I see is that the plan is for increased volume of passengers, more building and making the airport larger. And they're going to do all of this increase with three runways. I don't get it. We've needed a regional airport for years, and I don't see any plans on the books for a regional airport. New York has JFK, LaGuardia. We need -- for the increase, we're the ninth biggest airport in the country, we need another regional

S3-1
N10-1
N3-7
S2-1

airport. Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

Now we begin the oral portion, and you can give your comment; I'll time you.

MR. CHRISTOPHERSON: Okay. We live on 25th. I've lived under the airport since 1946 on 20th Avenue South. I went to all the schools that the Port has closed due to air-noise mitigations. They're currently building a brand-new school where Glacier High School was, and the reason they shut it down was because of noise.

When Glacier and all these other schools were shut down, the planes would take off northbound or land southbound over 20th Avenue from air- -- Runway No. 1.

Now, in the last -- quite a few years now, five, six years, the planes are coming over this building, the senior center, or community center, and they're going straight over 22nd Avenue South. And I have friends who live on 22nd. When I'm talking to them, I'm watching the planes coming right over.

2-1 2-2

The airport can stop all of these complaints about noise on the eastside, specifically, if they could get these pilots to stay on 20th and/or 16th or 18th Avenue when they're landing and taking off. In bad weather, they stay over there because they're having to use landing systems; I'm not sure what it is. On good weather, they're flying

right over this building, hit the Boeing Distribution Center, and then they have to veer towards the west to get to the runway and land. And to verify this, we'll go to the perimeter road and watch the planes. And they're coming over this building and then veer off to land. The worst ones are the big jumbo jets and the air cargo.

So I guess my thing is, if you could just get the airport to tell the pilots to stay on their original course over 20th or 18th until they get to 128th, which is the end of the clear zone, then they can go wherever they want. Somebody in the other room says it's five miles out. So the planes are violating that rule, if it's an FAA rule.

But we just wanted to say you could take care of a lot of noise mitigation problems just by -- just moving it over slightly, where it used to be since 1946 till 1975.

MS. MCLEES: I moved in there in my house, which is two blocks over, about 40-some years ago, and when I was outside, you could hear the planes, fine, but you could still talk. You go in the house, you couldn't hear. Now I have to turn the TV up even with the doors and windows closed when I'm in the house because they're coming so close, I can read the bottom of the Delta plane when it goes over.

So one day I was out working in the yard, and an Alaska Airline plane was really off course; it came right over my

head, and it scared me to death. But I wish they'd stay where they belong. I've had four windows replaced from the Port, and two more are cracked. I mean, probably two of the ones they replaced.

So that's all I have to say. I just wish they'd stay where they belong.

MR. CHRISTOPHERSON: Thank you for your time.

HEARING OFFICER PHILIPSEN: Thanks to both of you, yeah.

I welcome you to give your three minutes of comments, and I will keep time for you.

MR. YEREMEYEV: Cool. Thank you.

And I'm Aleksandr Yeremeyev, City of SeaTac economic development. My comments, as far as the scope of the environmental impact study, is more on the ground transportation accessibility and logistics; meaning people who are coming to the airport, they come from all over the region, and they use certain means for transportation access points or infrastructure, if you will, highways and freeways and entry points, side streets, and other ways of getting to the airport. And so the impact study should include a broad geographic area because of the transportation coming in and then going out again.

The main concern with that being the gridlock that could potentially be a result of the increased growth, and

where there's demand from the outside, whatever the cause of it, the results will definitely include more vehicle traffic, whether it's trucks, cargo, passenger, single-family -- or single-occupancy vehicles or whatnot that are coming into the area.

So assessing the environmental impacts on that, and the "environment" being broadly defined as anything that moves and that doesn't, and then to make sure that we can accommodate for that plan so that -- we only have one chance to get it right because you can't fix it later. So "broad" being defined as, say, from, at a minimum, downtown and I-90 to 405, Bellevue, and then down into 167, Highway 167, Highway 18, because of the east -- east-west traffic. So anything that comes over I-90 or over 18 and then up I-5 and into SeaTac, and then also the other way out as well as -- so if I were to, say, north being probably Everett, Lynnwood, and then as far out as Issaquah, Bellevue, Sammamish, and then down North Bend through like Black Diamond, along 18 and Auburn and the whole Federal Way area. I don't think people are coming across the water yet, but they may soon do that too. I hope that -- and then progressively closer to the airport as well, and how that can be accommodated, because whatever happens on the airport property or outside of there, it all has to filter back in, and it likely will be in city streets, City of SeaTac

56-2/3/

streets or City of Des Moines streets, City of Tukwila streets, City of Seattle streets.

And those things will happen, and if not planned for it will happen the way it happened without our ability to make an impact or preplan for it or mitigate it.

Thank you so much.

HEARING OFFICER PHILIPSEN: I welcome you to make your three minutes of comments and I'll be timing you.

MR. PALOSAARI: All right. So we have these tomatoes from our garden that's right over here. This is part of my comment in terms of -- recently they've found thorium in tomatoes that are gown in this area. I don't know if you know much about thorium, but it's nasty stuff. And kind of my question of the evening is, should I be eating these tomatoes? And I'll answer it to a certain degree: If it's just one tomato, it's probably not going to hurt. But if it's a lot of tomatoes, maybe that would become more toxic.

The reason thorium is an important piece is because a lot of the chemicals that we find in our environment around here can also be attributed to other things besides jets. And so through the years, the Port of Seattle has said, "Well, you know, yes, we see that there's problems, but this could be because of the diesel and the cars living next to I-5, 509." You know, there's all these reasons to say it's

not about the airport.

Thorium's a really important piece because that's only from jets. It's not something you can say, "Well, that's because of all the, you know, ground traffic that we have."

So I have a seven-year-old and a three-month-old child, and my concern is, is this environment safe for children? It's as blunt as that. I mean, there's -- this is where I bring in Flight Pattern Kids. These are adults who have grown up in this area, and, you know, they're dying 12 years sooner than the average around here. They have all sorts of autoimmune diseases; they have all sorts of cancers, as much as 500 times the rate of the average. And they all grew up literally under the flight path.

So one of the things that I want people to consider before they expand this airport any more than it is currently is, do you guys even know the ramifications of the product that you're promoting? And I look at air travel as a product. It's not a necessity; it's almost like a privilege. And a lot of people are benefiting from it, but at the expense of the communities around the airport.

I've been asking people, "Should I, you know, stay around here?"

And I've had more than one official person say, "Well, if I had a young child, I would move."

My daughter is open to it because she's open to a lot

of things, but she doesn't want to particularly move. She has tons of friends. We're highly involved in the SeaTac area, and we don't want that to be the option. And the other piece is, it's an option for us, but it's not an option for probably about 80 percent of the people who live around here who are very poor; they don't have the opportunity to, you know, leave the area.

And so as you think in terms of moving forward, I think you have the moral responsibility to say, you know, "What's the cost on communities? What's the cost on children's health? Before we go any further, let's really study this."

And so this is where we're calling for a thorough environmental study; not just in terms of how it affects the, you know, natural environment but also the human environment. And, you know, the future of our children needs to be paramount. We should never put profit before children's health.

So that's my major statement. Thank you.

HEARING OFFICER PHILIPSEN: Thank you.

Now you have three minutes to express your views. Thank you for coming and being here. We're very interested in hearing what you have to say. And I'll time you. Okay?

MIRA PALOSAARI: Well, the first thing I need to say is that like the planet needs like more help because the environment is kind of like crashing down because of

like the airport, like because they said to cut down the trees. And when they said to cut down the trees, I was kind of shocked because I usually would see more from the airport. I still like it, but I just wish that there wouldn't be so much pollution in like this environment.

MR. PALOSAARI: Why is pollution bad, Mira?

MIRA PALOSAARI: Because like many cancer or any of that stuff can happen sometimes, yeah.

MR. PALOSAARI: So what's your concern as far as the airport getting bigger?

MIRA PALOSAARI: Because there might be pollution more around the world. There might be more pollution like anywhere, really. Yeah.

MR. PALOSAARI: And what's your concern as far as your health?

MIRA PALOSAARI: Well, because I'm scared that like it might happen to me or anybody else that's important. So, yeah.

MR. PALOSAARI: So what would you like them to do?

MIRA PALOSAARI: Maybe help it some more, make it more healthy.

MR. PALOSAARI: How can they help it?

MIRA PALOSAARI: By like having a certain time that -- like we can plan a time that like we know that

N10-1 / N4-1

MS. PALOSAARI: Well, we live a mile from the airport, which, initially when we moved to where we live, we thought it was pretty cool because we could easily get there for things and we could access the freeways really easily. But it's been difficult. And my husband's done some studies just about the impact of us living so close to the airport, and just, at times, with the smells we can smell based on the exhaust from the airplanes. And me and other women in the neighborhood have struggled from infertility. And we would like to assume that it's not from the airport, but it's been hard -- it makes you wonder.

But I guess my biggest concern is, I understand that companies need to expand; I understand. I understand how companies would want to expand. And we ourselves love to travel, but I would -- I would like to see our airport take the lead on -- if they -- since they want to expand on -- take the lead on being -- having healthier -- figure out a healthier fuel for airplanes.

And for me, I think when people become a frontrunner on something economically, there's ways that money can come back to them if they're willing to take some risks and do the right thing and still expand but figure out a way to have the pollutants that come from the airplanes be lessened if they are going to be expanded.

So being the frontrunner, being innovative, yeah,

planes are going to go; we know that: Okay. This plane is going to come at like 5:30 or something.

MR. PALOSAARI: Have better planning?

MIRA PALOSAARI: Yeah, like better planning.

MR. PALOSAARI: Do you think they should expand the airport?

MIRA PALOSAARI: Yeah, there should be electric planes.

MR. PALOSAARI: Okay. Look into maybe some alternative forms with planes?

MIRA PALOSAARI: Um-hmm. And like maybe just, yeah, make it more -- yeah.

MR. PALOSAARI: Healthier?

MIRA PALOSAARI: Healthy. Make it more healthy, yeah.

MR. PALOSAARI: Do you have any questions?

MIRA PALOSAARI: No. I don't got any questions.

MR. PALOSAARI: All right. Thank you.

HEARING OFFICER PHILIPSEN: So with that, you now have three minutes and I will time you.

MS. PALOSAARI: It's for the environmental impact currently of the airport or the expansion of the airport? Is it talking about that?

MR. PALOSAARI: So what are your thoughts?

N4-53-3

that's kind of my thoughts.

HEARING OFFICER PHILIPSEN: Very good. Thank you.

It is now 8:17, and there are no other speakers signed up to speak. I am officially closing tonight's oral comment portion of the scoping meeting.

(Public meeting concluded at 8:17 p.m.)

CERTIFICATE

I, Brandice L. Pivar, a Certified Court Reporter in and for the State of Washington, do hereby certify that I reported by stenographic machine shorthand the proceedings hereinbefore contained on the subject matter on the date set forth, and that the foregoing 23 pages constitute a full, true, and correct transcript of said proceedings.

Witness my hand this 23rd day of September 2018.

BRANDICE L. PIVAR
License No. 3089
Certified Court Reporter in and for the State of Washington, residing at Seattle.

ATTACHMENT 4e:
SCOPING COMMENTS RECEIVED

Actual Comments with Assigned Topic Code

Amy Kaminishi

akaminishi@aol.com
9/28/2018 11:32:48 PM

With this airport expansion, how will this affect the environment related to air quality and climate to affected residents who live in the direct air path of the airplanes such as Beacon Hill and other surrounding areas such as health including asthma and other health ailments. With the increase of airplane travel, how will this affect air quality related to forest fires, etc.? This year, we had several days of heavy smog where there was poor air quality where it was difficult breathing, etc. The smog was related to forest fires in surrounding areas. Can there be studies on how the airport expansion address the air quality especially to human lives including elderly, children, people of color and climate with the increase warm weather? S3-1

How is the airport expansion address severe issues to the climate such as forest fires, drought, hot weather, etc..?

How will you address gas and other materials coming from airplanes that land in the neighborhoods especially on houses, etc.. ? My neighbor had tall hedge bushes where they would trim every year. These bushes were very tall over 10 feet plus. His hands were all black due to the gas emitted from the airplanes.

I would like to see studies related to how airplane noise affect the health of children especially to studying in schools in the direct path of the airplanes routes. Also, I live in Beacon Hill where I don't see environmental justice especially to people of color. I would like to see the Port of Seattle do more outreach in the Beacon Hill and surrounding areas especially to communities where english is a second language. Can neighborhoods be given noise collecting machines to track the noise that airplanes make while crossing over fellow neighborhoods? Can there be a panel set up from communities affected to be a part of the study? Also, I would like to study the health of the residents who live in the airport path especially Beacon Hill and other surrounding areas. S5-1

With the increase of construction projects such as the viaduct tunnel, I405, etc.., how is this airport expansion going to address the severe traffic issues that King County and other counties experience? This will bring more people including cars, buses, etc.. that will lead to more traffic jams. S6-8

I attended the Open House on September 12th at New Holly. I would have liked the open house to have been located more northern Beacon Hill so more residents who are affected could have attended. I was in attendance from 5:40 p.m. to 6:30 p.m. and I was disappointed of the low turnout. For future meetings, I would recommend that the Port of Seattle do more outreach especially in the areas who are affected by the airplanes. S12-3

At the Open House, I was disappointed at the following:

-I asked several people on how much $$$ will this cost especially to the taxpayer with the increase in taxes when you fly and no one was able to answer. I found out that several people at the Open House were not Port of Seattle employees but consultants.

-That day, I just heard on the radio that the current airport project including cost overruns have increased to $1B. I asked several people at the Open House about this issue but many people did not know what I was talking about which was puzzling to me. I asked if this airport expansion will be reduced due to the cost overruns of the current project but no one knew the answer. How can the taxpayers be ensured that Port of Seattle will keep the costs within budget and on time? S10-2

-I would like to see the Port of Seattle to do more outreach to discuss these projects regarding the updated status, impact to neighborhoods, etc.. S12-7

Amy Kaminishi

S2-2 S2-3 S2-4 S2-5

My recommendations that I would like to see Port of Seattle do:

-At times in my neighborhoods, I see the airplanes every minutes (sometimes seconds) throughout the day. What will the pattern be after this airport expansion? The airplane noise can be very loud and disturbing.

-I would like to see a citizen panel (among the affected neighborhoods) to be established to address our concerns and be an oversight to the project.

-Purchase noise collecting machines for affected neighborhoods so we can collect noise data from airplane noise. Also, I encourage the Port of Seattle to work with these neighborhoods on addressing these issues.

-Change the flight path so airplanes do not have to go through the same routes but different routes.

Thank you for considering my comments.

Stephanie

maystork@aol.com
9/28/2018 10:20:08 PM

S3-1 Please seriously consider ALL issues of air quality. Many citizens are sensitive to various pollutants and jet fuel is no exception. I am sure some filters to the ground and leaches into our soil and water.

Citizens have a right to peaceful and undisturbed use of their property. Noise and fumes are disturbing.

Noise is a major complaint for many as the approaches have changed and the the planes come in closer together. Sometimes it feels like we hear them nonstop, even in the north end!

S3-8 The airport approach for either departure or picking up arrivals is chocked so much of the time now! Hope something is in the works to alleviate this terrible bottleneck. With the onset of the Lyft and Uber type rides in addition to the taxis and shuttles, it has overburdened the area for passengers now having longer waits to get out of the airport.

All of the above points are important issues, but some impact passengers and residents of the region more than others. Priorities are important to establish and mitigations for those problems put in place.

Nicole Green

nmsdiamond@gmail.com
16208 10TH AVE NE
9/28/2018 9:50:45 PM

S3-4 S2-7

Air traffic is the greatest contributor to climate change. Instead of figuring out how to accommodate more passengers and more flights. We should be trying to reduce those flights with better alternatives (ie. high speed rail). micro particles need to be studied and not just in a five mile circumference around the airport. Planes are major polluters. I live 20 miles from the airport yet because of NextGen implementation I have been subject to loud low planes and their accompanying cancer inducing pollution.

Again the pollution by airplanes is raining down upon our Puget Sound, forests and water resources causing their degradation.

S2-2

The routes taken by all of the increased flights to and from the airport are subjecting a narrow band of traditional neighborhoods to increased and unbearable noise and pollution. How will this be mitigated in the future?

S4-3

Flights are currently landing at SeaTac with a frequency of one every 1 to 2 minutes. They are low and loud. Studies have shown that exposure to such noise can cause multiple health problems. How will the airport and airlines reduce the noise and pollution exposure to the surrounding inhabitants. These include communities farther out than the ridiculously small Noise impact area. Again I live 20 miles away and believe this has to be studied to at least 30 miles.

S4-5

The noise from airplanes reduces learning and attention for children in schools. Additionally the pollution from the planes is unhealthy for young bodies and brains.

Linda Gardner

Ru2l82@yahoo.com
15834 30th Ave NE
9/28/2018 6:06:44 PM

N1N2M

Noise over Shoreline has become unacceptable. The airplanes have always turned at the end of the lake way up in the air. Now they come so low just above the tree tops, then they even go back up to go around downtown Seattle. This is non stop noise and unacceptable. Bad enough we have to deal with Paine field doing the same thing. More then 25 miles from Sea-Tac we should not be dealing with the noise of airplanes cutting speed like they are landing. It is not right. The airplanes should not come down and go back up - they should be way up in the sky like they use to be! Time to put it back to the way it was designed not some game playing.

Walter H Jamison, Jr.

whjamisonjr@me.com
11974 Marine View Drive SW
9/28/2018 5:26:35 PM

SeaTac currently pumps around 600 million gallons of jet fuel annually. When burned one gallon of Jet-A produces 21 pounds of carbon dioxide, so the aircraft using SeaTac is responsible for 6 million tons of carbon dioxide emissions annually. This is equivalent to a large coal-burning power plant. A carbon footprint assessment as affects our State's Greenhouse Gas emissions output, needs to be undertaken, using any accepted metrics by the scientific community, on the current set of airport operations, as well as for the proposed Master Airport Plan, before starting the scoping process. As much as any other fossil-fuel emitting industry, our airport operations need to be included as a responsibility and full accountability to our State's efforts to understand and reduce our Greenhouse Gas Emissions. As increased carbon-dioxide emissions are generally believed to be driving climate change, which we are seeing specifically manifested in our region in the past few years in the form of smoke from severe and unprecedented forest fires, adding to this effect needs to be addressed immediately.

S3-4

A carbon footprint assessment as affects our State's Greenhouse Gas emissions output, needs to be undertaken, using any accepted metrics by the scientific community, on the current set of airport operations, as well as for the proposed Master Airport Plan, before starting the scoping process. As much as any other fossil-fuel emitting industry, our airport operations need to be included as a responsibility and full accountability to our State's efforts to understand and reduce our Greenhouse Gas Emissions. As increased carbon-dioxide emissions are generally believed to be driving climate change, which we are seeing specifically manifested in our region in the past few years in the form of smoke from severe and unprecedented forest fires, adding to this effect needs to be addressed immediately.

Jean Hilde

jmhilde@earthlink.net
1725 NE 147 Street, Shoreline, WA
9/28/2018 2:55:42 PM

S1-2 The SAMP process should be delayed until the UW's microparticulate study, the Department of Commerce's airport impact study, the PSRC's regional aviation study, the Washington State Legislature's JTC cargo study, and the health impacts of airport noise study authorized by the 2018 FAA Reauthorization Act are all completed. Moving forward with the SAMP without the important information those studies will provide will do a massive disservice to the Puget Sound communities that are already over-burdened by airport noise and pollution. Having that information before making huge changes at Sea-Tac Airport will allow accommodations and improvements to be made pro-actively. Making changes without that information will simply perpetuate the current issues.

S2-7 The phrase "sustainable airport" is a laughable oxymoron. Air traffic is one of the, if not the, worst contributors to pollution and climate change. Before adding more and more aircraft to the problem, viable alternatives like regional rail need to be put into place to reduce the need for local flights.

S3-3 The Puget Sound region is already experiencing horrendous levels of aircraft noise day and night. The massive increases in air traffic that the SAMP projects will make things far worse. Our region is known for its clean air, beautiful scenery, and enjoyable outdoor experiences. But high levels of endless aircraft noise has ruined iconic Seattle experiences like walking around Green Lake, sitting outdoors at a restaurant, biking on the Burke Gilman Trail, even hiking in the Cascades. The last time I hiked Wallace Falls there was literally an aircraft overhead every minute or two, which completely destroyed the peace of the woods that I went there for. Even as far out as Gold Bar, aircraft noise is a continual noisy disturbance. Before too long, visitors who come to our area to enjoy these assets, the very reason Sea-Tac claims it needs to grow, will stop coming because visiting here will no longer be a pleasure. And you want to add more noise?

S4-4 ~ The DNL metric is ridiculously useless, unless you're the FAA or the Port and are trying to make it impossible for citizens to complain about aircraft noise. We citizens experience every single plane that flies over, which is as often as 30 to 60 seconds without any break in-between, as a single noise event. Every single plane is a disruption to our lives, our sleep, our conversations, our peace and enjoyment of our homes. We do not experience aircraft noise as an "average" over a 24-hour period. The DNL needs to be replaced by a valid and actually useful metric like the Single Noise Event metric.

~ Aircraft noise is not just an "annoyance" as the Port and FAA are always telling us. Noise is a proven health hazard, causing cardiovascular damage, mental health issues, health issues related to lack of sleep, loss of work hours, increases in medical costs, loss of learning and development in our children, and huge increases in stress. The SAMP's plan for massively increased air traffic will also massively increase aircraft noise for citizens who are already over-burdened.

~ Aircraft noise destroys the peace and quiet in one's home that we citizens have a right to. We are forced to live with our windows closed, we cannot enjoy our yards and gardens and patios, we cannot play and exercise outdoors, we often cannot even carry on conversations inside our homes let alone outdoors. We are forced to upgrade windows and insulation without any compensation whatsoever.

Jean Hilde

~ The DNL "noise contour" ignores that aircraft traffic and noise have expanded to areas much, much farther from the airport than ever before. I live in Shoreline, 25 miles north of the airport, and my neighbors and I are inundated with aircraft noise day after day and night after night. Shoreline is central to where aircraft coming from all directions turn and join the south-bound arrivals queue, creating a virtual cloverleaf in the sky above our heads. Add to that traffic going into Paine Field and Boeing Field, traffic that is now flying lower than ever to accommodate the ever-increasing Sea-Tac traffic. Shoreline and other north-end communities are no longer the quiet places they were when I moved here 23 years ago. We might as well live next door to Sea-Tac. It certainly feels that way most days.

S4-4

~ As noted above under "Noise Issues", aircraft and airport noise negatively affect our children's health, learning, and development by never allowing them any peace and quiet, instead subjecting them to constant, harmful levels of noise. But pollution from aircraft traffic is also extremely dangerous for our growing children, who are more vulnerable to pollution-caused illnesses such as cancers and immune-system disorders. Constant and close proximity of the noise and pollution caused by incessant air traffic is harming our most vulnerable, our children.

S4-5

~ The recent re-routing of all arriving south-bound aircraft into a narrow "sacrificial corridor" has resulted in ALL the noise of arriving traffic being dumped onto a small swath of the community, namely along the I-5 corridor. Neighborhoods along the I-5 corridor are for the most part lower- to middle-class economically due to property values being lower near the highway. Dumping ALL aircraft noise onto this segment of our community, citizens who work hard and may not have the time or education to complain or fight, is an issue of environmental justice, especially when this burdened community receives none of the benefits of airport growth like jobs, tourist dollars, or infrastructure improvements. The FAA specifically avoided placing such condensed and noisy flight paths over the wealthier (and more powerful) Eastside communities, yet this same caution was nowhere to be seen when the "sacrificial corridor" was established over I-5.

S2-2

~ Despite the incessant aircraft noise that tortures north-end neighbors day after day and night after night, the Port of Seattle has refused to set up a noise monitor any further north than the Maple Leaf Reservoir, a good five miles to the south of Shoreline. The FAA and Port of Seattle are dumping all of the noise of arriving south-bound aircraft on this lower-socioeconomic community while denying the community the ability to prove the subsequent results: endless, unbelievable, life-altering noise.

S4-8

The Port of Seattle consistently responds to citizen complaints about aircraft noise and traffic with the excuse that "passenger demand is exceeding capacity and thus Sea-Tac must grow to keep up." The Port seems to think that "passenger demand" is some new law of physics, like gravity, that must be obeyed no matter the consequences. This, of course, is a falsity. Airport growth is a series of human decisions that should be made with a wide, big-picture view to the effects on the community that supports that airport. Passenger demand can easily be reduced by raising seat prices, adding on taxes that support services and infrastructure in airport-impacted communities, and simply offering fewer flights.

S1-9

Instead, the Port and the airlines are actively encouraging MORE traffic into Sea-Tac by consistently offering "cheap seat" sales to passengers, by soliciting even MORE airlines to fly into Seattle, by promoting Sea-Tac as the "gateway to the East" and allowing even more international and wide-body carriers, and by actively promoting Sea-Tac as a 24/7, no curfew airport to giant cargo carriers. In other words, Sea-Tac and the Port of Seattle are tirelessly encouraging higher levels of the "passenger demand" that they say is to blame for the incessantly increasing noise and pollution that our Puget Sound communities are being burdened (and tortured) with. This ongoing promotion should be halted and a status quo established while the SAMP process determines, with the help of the community, the future of Sea-Tac Airport.

Noelle Royer

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9/28/2018 2:11:21 PM

S6-2 S4-5 S8-1 S3-3 S11-2 S3-4 S9-1 S3-1

How will air pollution in flight paths be offset? What is the impact of emissions on lower income communities? What will be required of airlines, in terms of lowering emissions?

What impact will these changes have on migratory birds and nesting patterns of birds and animals in the affected areas?

Carbon offset?

I would like LONG TERM effects to be studied. Not just for the next 20 years.

How can solar impact this and what will you do to make sure that solar plays a large part in this operation?

What is the impact of the increase in number of planes and therefore the noise on lower income neighborhoods? Does the increase in noise affect both higher and lower income neighborhoods equally?

What about pollution affecting gardens and children playing in schoolyards?

How will the transit options to the airport be increased?

David Goebel

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9/28/2018 10:28:20 AM

NOTE, the below apply to air quality and climate and not just noise since NextGen has directly *increased* level flying instead of decreasing it as expected. AEDT can compute greenhouse gas emission more accurately than noise since the former does just depend on engine output.

S4-1 S11-7

1) Include All Geographies With Significant Impact
The recent creation and implementation of NextGen RNPs and precise RNAVs for Westside arrivals has created new impacts far from the airport (in track miles) that used to only exist close to the airport. In effect, distant communities have been pulled in by NextGen to become immediately neighboring communities. The SAMP must include in its geographical scope of study, any Hectare (100m x 100m) of land in the Puget Sound area that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same scope and level of detail as the cities immediately neighboring the airport.

2) Study the Actual Impact of NextGen Procedures As Implemented Compared to "No Change"
David Suomi (FAA Northwest Mountain Region Regional Administrator) has accurately characterized the NextGen changes at SeaTac as the most significant procedural changes since the introduction of civilian radar over 50 years ago, yet there have been no studies of its actual impacts as implemented vs. as modeled in the 2012 "Greener Skies" EA before implantation. The SAMP, with the benefit of 20/20 hindsight, the latest generation of the FAA's AEDT software, and real historical before and after flight track data – with their all important level-offs -- must repeat the NextGen vs. NoChange calculation of fuel use, greenhouse gas emissions, and noise using real historical NextGen track data. There is no need to model it since it's now historical data.

NOTE, the below applies climate and not just noise since NextGen has directly *increased* level flying instead of decreasing it as expected. AEDT can compute greenhouse gas emission more accurately than noise since the former does just depend on engine output.

S11-6

The new NextGen RNPs HAWKZ and MARNR pass directly over the Muckleshoot tribal lands on Vashon Island, which they use for traditional shell fish harvesting and other cultural activities. A full analysis of the effects, both immediate and cumulative, of ~250 (in Southflow) precise overflights a day on these activities must be studied.

S4-2

3) Augment the FAA's AEDT Software When it is Deficient in Modeling Airframe Generated Noise
On arrival, when a large part, if not a majority, of plane noise is due to airflow over the airframe itself, and control surfaces that are extended, identify where AEDT is not modeling this noise accurately and engage with the Volpe Center (volpe.dot.gov: principal AEDT noise model contributors) on solutions to account for and correct these deficiencies.

S11-7

The affect of NextGen ***AS IMPLEMENTED*** must be studied as the Greener Skies EA projections bear no resemblance to what was actually implemented.

Mike McDowell

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Seattle
9/28/2018 9:09:34 AM

The HUGE increase of pollution from exhaust fallout from all these additional aircraft. Particularly over Beacon Hill. NONE of the goals stated in the new plan address air and noise impacts to communities under the flight path.

None of the goals in the new plan address impacts of air and noise pollution to communitites affected with the 150% in passenger and international flights.

With the advent of NEXT GEN we've seen the air space compressed over Beacon Hill. As I write this there are aircraft overhead from Sea Tac take offs every 20 to 45 seconds FOR HOURS.
The Port and FAA need to spread out take offs and landings in a fair and equitable way for ALL of Seattle. The amount of air traffic over Beacon Hill is already at intolerable level and gets exponentially worse each year. Passengers and international flights are to increase by 150%.

NONE of the goals in the new plan address impacts of air quality and noise pollution to communities directly under the flight path. The port needs to address these issues and spread out take offs and landings in a fair and equitable manner.

Brad Jurkovich

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9/28/2018 1:40:02 PM

S12-20

With members from the business, labor and environmental communities, the Tomorrow @ Sea-Tac Coalition was formed to help ensure that Sea-Tac Airport is able to meet customer demand and provide an efficient, reliable and comfortable experience for the next 20 years and beyond. Our Coalition believes that the environmental review of the Port's SAMP will provide ample opportunities for meaningful public engagement on a wide variety of issues.

S11-2

While we recognize that the environmental review process must address legitimate concerns about how the continued growth of the airport will impact some segments of our community, we believe it must also recognize the critical role that the airport plays in the economic and social health of the Puget Sound region and the entire state of Washington. We strongly support a planning approach that will scale facilities and services to meet the projected passenger volume and demand at the end of the planning horizon. We believe this approach will ultimately allow the airport to more effectively mitigate impacts than planning and building to sequentially meet interim levels of demand and being forced to manage additional incremental construction phases as growth continues throughout the planning period.

S6-3

The environmental review process should reflect the important role Sea-Tac plays in serving both passenger and cargo traffic, and it should carefully analyze ground transportation requirements because decisions by other public entities will play a major role in determining the total impact of the necessary expansion of Sea-Tac to meet the needs of the region.

S12-37

From the Port Commission on down, the Port and airport leadership have demonstrated a firm commitment to reducing the environmental impact and improving the sustainability of Sea-Tac's operations. This commitment should be recognized and the expectation of continued progress in this arena should be incorporated into the environmental review process. Care must be taken to limit the environmental review to those impacts that are directly related to the planned expansion of airport facilities.

S11-8

Finally, the environmental review must realistically assess the impacts of no action, such as increased congestion and additional emissions resulting from longer waits to enter or exit the airport property and parking garage, or the longer commutes that residents of neighboring communities may face if the expansion of Sea-Tac and the jobs it will bring to the airport and surrounding area does not move forward.

Ray

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9/28/2018 10:18:29 AM

At present, on several days each month, there is an odor of Kerosene in the air over the Rainier Valley. The source is Sea-tac air traffic from air corridors which have migrated into and above the Rainier Valley.

I want to know the long-term impact to humans and plants beneath the flight corridor, from the daily dosing of aircraft exhaust particulate, and occasional exposure to raw jet fuel.

S5-1 How many tons of additional pollutants will be created by this proposed expansion on an annual basis? How will this additional volume of pollutants affect the larger global climate, but also the micro-climate in the Rainier Valley, which is a bowl, and where pollutants will be trapped and concentrated.

Is there an increased public health threat, or higher cancer risk to those located beneath Sea-Tac's flight corridor? What is the community health data for 98108 & 98118 in 2018? What will an expansion of air traffic do to public health beneath the flight corridor in the future? Is there baseline information today on the health of children, and cancer rates, and asthma rates?

S10-5 What impacts will an expansion of air traffic into 98118 have on the historic district of Columbia City, on the National Historic Register? Will added noise (low-frequency) and pollution harm vintage buildings? Will added noise and pollution reduce quality of life? Will the expansion of commercial flights affect property values?

S1-12 How are demographics being evaluated? 98118 & 98108 are increasing in density, per Seattle's efforts to accommodate a growing population. 98118 & 98108 are already the most densely-populated zip codes in the city, outside of downtown. Will the expansion of Sea-Tac air traffic result in an increased negative impact on a greater number of people? Require more homes to be insulated? Threaten single-family neighborhoods by reducing property values and neighborhood cohesion?

A2-4 Will the Port of Seattle pay for expansion of public utilities? Will local ratepayers have any future costs as a result of Sea-Tac's expansion here. What about water and sewer capacity? Will King County have any additional costs which will be transferred to taxpayers? Will the Port of Seattle have any additional utility surcharges or increased costs due to expansion which will be passed on to taxpayers?

S4-8 At present 98118 & 98108 lack adequate on-ground noise monitors to accurately record and compile the cumulative impact of noise events created by Sea-Tac Airport. Repeated requests for on-ground noise monitoring stations have been ignored by FAA & Port of Seattle. Current noise mapping (by computer modeling & limited on-ground noise monitors) does not accurately reflect the true impact. Residents report closing windows and wearing earplugs in order to sleep. Current noise numbers do not suggest the need for earplugs. The entire zip codes of 98108 and 98118 must have much more detailed analysis, including a dozen or more on-ground noise monitors to capture and document the wide range of noise impacts over this very unique community with varied topography, including a valley. (FAA staff, retired, have stated that prior to the 1990's, Sea-Tac air traffic were kept away from the Rainier Valley because sound reverberates in a valley. FAA staff admit this policy is no longer in practice.)

S4-5 98108 & 98118 have the highest populations of children, the elderly, and minority populations. The most-vulnerable populations are currently subject to among the highest burdens for noise and pollutants associated with air traffic operations emanating from Sea-Tac Airport. What measures will be taken to ensure the ever-growing burden will not continue in the future? How is "Environmental Justice" being evaluated in 2018? How will the socioeconomic and environmental justice be preserved and protected from future impacts?

Ray

S8-6 What will expanded operations at Sea-Tac do to negatively impact 'visual effects' in 98108 & 98118? What is defined by "visual effects"? Is seeing & hearing a departing jet each 20-40 seconds acceptable? What will be the visual effect of increasing air traffic 150%?

S7-1 Is the ground and ground water currently being tested in 98108 & 98118? Is there a baseline? Local streams and drainage from 98108 and 98118 run into Lake Washington and Puget Sound. How much additional particulate and pollutants from aircraft exhaust will be concentrated over 98108 & 98118, resulting in increased toxins flowing into Lake Washington, for example?

S6-3 Will the expansion of Sea-Tac result in any additional cost burden on taxpayers in the form of new roads? What about the additional traffic created by increased freight and passenger activity at Sea-Tac? Current studies document that local roadways are over-capacity already. Should Sea-Tac be allowed to increase operations, further impacting area roadways, when state and federal highways are over-capacity? Is any amount of increased traffic volume allowed under these conditions of over-capacity?

S2-1 Sea-Tac Airport is too small for the future. Sea-Tac Airport is too large for the community. The solution is one or more regional airports. Paine Field expansion is appropriate. But, a new, large regional airport is what is called for. The Centralia/Chehalis area or the Arlington/Mt. Vernon areas are the logical place to locate a new regional airport. Sea-Tac's current environmental and socioeconomic burden is too heavy upon current populations. Further expansion of Sea-Tac could not be justified if current data was available to document current impacts.

Gail Labanara

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9/28/2018 7:18:25 AM

S3-1 Any flights redirected to the west and east and out of the normal flight path impact residential communities. This will have a direct impact on our air quality.

S4-3 Any flights redirected to the west and east and out of the normal flight path impact residential communities. This will have a direct impact on our quality of life due to excessive noise. The noise from the third runway is excessive from my house with no mitigation.

Jenn Ross

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9/27/2018 9:52:33 PM

S3-1 N10-1 Air quality in the Duwamish Valley has already been documented as poor. South Park cannot bear the burden of increased flight traffic over our neighborhood as it will only WORSEN the already bad air quality.

There is already a major decrease in tree canopy around the airport. Over the last few years it has gotten even worse. This is not okay! We need more trees not less.

Increased use of fossil fuel polluting a neighborhood that bears the burden of bad air quality, a Superfund site, decreasing tree canopy. How is using more fossil fuel better for our environment? How is removing trees improving our environment?!

S3-1 Jets flying over my house day and night leaves a film of dirt on everything. This is hazardous, this is gross and we definitely do not need more of it.

S4-3 N3-19 An easement was granted in the 1980s, since that time the "port package" upgraded windows have failed. The original plan was that the third runway was overflow only. Now there are jets flying over my house every 30 seconds to 1 minute apart. The planes are extremely loud and extremely low, which causes my house to shake. I cannot talk on the phone, I cannot have a conversation outside without yelling. This is already bad and we can not tolerate more air traffic and noise pollution. The planes are so loud.

S6-1 All of these items need to be closely studied as it is no coincidence that the neighborhood that has 24/7 airplane noise pollution is also historically a lower income neighborhood. The Duwamish Valley already has shortened life expectancy due to pollution and air quality in this area. South Park neighborhood also has many children living here who shouldn't have to suffer their health for someone's profits.

Misty

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9/27/2018 8:14:08 PM

S2-1 I don't think we should keep expanding sea-tac. But instead look into expanding to different areas within the state. Like Alaska flying out of Paine field. Or maybe small planes like horizon could start flying out of Renton municipal airport/Boeing or Olympia. Seattle is growing at a rapid speed and one airport is not the answer.
One airport will not work with the growth of this city. Look into high populated areas like California which has many airports to accommodate.

Carolyn Hale

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9/27/2018 7:23:37 PM

S3-1

The increased air traffic has caused considerable impact on the air quality, I've noticed that when outside in the garden I cough more, I cannot leave the windows open not just because of the worsening air but also because of the noise from both the highway AND the airport. I had childhood asthma due to environmental issues, I really do NOT want it to reoccur.

S2-7

Is it really necessary to fly in so much when we have working railroads, which use less fuel?

S3-1

The Duwamish river is already a superfund site, we do not need to add more jet fuel to it's problems.

S8-1

How hard will this affect those minority populations who have been living here? Will it continue to price people out? All for more noise?

Already the increase in traffic has worsened the already loud climate from both Boeing Field and the 3rd runway at SeaTac. Add in the 509 there is a constant, stressful din that will only increase. We don't need this.

S8-1

How many more South Park resident will be priced out? How many children will have lasting complications from the jet fuel? How much woodland will this take from native wildlife and flora? Can we REALLY afford to lose yet more land to commercial activity if the people *who are already here* get left behind in dirt and in illness just for more "tax dollars" that none of us will actually see? Will any of this new revenue help the homeless population? I highly doubt it, you'll just give tax breaks to the rich instead.

S6-8

We need useable public transportation, not this.

Amanda Hodges

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Seattle
9/27/2018 6:28:44 PM

S4-3

The noise pollution is already horrible. You can't talk when planes are flying by and they fly lower all the time. The homes in our neighborhood are old and not insulated well enough. The noise is detrimental to children and families.

N3-7

We need to update the windows and insulation in neighboring homes if we're going to put more stress on the people who live here.

Jill-Morgan Fisher

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9/27/2018 6:24:59 PM

S3-1 Increased air traffic will mean an increase in already poor air quality in neighborhoods directly under the flight path. Any increase in flights should only, and I mean ONLY come with an increase in regulations of fuel used and fuel efficiency of aircraft. Science has backed nearly unanimously that, not just those living directly under flight paths, but even those living withing miles of airports have a significantly higher proportion of respiratory ailments and other health issues stemming from fine particulates. Along with stricter regulations (that must actually be enforced), those planes that 'must' land that do not meet stricter regulations should be fined to provide high quality air filters, and replacements as needed, to neighborhoods such as my own that are most affected by poor air quality caused largely by air traffic.

S3-1 Fine particles get into soils too. People have gardens. See comments on air quality.

See comment on Air Quality and Climate

See comments on Air Quality.

S10-5 If the airport expands, historians and archeologists should be consulted and allowed access to the site of expansion for research should they deem anything in the area worthy of investigation.

S8-2 If homes or businesses must be destroyed due to Eminent Domain, those displaced should receive at least 20% above market value + relocation costs. (In most cases, those forced out don't even get market value)

S4-3 I have a lot to say about this, and Noise is my greatest concern (only slightly more than air pollution).
When I moved into my home 3 years ago, I used to be able to have a conversation on the phone while sitting outside, even if I had to raise my voice a bit when the planes flew over. Likewise, I hardly ever noticed airplane noise while in my house. More and more, if I have a conversation on the phone while outside, I have to pause the conversation while a plane flies over. Not only to the planes seem more noisy, they are also much more frequent!!! Even the noise level from inside my house has increased to a point where I regularly notice the planes flying over. Despite traffic being lighter at night, in more recent months, I have even been woken up by unusually noisy aircraft. I don't live right next to the air port. I live about 6 miles as the crow flies from Sea-tac (directly under the flight path). It is my understanding that take offs and landings used to occur over less residential areas, such as waterways to minimize noise, but that this has changed recently. This is entirely unacceptable. What's more, the planes are flying lower than before. Previously, planes flew at such a height that it was very difficult to make out any details of the aircraft, and at that height the noise was noticeable, but bearable. More and more, planes seem to by flying lower overall, and also at a greater frequency. Now, many planes fly so low that I can make out details of the aircraft, even being able to discern easily the airlines used, and some fly so low that I can even make out windows!! When and why were airplanes permitted to fly (and even take off) so low? Again, three years ago, the planes rarely flew so low, but now it happens on a very regular basis. With an increase in traffic, the noise pollution will only get worse. Any plans to increase air traffic should ONLY come with stricter(even more strict than we have now), and ENFORCED, regulations and restraints on type of aircraft permitted to make use of (and thus profit from) the airport, changing flight paths to minimize impact on neighborhoods under the flight path. Additionally, funds should be put aside to compensate residencies under the flight path for noise abatement windows to be installed by quality professionals. Those living under the flight path should also have a reasonable expectation to enjoy time outside. As I mentioned, when I first bought my house, I was aware of the airport noise. I spent some time outside, carefully listening to the noise level, and decided it was a level I could live with. However, as outlined above, the noise level has increased SIGNIFICANTLY since I bought my home. Had I known the noise level would be at what it now is, (and that it will likely only get worse with the airport expansion plans), I would have searched in a different area with less noise pollution. Should I decide to sell my house, I'm sure potential buyers would also be turned off, decreasing the value of my home for no other fault other than the most recent noise increases, and future airport development. This is unacceptable.

N3-1

Jill-Morgan Fisher

S2-2 Again, regulate aircraft allowed, require higher flight paths, different flight paths, and noise abatement windows. ALL OF THE ABOVE. Preferably, the above would be orchestrated effectively so that noise abatement windows wouldn't even be necessary.

S8-1 Don't be a**-h***s and ignore noise/pollution impacts on lower-income neighborhoods to appease the wealthy who are more likely to make the most noise. Please don't do that.

I kind of like 'seeing' the planes if they are up high enough. I just really don't like the pollution and increased noise. If they are up high like they used to be... fine. Low like they are now... no.

S7-1 Any plan must have proper run-off and water treatment facilities not dependent on city infrastructure.

S6-8 Better public transportation city-wide would encourage more people to use the public transport to the airport. However, I am aware that that is a different animal.
Also, the fact that one taxi-service pretty much has a monopoly on taxi service, and the the Port charges such ridiculous fees is outrageous.

S1-3 I understand that Seattle is growing and that our airport must also grow with the times. However, as we move forward we must not just think of the 'now' but the future. An airport is a public facility that serves the public, not just the airlines that profit from its use. However, any and all plans MUST take into account the communities and neighborhoods that will be affected most by the airport, even if those that live there are not frequent visitors to the airport. It is the responsibility of Sea-Tac and the Port of Seattle to weigh in on, respect, and not just 'try to', but to ACTUALLY include in any and all plans, plans to reduce negative impacts on neighborhoods and communities most effected by the the airport. Not just limit, but reduce negative impacts.
In this day and age, we have the means and the technology. Don't just take the easiest path that dumps on those that have to live with the short and long-term effects of living under the flight path of this airport EVERY SINGLE DAY and nearly every moment of their life. Your responsibility to these people is just as strong as it is to the general public that uses the airport, (but doesn't have to live with it EVERY SINGLE DAY), and to to the airlines that profit from use of the airport at the expense of neighborhoods most effected by it. The goal should be to reduce air pollution and noise pollution from current levels, even as the airport expands.
Thank you for your time and consideration!

Margaret Jeffers

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9/27/2018 5:49:32 PM

The fallout from the planes, gross stuff falling from the sky in my summer pool and I can not hang laundry. The asphalt Factory's piles of dirt?? Blowing particles of whatever they use all over our neighborhoods.It's never covered plus the smell of fuel and tar..

What is in the air

S3-1 How much is the air ,water being effected

Why is so much waste being left on barges in the duwamish River

The Asfaut company is making air dirty.

S4-3 There is noise at all times not only is there the noise from the Sea-Tac Airport there is the noise from the Airport at the bottom of the hill. Also from the building of airplanes and the testing of engines they can go off at any time and now that they have changed the property down there there are no backdrops to stop the engine noise it is just plain noisy here .Airplanes are waking me up in the morning and there stopping me from sleeping at night.

I'm not sure what the environment and health issues are but on 100th Street South there have been at least five people with brain tumors over the last 30 years plus My Neighbor Next Door had one and then across the street another one was had by my neighbor there's something wrong here

Visual effects in South Park with all the industrial businesses is as in some instances very unsavory ...trees were planted along Marginal Way they help filter the air if you look at them you can see there's nothing but a bunch of junk around them all their boxes have fallen apart and they haven't been taken care of they were planted there for a reason and they should be taken care of to help clean the air but they're totally neglected

S7-2 Where the duwamish river is beautiful at night I don't think people should be eating the food out of it I think the fish are tainted the river looks very dirty Is our drinking water clean

Where there is a bus line down Marginal Way way 98th South there is no way for anybody to catch a bus you can't catch a bus from the top of 8th Avenue to the bottom you have to go clear over to Des Moines Memorial Drive that leaves no one able to catch a bus you have to walk clear down to Dominic from the Park South Apartments. Heavy trucks drive down 100 South Street and it not an industrial Street..

They need to do sound reviews, air water they need to do more for sound abatement. .the air is filthy The noise is becoming unliveable..I'm terrible with words and wish I could have expressed the problems better... there is lots of them

..on top of that the lack of conern for the residents of South Park and Southern Hts area..

Lynette Andrews

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Des Moines
9/27/2018 5:48:42 PM

S3-1 Studies on the air quality in the adjacent communities affected by the increase in traffic current and projected.
I live in the City of Des Moines and there is film on our house and windows from the flights.

.

S5-2 A study needs to be completed on the effect of the current air traffic noise as well as the planned increase. This should include a review on the amount of noise from low-flying planes on the neighborhoods affected by the third runway. This has not been done for years and certainly not since the increased traffic of the last 2 - 3 years. This runway was promised and designed to be a part-time, back-up runway and it is now becoming a full-time option. A study is past overdue and should be completed now. Until then the runway should revert back to it's original part-time plan and purpose.

S2-2 Explore and study alternative flight paths and ways other cities have worked to minimize noise. Can flights be routed differently at times?
The ongoing roar from the planes day and night greatly affects quality of life.

S8-2 How the noise and air pollution affects communities (Des Moines) economically: Study how this has and will affect housing values.

S4-5 Study and/or review research on noise and air pollution on young children living in theses communities.

Comment:

S6-7 The direct route to the airport from the south was taken away and it has added miles (and dollars if you take a taxi or Uber) to arrivals or departures. Return access to cut back on time and money spent by customers.

Environment review should include studies on how the current and projected growth of air traffic affects the communities adjacent to the airport:
Has the area around the airport that is affected by noise and pollution expanded?

S5-1 What is the level of air pollution currently and how will it change with more growth? What is an acceptable level for the Port's fellow community citizens, including children? Noise pollution: review studies on how noise affects people. Do a thorough study of the noise level and frequency, now and projected. What is an acceptable level for anyone in our community? The communities were here long before the addition of the third runway. It is already loud, how much louder will it get?

S8-2 Study the economic impact the ever increasing noise level has on house values.

Study the affects of not expanding. If you build it they will come?

S5-1/S11-8 It's hard not to be cynical because when I attended the Port's meeting in Burien last spring, the issues with noise and the surrounding communities seemed to be at best an afterthought. There were boards up with lots of plans and solutions but not so for addressing the noise and other negative affects of the increased traffic. I've seen no plans to actually address the pollution or noise issue. Where are the solutions or ideas the Port of SEATTLE staff and Board are offering for those of us who live here (Des Moines) that will improve the current (not to mention future) situation?
Thank you for your consideration of these comments,
Lyn Andrews

Margaret Jeffers

lmdragon2u@juno.com
Seattle
9/27/2018 5:39:41 PM

The fallout from the planes, gross stuff falling from the sky in my summer pool and I can not hang laundry. The asphalt Factory's piles of dirt?? Blowing particles of whatever they use all over our neighborhoods.It's never covered plus the smell of fuel and tar..

S3-1 What is in the air

How much is the air ,water being effected

Why is so much waste being left on barges in the duwamish River

The Asfaut company is making air dirty.

S4-3 There is noise at all times not only is there the noise from the Sea-Tac Airport there is the noise from the Airport at the bottom of the hill. Also from the building of airplanes and the testing of engines they can go off at any time and now that they have changed the property down there there are no backdrops to stop the engine noise it is just plain noisy here .Airplanes are waking me up in the morning and there stopping me from sleeping at night.

I'm not sure what the environment and health issues are but on 100th Street South there have been at least five people with brain tumors over the last 30 years plus My Neighbor Next Door had one and then across the street another one was had by my neighbor there's something wrong here

S7-2 Visual effects in South Park with all the industrial businesses is as in some instances very unsavory ...trees were planted along Marginal Way they help filter the air if you look at them you can see there's nothing but a bunch of junk around them all their boxes have fallen apart and they haven't been taken care of they were planted there for a reason and they should be taken care of to help clean the air but they're totally neglected

Where the duwamish river is beautiful at night I don't think people should be eating the food out of it I think the fish are tainted the river looks very dirty Is our drinking water clean

Where there is a bus line down Marginal Way way 98th South there is no way for anybody to catch a bus you can't catch a bus from the top of 8th Avenue to the bottom you have to go clear over to Des Moines Memorial Drive that leaves no one able to catch a bus you have to walk clear down to Dominic from the Park South Apartments. Heavy trucks drive down 100 South Street and it not an industrial Street..

They need to do sound reviews, air water they need to do more for sound abatement. .the air is filthy The noise is becoming unliveable..I'm terrible with words and wish I could have expressed the problems better... there is lots of them
..on top of that the lack of conern for the residents of South Park and Southern Hts area..

Gordon Gray

gordongray80@gmail.com
725 9th Ave,, Apartment 1003
9/27/2018 4:44:09 PM

1 2 VI At what point in your review will you consider Paine Field's growing commercial aviation program? How are we encouraging its development and where will it fit in the regional transportation picture?

Norma Jeanne O'Malley

normajomalley@gmail.com
32213 7TH AVE SW
9/27/2018 4:39:19 PM

S2-2

Modifications in scheduling and flight patterns should be made to preserve quiet in residential neighborhoods of Federal Way. Being outside in my garden is no longer pleasant with all the air traffic, and sleep has been interrupted frequently with low flying aircraft during the night/early morning hours. Fuel and waste dumping should not be allowed - it is hazardous to human health.

N10-8

Fuel and waste dumping should not be allowed - it is hazardous to human health. Air quality monitoring equipment should be placed along the flight patterns and measurement data should be made public in real time to the public on the internet.

S3-1

The noise levels in Federal Way have significantly increased, as air traffic patterns are going directly over residential neighborhoods at most hours of the day and night. Routes should be adjusted to fly over major highways (I-5 , 405, and Hwy 99). Aircraft are flying too low over residential neighborhoods, especially at night when people are trying to sleep. My husband and I have both suffered from disturbed sleep as a result of the increased air traffic from SeaTac airport. Air quality has also been negatively impacted - I can sometimes smell aircraft fuel that has been "dumped" by aircraft as they approach the seatac airport. I know they do this sometimes to reduce fire risk if they have to make an unplanned or tricky landing.

S6-4

There should be dedicated airport shuttle buses that tie into the main Metro bus service connecting Federal Way and Tacoma with SeaTac airport. They can use the Park and Ride facilities for pick up and drop off points. Existing private and shuttle express services are inefficient and too costly.

Ian D Curry

ian@dasein.me
2121 17th Ave S
9/27/2018 2:33:45 PM

54-14

As a resident of Beacon Hill, noise pollution from the airport is a fact of life. Although I have gotten used to the daytime and evening patterns (disturbing as they may be), it's the early morning and late night cargo flights that are truly disruptive. Not only are these flights at times of day when people are sleeping, they are often older, larger planes that fly significantly lower. A 767 at 2000 feet over the house at 5am is almost impossible to sleep through. I don't see how you'll be able to stay within the 65dB DNL if you expand cargo flights, as is planned. Certainly not without distributing the air traffic more equitably and not sending all flights in the "Greener Skies" route over Beacon Hill. It's hard not to feel like the port simply does not care about its health and livability effects, on Beacon Hill in particular, though overflights effect the entirety of eastern Seattle. Doing things carelessly has a way of catching up to you in the long run. Consider the communities you effect and do right by the city when you have this opportunity to plan.

Megan Campbell

megancampbell.seattle@gmail.com
8716 10th Ave South
9/27/2018 12:34:18 PM

S8-4 /NS-2

The increase in noise in the South Park neighborhood with the newest runway has been extreme with no assistance in some parts of the direct path with noise abatement. I live in that path and have found the increase in the late night to be the most impactful.

The increase in noise in the South Park neighborhood with the newest runway has been extreme with no assistance in some parts of the direct path with noise abatement. I live in that path and have found the increase in the late night to be the most impactful. This continues to negatively affect the land values for homeowners in a diverse neighborhood. Taxes are being raised without taking into account the increase in noise. In fact, the tax assessments do not even list airplane noise on some assessments that have increased as much at 30% THIS year alone.

Samantha Good

Samanthagood@gmail.com
807 s thistle st
9/27/2018 11:57:31 AM

S4-6 S3-2

Impact of jet flights on climate change/carbon emissions. Effect of jet flights on air quality

Noise pollution is excessive in South Park neighborhood of Seattle. Impacting health of residents.

Lacey Swain

laceys@subpop.com
1208 S Donovan St
9/27/2018 11:53:41 AM

N3-7 54-6

How much will South Park's already poor air quality be impacted by increased flights over the neighborhood?

Flights in and out of SeaTac have increased by 40% in the past five years and will continue to increase. The planes are bigger and noisier, and they now regularly use that third runway which flies right over South Park. I believe that residents should be contacted about increased noise pollution and that perhaps another round of Port Package windows/insulation is in order.

Laurel Anne Bettridge

lauriebettridge@comcast.net
21231 14th Ave S
9/26/2018 3:14:02 PM

S3-1/S3-2

What is the air quality at our address related to aircraft flying overhead up to every 30 seconds? The odor is now noticeable and has kept us from using our back deck or back yard this summer. This is a change from previous years. What particles we are breathing and what health effects are we risking? How much will emissions increase with the expansion?

What is the airport going to do to reduce air pollution from increased air traffic over our residence?

S8-2

Is a buyout being discussed? Our residence is sandwiched between the flight path to the west of our property, flying over Des Moines Creek, and the other flight path to the east directly over the warehouse/post office area. These flights are migrating much closer to our house than before.

N3-7

Is there a noise prevention package to upgrade the dated windows and doors installed in the initial package? Our windows are beginning to fail. We sleep with ear plugs and cannot invite overnight guests because they cannot sleep. Aircraft used to halt during the night, but now they are flying throughout the night. How much will traffic increase at night with the expansion and how is the airport going to reduce noise?

N10-4

What is our risk if a flight goes down and how is the airport going protect the houses on our street? Flights are closer to our house than ever before, both to the west and east of our house. Aircraft are straying or intentionally flying over the yard to the west and over 15th to the east.

Dan

DanLincoln1@gmail.com
9160 7th Ave South Seattle WA
9/26/2018 12:45:04 PM

S5-1
The particles from the jets coming in and out of SeaTac that land where my kid plays.

See above

The noise

The stuff gets everywhere

S8-2
Property value going down

S4-3
The jets have gotten much louder

So many planes

Tamara

tamaralynmyers@gmail.com
9/25/2018 8:21:47 PM

S4-4

I have lots of concerns about impacts of the airport, but noise is the one that's impacting us most negatively right now. I moved to Beacon Hill with my partner after living in many other areas of Seattle since 1993. In no other area did I have trouble sleeping because of airplane noise. At our place on north east Beacon Hill, my partner and I wake up around 5:00 am nearly every morning and have tremendous difficulty going back to sleep for our usual wake up times of around 7:30 due to consistent airplane noise. We use earplugs and a white noise machine turned on a fairly loud setting and the plane noise is still disruptive. Decent sleep is necessary for people of all ages, and we are definitely feeling the impacts of inadequate sleep. I also particularly worry about kids in our area getting enough sleep.

Deirdre Curle

deedeecurle@hotmail.com
Seattle
9/25/2018 7:53:09 PM

S3-2

Measure the quality of air in the flight paths, compared to the quality outside the flight paths.

S3-4

The levels of noise not only over the SeaTac area, but also over Beacon Hill and other parts of Seattle or Puget Sound region. Not only should the average level of noise be calculated, but also the decibel of each plane passing, and the number of noise events. As I am typing this, 3 planes have flown over my house.

S3-1

The level of air pollution and noise pollution affecting children and adults who live or attend school under the flight paths.

N3-1

Consider the quality of life for those under flight paths and near the airport as the airport expands and number of airplanes increases. I've lived on Beacon Hill for 17 years, and we did not have the noise levels from aircraft in 2001 that we do today. Decibel levels are 70-80 outside. I have trouble talking with family members and guests when we are standing outside.

Gregory Peters

dpeters@q.com
30906 5th Way S Federal Way
9/24/2018 5:38:07 PM

N3-2

We live under a flight pattern, jet noise all day and all night, all year long, can't even keep our windows open because of the noise. I have to use earplugs to sleep at night, it is effecting our hearing because we have everything turned up so loud to override the jet noise. In July we have low flying jets over our house every 3 seconds, we can't even enjoy our yard during the summer months, or hear the birds sing, this is ruining our quality of life! Cant you evenly change flight patterns so not some people take the full brunt of this misery? Sincerely, Mr. and Mrs. Greg Peters

Matthew Mahoney

mateo831@gmail.com
Des Moines
9/21/2018 8:44:28 AM

S3-4 S5-1 S3-1 N10-1 S2-1 S10-3 S4-4 S4-5 N8-1 S2-1

Impacts from Ultrafine Particulate to the Humans in Surrounding Area.
Science must be off signature elements of Jet Fuel vs. Fossil Fuels.

Health impact to Humans, especially the elderly and youth.
Review cancer rates compared to non impacted areas, use of EPA research a must.

Not sure how applies, other than jets contribute to global warming

Dumping of fuel and it's effects to Humans, Animals and Water Sources.
Jet fuel burned and the exhaust falling upon surrounding communities

Preservation of Trees and Protection of Cemeteries.

Compare other airports land use per acre. Airport as busy as SeaTac have much bigger footprints. Evaluate a need for another airport.

Concern about pipeline and storage of Jet Fuel and possibility of explosions, spills or other accidents

Impact to Humans on Sleep Deprivation for surrounding communities.
Explore 12-5 quiet windows.
Explore policy on requiring quieter jet engine technology.

Yes, Health of Elderly and Children.
Lower rent areas that cause poverty based families to suffer impacts.
Mitigation and Compensation related to all impacted residents surrounding airport

Esthetically the airport is ugly, ways to incorporate screening and sound buffer architecture needed.

What flows into our stream and stormwater and the effect to those streams and inevitably the sound.

Use of mass transit and South end flow to the airport

Consideration to site a second airport!!

Sharyn Parker

sparkerward@comcast.net
16920 22nd Ave SW, Burien, WA
9/20/2018 8:28:47 PM

S-1 S-2 N10-10 N13-7

"Sustaining" the current level of aircraft noise and particularly increasing same continues a history of under-estimating flight operations and resulting noise levels that have reached intolerable conditions. Despite the 2013-2018 Part 150 study with embarrassingly understated noise levels that were exceeded a couple years ago, the Port wants us to believe that its intentions are ethical. What could be ethical about using untruthful noise level projections contained in the latest Part 150 study, and past air quality analyses that do not reflect real science? How can the results of the SAMP be anything but based upon inaccurate conclusions?

Environmental justice would be to avoid a four-year delay to implement a sound insulation program in mid-2018 that was approved by FAA in 2014! Real environmental justice would be for the Port to participate in a window replacement program for all the homes that they insulated during the 80s-90s when they installed inferior acoustical products that have long since failed! The Port's history of not acting truthfully, delaying justice, and denying residents some RELIEF is, unfortunately, the foundation for launching this SAMP effort. SHAMEFUL behavior and shameful actions only equate to shameful results...residents deserve better!

Gary Kriedt

gary.kriedt@kingcounty.gov
201 South Jackson St., MS KSC-TR-0431, Seattle
9/20/2018 7:53:10 AM

As a short background, the Port of Seattle has been conducting their master planning process for a couple of years. The latest technical paper defined the list of preferred projects to support the needs of aviation users in the future. The list of significant projects is quite substantial and creates a long-term vision for the airport. From a planning perspective, many of the capital projects in the list are not in a reasonably foreseeable timeframe. Even so, there are nearer term projects have been determined to have the potential for significant adverse environmental impacts on the airport and/or outside the airport boundary. Before the master plan can be accepted and completed, the Port of Seattle must:

S1-12

- Quantify the impacts of its projects across the environmental and social spectrum
- Identify any opportunities to mitigate the adverse environmental and social impacts
- Compare alternate approaches to development projects that reduces the adverse effects while accomplishing the intent of the work

This open request for comment is to introduce ideas or work scope to the Port of Seattle related to the specific handful of projects. The comments can address a specific type of environmental impact that a project might have, or identify an alternative approach to development. From a King County International Airport perspective, our comments could include the following:

S1-11

Airside Projects
A08 – Hardstand (North) – Please consider building one of the cargo hardstands for dual use for engine run-ups within a hush structure so that it can be used for both cargo and for engine maintenance testing as a secondary function.

Cargo Projects

S2-1

C01 – Cargo 4 South Development – Please compare the proposed action to collaborating with King County International Airport / Boeing Field (KCIA) to meet the expected cargo demand. The building configuration is to stimulate demand for air cargo not just to meet latent demand for space. KBFI can support additional activity with reduced impacts.

C02 – Off-site Cargo Phase I – Please compare the proposed action to partnering with KCIA to meet the expected cargo demand. The off-site building configuration will stimulate demand for air cargo not just serve to meet latent demand for space. The building location near residential areas will substantially increase traffic noise. KCIA can support additional activity with reduced impacts.

C03 – Off-site Cargo Phase II – Please compare the proposed action to partnering with King County International Airport / Boeing Field (KCIA) to meet the expected cargo demand. The off-site building configuration will stimulate demand for air cargo not just serve to meet latent demand for space. The building location near residential areas will substantially increase traffic noise. KCIA can support additional activity with reduced impacts.

S3-3

Landside Projects

L06 – Employee Parking Surface Lot – Please consider the mitigating effects of slow electric vehicle charging stations on localized air quality.

Gary Kriedt

Airport/Airline Support Projects

5/2-28

S01 – Fuel Farm Expansion – Please consider the introduction of sustainable jet fuel blending station into the fuel farm for truck distribution to aircraft. Although not as efficient as hydrant fueling, the truck delivery provides for specific blending and enables certain air carriers to claim their exact percentage of sustainably derived fuel mix. King County International Airport / Boeing Field might also have users that are supportive of acquiring and using a blend of sustainable jet fuel.

Kevin Edy

kevin.edy206@gmail.com
5064 36th ST NE
9/20/2018 6:33:05 AM

N3-1

Increase in airplane activity over NE Tacoma not warranted.

Amie Rolfes

amiebydal@hotmail.com
9/19/2018 7:40:55 PM

N 21 I use to live closer to the flight path. I moved to get away from it and now over the past couple years it seems they have really increased out here. It's really disheartening to know be forced to just deal with it because it's not like I can uproot my family and move again. Some people that decide this kind of stuff should try wearing other people's shoes for once

Kathy roeder

Roeder.k@portseattle.org
Seattle
9/19/2018 6:41:46 PM

Test

Kate Hudson

kate.of.seattle@gmail.com
9/19/2018 6:40:18 PM

test

David Burger

twoburgers1974@comcast.net
9/19/2018 6:24:23 PM

S12-22

Rob Adams information at the 9/19/18 SAMP DEIS scoping open house that his firm has no current plan to meet with residents impacted by Sea-Tac overflights during its preparation of the draft SAMP DEIS, and to do would require additional direction from the Port and FAA. Thus, at Mr. Adam's suggestion, I am writing on behalf of the Marine Hills (Federal Way) neighborhood airport noise/health impacts steering committee, to request that such a meeting(s) be included in the DEIS preparation process. By obtaining informal input from the Marine Hills on the firm's preliminary findings and conclusions related to SAMP noise and health environmental impacts, the benefit to the Port and FAA would be the potential for saving considerable time and expense in responding to formal comments by Marine Hills following release of the draft EIS.

Kate

hudson.k@portseattle.org
9/19/2018 6:19:16 PM

test

Ann Dunn

Adunn198@comcast.met
4602 45th Ave NE, Apt 343, Tacoma
9/19/2018 5:10:51 PM

S3-1

Air pollution from all the air traffic would make our air dirtier not better.

S3-4

Issues for climate change: added air pollution would add to our already high carbon footprint,

Air polution would increase and be bad for every one.

Noneair polution wouldicrease

S8-2

Land values will definitely go down.

S4-3

This would create far more. noise polution especially at night. I'm s very light sleeper and it would Inyetupt my sleep,

This would certainly put children at risk.

S2-2

I don't want to see planes flying over us.

I recently moved here from Longview. I live on the border of Federal Way and Tacoma. I love this area but if I knew of the increased air traffic over this area I would not have moved here.

Aaron Virshup

avirshup@gmail.com
Seattle
9/19/2018 10:15:06 AM

S4-5 N3-1

The air traffic noise from Seatac and Boeing field have already increased substantially, making it unhealthy to be outside in huge swatchs of South Seattle, including most of the Beacon Hill neighborhood.

Recess at South Seattle Schools now subjects children to unhealthy decibel levels from air traffic - in effect trading children's health for the convenience of air travelers.

Elizabeth Heidner

elizabeth.heidner@gmail.com
1421 32nd Ave s
9/19/2018 12:04:29 AM

There is plenty of research about the negative issues directly around airports, but can some more research be done for neighborhoods within a 30-40 mile radius? It has become
Clear that planes are flying lower and lower as they head into SeaTac and it's
Actually gotten to be challenging to get work done, sleep or do other life necessaries some days. If it's impacting me, I have no doubt it is also negatively impacting the wildlife and those in our society with less damaged hearing.

54-1

Kelsie Maney

Kelsie.maney@highlineschools.org
Burien
9/18/2018 7:59:23 PM

N10-1 The port recently cut down a lot of trees for real estate and flight path safety and it needs to consider the importance of trees to the community and the beauty of the area in its SAMP. Loss of trees has in many projects has a cumulative impact.

Craig Newman

cnewman442@gmail.com
Federal Way
9/18/2018 7:41:28 PM

S12-22-15 S5-1 S-2 S2-4 S15-9 S4-2 S8-2 S4-1 S5-3

With the increase in air traffic, and taking into consideration the narrow flight corridors defined for inbound and departing flights, health related illnesses due to exhaust needs to be fully understood. There are numerous schools within the designated flight corridors exposing these children to the air and noise pollution. We should understand how this exposure will potentially impact these people near term and over the course of their life. Just having low income people live in the area should not be considered a viable solution.

land use studies should not be limited to areas immediately adjacent to the airport, but should extend out the region where communities are impacted by the increase noise and air pollution. There are many residential communities impacted by the airport, especially noise. Home values in these communities are adversely impacted be the noise pollution. Impact studies need to address these issues, including compensating owners for declining home values. Cities in this region are also negatively impacted, as the tax revenue they collect based on property value is diminished. Also it is documented that noise pollution has adverse effects on peoples emotional well being, which these cities also must provide resources to address.

Any expansion should be done utilizing renewable resources. All building should be built using recycled materials, with energy coming from renewable resources (wind, solar, tidal, etc.). The airport needs to implement a strict fee policy which will create an environment where aircraft utilizing the airport will be heavily incentivized to only or the art aircraft with the lowest emissions and quietest engines.

The federal laws addressing aircraft noise are severely outdated as they do not address the increase in air travel. Local communities not longer have infrequent noise, but at times the noise does not abate for extended periods of time. The Port should lead the nation in taking steps to mitigate noise for surrounding communities, especially since there are so many residential areas impacted by the location of this airport. London Heathrow and other significant airports around the world have taken steps to mitigate aircraft noise. Studied should include discussions with these airport authorities to help find solutions to the noise problem. the airport should not allow heavy cargo flights at the airport during night, unless very strict noise levels are achieved. Rezoning existing land, making the flight corridors a green belt capable of absorbing noise should be considered.

Since there are several schools within the flight corridors, the impact of airplane noise and emissions on these young developing people must be fully understood. We should not just simply ask the lawyers what positions can be defended, but rather ask what would we want if it were our families. In this regard we need people from the impacted communities participating in decision making effecting their communities. The surrounding communities are most severely impacted by the increased pollution, so they should have representation on the future of the airport, not just soliciting their input, but actually having representation on decision committees.

Diane knutson

Dlknuts@msn.com
27019 7th Pl S, Des Moines, WA
9/18/2018 7:41:06 PM

S3-1

We have lost the FREEDOM to enjoy life outdoors. The constant jet exhaust covers my patio And garden with grit. I No longer have the freedom to hang cloths outside to dry for they will also be covered in airplane exhaust grit. We are are afraid to eat the vegetables I have grow every summer for the last 40 years. Science has proven that the small particulates from airplane fuel are extremely harmful to to ALL.

N3-1

In 1978 we bought a home in Des Moines on beautiful Puget Sound. After 40 years of living and loving our waterfront property, we can no longer have the FREEDOM to live a comfortable healthy life in our home or yard with the blasting of planes flying over us 24/7. Our sleep is disrupted every night. Earplugs don't even keep the noise out. The tv volume must be constantly turned back up. Outdoors I can't even hear my music with earphones. South Puget Sound is a wonderful natural resource that is being distroyed.

N5-5

You lied to us regarding the use of the third runway. Do the right thing and give us suffering under the third runway ours lives back.

Kristin Tregillus

ktregillus@comcast.net
Seattle
9/18/2018 4:54:35 PM

I live near Lake Washington. We get sea planes (the noisiest), SeaTac traffic, helicopters and WWII tourist flights til 10:00 pm. It is rarely quiet.

S2-2

Commercial aircraft should fly over water (Puget Sound) as soon as they can after takeoff. Or increase altitude quickly (like st John Wayne) to minimize slow ascent.

Jennifer Stanton

jstanton4602@yahoo.com
5151 South Orchard Street
9/18/2018 4:09:16 PM

N2-1 South Seattle is in a constant cloud of smog due to 30 - 60 second interval take-offs. The air is visibly pinkish-brown from all the exhaust.

Sleep - When do adjacent neighborhoods ever get a break from the noise? My neighborhood (Seward Park) is not immediately adjacent to Seatac, but whatever changes have occurred recently, we are now guaranteed interrupted sleep every night. It's bad enough we can't get to sleep because jets are taking off in close succession from 05h00 until well after midnight. Commercial jet noise every 25 minutes after 01h30, 02h00 is entirely unacceptable. We aren't light sleepers but now that jets are flying in every possible direction over densely populated neighborhoods, we wake up every night. Unbelievable.

N3-6 Sleep - Same comment as before - When do adjacent neighborhoods ever get to sleep? The children most impacted by the current flight path and NextGen policies are those living immediately adjacent to Seatac and those in the next outer ring, e.g. Beacon Hill, Burien, southeast Seattle, Gig Harbor. My neighborhood (Seward Park) is not immediately adjacent to Seatac, but whatever changes have occurred recently, we now have constant jet noise. Constant. We've lived here for ten years but can no longer enjoy our outdoor space due to constant rumbling of turbo boosting engines. Our sleep is interrupted every night with jets taking off in close succession until well after midnight. Commercial jet noise as late as 01h30, 02h00 is entirely unacceptable, especially for children. Families in the above mentioned areas can't just pick up and move, making this a serious environmental justice and health risk issue. Jets passing over densely populated neighborhoods in high frequency is intolerable. We understand Seattle is growing, but whoever planned the latest installment of changes gets low marks for overlooking the high impact caused by noise. Explaining how much quieter commercial airliners are today means absolutely nothing when NextGen policies allow aircraft to fly in any direction at much lower altitudes. It's loud. All day long. Period.

S12-7 Public comment periods are of enormous importance, and yet The Port of Seattle appears to have gotten by with as little communication as possible. Given the number of people impacted on the ground, the Port needs to do a MUCH better job of publicizing what's happening to South Sound and South Seattle neighborhoods as a result of this expansion. There should be door-to-door fliers and Port employees explaining in detail the very serious impact of new flight paths and terminal growth. Most people accept the Seattle is growing exponentially, but this expansion seriously impacts children's health, air quality, and property values. It is shocking the Port has done so little to effectively broadcast what residents are in store for. I would not have found this website had I not been so fed up with all the noise. Except for the increased frequency of airplane noise, my neighbors who have much less time on their hands have no idea what is coming their way.

Chris DeBoer

chrisddeboer@mac.com
Seattle
9/18/2018 8:52:53 AM

N3-1

I understand that we are in a growing region. That said airplane noise has increased significantly from Capitol Hill all through the south end. We bear the burden of the bulk of the airplane noise and it's currently becoming untenable. I live on Beacon Hill and air traffic has increased so significantly that it's too noisy to go outside or leave the windows open in the summer. Even with the windows closed we need music or TV to drown out the noise. I sleep with ear plugs and a pillow over my head and am still woken up by plane noise. It is 24/7. We cannot bear the brunt of this much noise. It has severely lowered our quality of life. It's kind of miserable. Most cities around the world have planes land far away from the city or use over water routes. Why can't we do that here. Something to give the south end a break. It's just too much. Please consider the thousands upon thousands of taxpaying citizens from Capitol Hill and Beacon Hill when planning, especially for those really big planes like 787s that fly low over our homes day and night. Thank you!
Chris DeBoer

S2-2

Veronica Torres

vero24day47@gmail.com
32200 MILITARY RD S APT V101, V101
9/17/2018 8:59:22 PM

And would love to see more community service for teenagers, bring them to clean the parks help out. That way they learn more to keep there city clean and gang self more activitys for them.
More programs where they see that the change in there city counts.

57-2

I would like to see the water testing, more clean water.

Morgan Bell

mb2photo@gmail.com
625 S 147TH PL, Burien
9/17/2018 5:34:12 PM

S5-1 S11-26 S7-1 S5-1

I would like to see a comprehensive Health Risk Assessment

What are the impacts of increased fuel run-off and fuel holding pools/ponds on wildlife and local residents?

Please include a cumulative impact statement on the airport's surrounding areas that are not included in the SAMP, including port property which is commercially leased and/or slated for development - such as projects near the intersection of SR 509 and SR 518, like the Lora Lake Apartments Cleanup and Burien's Northeast Redevelopment areas.

Please include a comprehensive study of the health impacts resulting from increased noise pollution occurring when the number of flights and their paths deviate from the originally proposed North / South corridor.

S2-1

I would like further study and attention paid to the impact made to all of these issues regarding the viability of commercial passenger flights available at Everett's Payne Field. Seattle and the surrounding metropolitan areas have grown too large to continue to be servicing their populations with a single airport offering large commercial airlines.

Diane Evans

evansburdine@msn.com
1413 S. 237th Ct., Des Moines
9/17/2018 10:31:23 AM

S3-1

The effects of air quality and living under an increasingly busy flight path have on residents of Des Moines, North Hill, and north Burien. There are high incidents of cancer in these areas, as well as effects from night after night of poor sleep due to living under such a busy flight path.

N10-1

The construction of the FAA building and warehouses on 24th Ave. has destroyed forestland. The north end of Des Moines creek corridor has been ravaged by the construction of warehouses along 24th Ave., disrupting bird habitats. The proposal to take down trees along the same path should be reviewed carefully to assess environmental impact.

N3-1

The effects of noise on neighborhoods surrounding the airport. At this time, planes fly over approximately every 20 seconds. They fly consistently until at least 2:00 AM, after which they continue to fly but more intermittently. It is often very difficult to sleep.

S8-2

The homes under the flight path have not increased in value at a similar rate to comparable homes in the Puget Sound area. My home was purchased while there were two runways and there was far less air traffic than there is now, and we didn't have a crystal ball to look into the future and see the astronomical growth that occurred in Seattle air traffic over the past decade. With the airport's current proposal, and the planes that now fly over my home every 20 seconds, the value of homes in this area have been severely impacted.

S4-4

Please include the impacts (physical and mental health, economic) of living (and sleeping) under such a busy airport on residents.

Ariana Nicoli

asscasey@hotmail.com
4004 13th Ave S
9/16/2018 7:44:04 PM

What are the current levels of chemical and noise pollution in populated areas and what are the anticipated increases as the airport expands. How do levels measure against standard levels for maintaining a health population?

S5-1 What are the current levels of chemical and noise pollution in populated areas and what are the anticipated increases as the airport expands. How do levels measure against standard levels for maintaining a environment?

S1 What are the current levels of chemical and noise pollution in populated areas and what are the anticipated increases as the airport expands. How do levels measure against standard levels for maintaining a health population?

How will the expansion impact the surrounding environment and the communities impacted by air traffic?

S5-4/N3-1 I have lived on Beacon Hill for twenty years and have witnessed the community bearing more and more the brunt of the air traffic pollution. Ever since Greener skies (for some, dirtier skies for Beacon Hill). Airplanes are overhead every 30 seconds, sometimes two at a time. The noise and chemical pollution is 24/7. I have been woken up at midnight, 1 am, 2am, 3am, does not matter what time of day it is. I no longer spend time outside in the garden unless it is a windy day because of the constant rain shower of pollution. I have loved living in my community with neighbors I have known for as long as I have lived here, however people within a few blocks of ours are getting sick with cancer. It is becoming increasingly dangerous to live in my neighborhood. My husband and I are sad to leave but to stay healthy it is inevitable we will need to leave our home. What will you do for the people falling ill?

Laurie Marum

laurie.marum@gmail.com
18715 25th Ave NE
9/14/2018 4:18:35 PM

N10-32 S9-1 N4-2 N10-32

North end impact from Paine Field, Whidbey air station, SeaTac and Kenmore Air - noise and pollution.

Bird migration patterns that are interrupted. North end water pollution Lake Washington. Anxiety in humans that are inundated with constant air traffic.

Harmful effects of off gasing from jets, prop planes. Lake Washington pollution and any historical dumping at Whidbey Air Station of hazardous materials and waste.

Please include the north end of King County which has now become a major pathway to SeaTac airport and Paine Field's new air carriers paths through neighborhoods. Boeing Field's new plane's flights which are very low flying and wake us up, rattle our houses and upset all of us. GPS isn't the best way to route planes due to the impact on neighborhoods.

Marcia Wollam

hnrmmw@gmail.com
P.O. Box 66580
9/12/2018 7:37:30 PM

NZ-1

I live just at the north end of Burien, and my property is inundated 24/7 with dark gray particulate that covers anything outside: patio, deck, roof, driveway etc . It didn't occur prior to the last 3-4 years; I have lived here 25 years. This is an unacceptable amount of pollution! I would like to submit a sample for analysis by an independent lab, as I'm also breathing the stuff, and I'm 67 years old. I collect it in my dustpan every day, when I sweep, and it looks like gunpowder, when dry. When wet it turns to black, sticky petroleum product. I'm sure I'm not alone, yet the Port wants to add even more of this toxic fall-out than I already have. My address is 11259 10th Ave. S.E, Seattle,98146. If the Port can't or won't control these aircraft emissions, Houston we have a problem.

Justin Kalm

justin.kalm@gmail.com
3100 S Frontenac St, Seattle, WA
9/12/2018 6:22:32 PM

I'd like you to enquire into whether there are better regional alternatives to concentrating the majority of the new air traffic at Sea-Tac. For instance, how much of the passenger traffic is coming from the north or south sound, and might be better served by expanding service in their regional airports, such as Bellingham, Paine Field, Renton Field, or a new airport in the Olympia area (assuming there's not one there already). There would be climate impacts to expanding multiple airports, and possible damaging habitats in those areas. However, would those impacts be offset by the decreased carbon emissions resulting from air passengers needing to travel shorter distances to get to their airport? What changes in air quality would result from having more vehicle traffic routed to Sea-Tac? How would those air quality changes affect the health of those living along the road corridors, such as those in Tukwila? I was at the Cedarbrook Lodge, and I could smell jet fuel. How pervasive are jet fuel fumes in the SeaTac area? How much might they increase with the expansion? Is there any way to contain them within the airport area, so that they don't intrude into the city of SeaTac?

How would the increase in air traffic and the additional buildings impact flora and fauna in the area?

See Air Quality and Climate, above.

How would the port safely handle and dispose of hazardous materials exposed and/or excavated during the construction?

Are there any archeological sites likely to be uncovered in the construction? How would they be adequately protected?

Would the airport consider investing in affordable housing for the additional employees who will be needed to run the expanded airport? Would the expansion include any park land to benefit the SeaTac community?

How will the new facilities make use of renewable energy? Could they take advantage of alternative energy sources?

Would the airport be able to work with airlines to ensure that the fleets they assign to Sea-Tac routes are on the quieter end of the spectrum, prohibiting 727s, etc.?

How would the expansion affect the health and welfare of the minority and impoverished communities in SeaTac and the nearby neighborhoods? Would they disproportionately bear the impact of increased fossil fuel emissions in the area? Are there any ways to protect them from the jet fuel emissions that waft over the area? Are the pollutants related to deleterious affects on children's physical or intellectual development?

Could the airport be expanded using Computer Generated Images (CGI) instead of physical structures? [Get it? Visual effects, like Industrial Lights and Magic].

How would the airport's waste water treatment plan change?

How would the airport work with King Country and Sound Transit to expand public transit options to get passengers to and from the airport?

Thanks for this opportunity.

Sheree Johnson

sdjohnson633@msn.com
Burine
9/12/2018 10:18:09 AM

SJ-3

Noise.

Noise pollution.

The impact of airplane noise on residents.

Noise pollution should be studied.

Derek Dexheimer

dex3703@gmail.com
1211 S LUCILE ST, Unit C, Seattle WA
9/11/2018 12:01:07 PM

S3-1 Airport expansion is antithetical to addressing climate change. Emissions must be reduced and not increased. Any expansion will make climate change worse.

S3-2 Increased air travel is incompatible with addressing climate change. A plan to reduce/ration air travel should be instituted.

Rolando Alcantara

andyrolly@gmail.com
1542 S Dawson St
9/11/2018 11:30:52 AM

S6-2 S4-3

Increasing more flight to seatac airport will increase more loud noises overhead will detrimental to hearing loss and sleeping deprivation. The air quality will get more polluted and lots of people suffer grave health problems and sometimes the air had a smell of keosene mix. The traffic on the road and interstate highways will impact the environment. My other comments the flight-path should be deviate from residential area for health and flight safety. Thank you!

Kerry Hutchins

kerryopeninvitation@yahoo.com
1036 S 264th St
9/10/2018 11:26:39 PM

S3-2 There should be a constant monitor of air quality for all communities below the take off and landing patterns from SeaTac. Des Moines has seen flights increase by 97,000 per year in the last 4 years with no mitigation testing or review. We are at times under planes that are landing side by side, and usually every 30 seconds throughout the day and less than two minutes apart for most of the night.

All water, air, wildlife, and vegetation and trees should be tested and compared to areas who do nit have flights over their heads in this state.

I believe the climate is going to be the climate no matter what we do. However, the ecosystem changes based on the pollution we put into it, therefore anything to do with the ecosystem should be studied and all effects on the residents of that system.

S1-3 I believe that the residents of our communities have a right to say what happens over our heads, especially since a normal real estate transaction includes that space above our properties. SeaTac airport and the FAA do not have the right to decide on growth without our input, and without studying the effects on our livelihood, and our lives, and our health. The airport was here in a much different capacity than it is now, and to not update the studies for so many years while the government actually raises our taxes year after year is inhumane and should be illegal simply from that point of view!

N3-1 The noise is unbearable. It is continuous throughout the day to the point that I cannot talk to my neighbour across our very close yard. I cannot converse with my guests at all if we are in my yard in the summer. The homes were here before the growth. If you wish to destroy communities with the non stop NEXT GEN and 3rd runway noise, then you must be prepared to relocate those who are suffering in the community.

S4-5 The schools under the flight path are bombarded non stop with take offs and landings in DEs Moines, and a new school is being built directly in the flight path again! These children cannot be in the playground without the noise affecting them. The Port and the FAA are fully responsible for comparing the noise these children are subject to in comparison with other schools in the area.

S6-7 Environment as it relates to every human affected by decisions we have not been allowed to have a vote on. How can anyone think it is okay to add so many more flights and then fly them lower and lower every 30 seconds above our community with no mitigation, no updates on studies, and while still raising taxes that actually pay for what is happening to us! What kind of government authority can do that legally? At some point in all this, there will be a suit that will bring the FAA and what it does into the open, and soon the world will know exactly what you have done in the name of the almighty dollar.

Dennis & Tammy Wallick

tammy@wallickrealestate.com
28780 Redondo Beach Dr So.
9/10/2018 6:04:10 PM

S3-3 We understand through summer, Redondo area has 70% of all arrival flights right over us landing on 3rd runway. This is tremendous! Has there been a study of the particulate fall out? If so, we would like a copy. If not, why not? These flights are low and most days you can smell the fumes.

S3-4 Affects on human respiratory, human cells, human hearing, etc.. We would like a copy of these studies.

S3-6 Anytime you can smell exhaust in your home from flights overhead, which we can, there must be some sort of organic presence in the air. Where are the studies on the impact this has to humans?

S9-1 What is the impact to the shoreline, shellfish, plants, warm blooded Puget Sound dwellers?

S2-2 We would like to see the projected flight patterns for the future volume of air traffic.

S8-2 Regarding land values. Has there been any study on the impact of private property land value decline due to increased air traffic? Example: in the summer, Redondo has 70% of the arrivals over our heads on a 3rd runway that was supposed to used part time. In addition, the overall use projection through 2019 is way off. Property taxes are NOT going down, yet the property values have already started to see a decline in Marine Hills and upper Redondo. Appreciation isn't enjoyed like it is in other So. end areas where the traffic isn't present. There is an impact. We would like to see an official study regarding this very important impact to taxpayers.

Talia Clever

tclever@outlook.com
Seattle
9/10/2018 4:06:55 PM

S3-1 / S4-3 Impact on Beacon Hill neighborhood for air and sound pollution.

Impact of air and sound on area climate and environment.

S10-5 Impact on Beacon Hill neighborhood.

Impact on Beacon Hill neighborhood, especially negative impacts to cultural groups historically in the area.

Balance of industrial/commercial use with residential area.

S4-3 Airplane noise has a LARGE impact on Beacon Hill currently. Please review the impact of more air traffic and other airport related impacts on the area.

S2-11 Beacon Hill is a culturally diverse, lower income community that already bears disproportionate impacts of air traffic (noise, pollution). How do you mitigate the impact of future projects?

S12-13 Beacon Hill experiences the negative visual impact of having jets constantly overhead increased by lights at night.

Do these projects increase the pollution and impact to the Duwamish waterway?

S7-1 Beacon Hill becomes a "through way" for airport and commuter traffic. How can transportation systems be maintained and enhanced for residents as well as travelers?

S6-2

Patti R Petruska

prp516@hotmail.com
PO Box 98218
9/10/2018 2:55:45 PM

M10-8

Air Quality for all those within close proximity to the airport. I drive 509 on a regular basis and there are times when an airplane is passing over and I smell and taste a horrible residue and wonder if the planes are illegally dumpling fuel. How is the additional growth of the airport and its flights, etc. affecting our climate compared to what the airport was 50, 40, 30, 20, 10 5 years ago?

S5-1

All biological beings in the vicinity of the airport, human, birds, fish, dogs, cats, plants, trees. You get the picture.

How does the pollution from the additional growth affect our climate. Are there other ways to support the airport and the demanding need but also protect our environment including the climate.

All of those which we all know are affecting our environment because of the airport being located where it is. Close to family neighborhoods, schools, business, water, animals, etc. , why would you only pick some

Are these area's not a mandate when affecting those areas - historical areas, archeological and cultural resources?

S2-1

Isn't it time to get a new airport which will relieve the pressure of the existing airport. How much more can really be added to resolve the big issue that SeaTac does not have the room for growth for the amount of people moving into King and Pierce County. I would recommend a full study of alternatives to growth and new locations to support the population growth.

S3-3

Alternative resources and energy supply should be part of your plan - be progressive think about the future - how are you sustainable? Your not, as far as i can see. There is nothing sustainable about the airport with the exception of the available recycle bins in the airport and planes. think about the future.

S4-2

All noise related issues - why do you allow older planes to fly in the airport - this should be part of your noise solution. How to work with manufacturer's in reducing the noise. I am not able to go outside and have a conversation anymore since the 3rd runway was added. I can't even do it in my home if the windows are open. the continuous noise of the airplanes 24 hours a day is deafening

All of the above. Why are you asking - get onboard and think about the people and the environment .

Just keep it simple. spend the money on what really matters. Love the art work and the new designs, but I would prefer you spend the money on real environmental and sustainable issues. What does visual effects have to do with sustainability?

S7-1

Puget sournd affects, Angle Lake, Water run off near the airport.

S6-2

Yes - the traffice is horrible at the airport - there is not enough room for the demand today what will you do in the future to eliminate the current issue and eliminate your desire for growth in the same location. What will you do to eliminate the issue? If you are really doing the right thing, why do you care as long as you are doing what you are wanting to accomplish - sustainability.

Get involved in what really matters, not what matters to the bottom $ line and to people's perception. Get the facts of what you are doing to our environment in all area's listed above and put a plan together to make it better sustainability and for those who are your neighbors. Do the right thing!

Heather Glen

healerglen@gmail.com
Burien
9/10/2018 8:45:25 AM

Air Quality in the surrounding neighborhoods where schools are prevalent. Specifically in the Burien, Normandy Park and Seatac neighborhoods.

S2-1 S5-1

Health factors have already been in effect. Lung health issues in the Burien area due to the diverting flights over the neighborhoods.

Too much air traffic in the Seattle area. We need to create a new airport in an area where we can plant a lot of trees to help with the effects.

Adding to the Seattle Tacoma Airport is only going to create more traffic problems. There is no room to grow. There is barely enough space around the airport as it is to create a buffer of trees and such to keep the area clean and healthy.

In order to add to the airport, you would need to displace more neighborhoods (necessary in order to maintain a good buffer around the airport). This would cost a HECK of a lot of money.

S3-2 N3-2

NOISE! The planes should NOT be going low over neighborhoods. People bought homes to the West of the Airport in Burien in order to be near but not have to deal with the noise of planes going low overhead. This must STOP!

Burien used to have nice clean air with breezes coming from the Sound. However now we have planes going low overhead. What kind of air quality do we have now? Burien and all the Highlines schools are packed full of kids. This is not an area to add more traffic to. It's bad enough with the car traffic.

Too much traffic to and from the airport already. Please don't add more!

S2-1

My suggestion is to find a large space in Pierce County. Put a new airport there and either make that where all the cargo planes go, or you could do a split. Some at each but then you would need to add some commercial airlines going to and from there. Why Pierce County? There are areas there that are desperate for jobs. They have more open space. If you put a new airport there with plenty of room to grow and a large area of trees around it for a buffer between neighborhoods and the airport, you will be in a much better position environmentally and health wise for the people in the surrounding area. Stop the growth at Seatac and invest in a new space. If you can do this in Pierce County, you will most likely be saving money as the taxes are less, the land is less, you can have workers for less. Etc. The only thing you may need to do in addition is add a bit of funding to add a couple lanes for traffic from the Seattle area to the new airport.

Ronald Glen

xanderax70@gmail.com
Burien
9/9/2018 8:57:56 PM

S3-2

What does jet fuel (jet wash) do to people who are exposed for long periods of time or in proximity??? I know it made the paint fail on the big Alaska airlines hanger 15 years ago. That is the stuff floating in the air.

S9-1

There are eagles that live on Lake Burien. The low flying planes will most likely have an effect on their natural habitat.

Jet wash.

S8-2

What house values do when you have a flight path over houses that did not use to have a flight path. You cant use overflow as an excuse. When the overflow is constant. The airport keeps expanding and it is already to big. You need to find another alternative.

N3-2

The new flight path over my house with low altitude prop planes mostly flown by Horizon are exceptionally loud Just above 2000 feet and well below 3000 feet is getting really old. The reason I moved from Seatac was to get away from it. It is directly affecting quality of life for your neighbors in Burien. Late night flights need to stop as well. Be a good neighbor. Feel free to come and set up noise meters in by Lake Burien and you will see what I mean.

N10-4

What kind of safety plan do you have for plane trouble above Burien. I know that north and south of the airport have un inhabited areas.

The airport does not seem to care for the neighbors in Burien, Normandy Park, or Three Tree point. You will do a review that will be swept under the rug most likely. You will show your dominance with little care on what it does to the people or environmental impacts it will have to quality of life for those people. I would love for you to prove me wrong. The third runway was supposed to be overflow... Burien seems to be your fourth runway.

Nancy Kennedy

tkp2@comcast.net
27039 10th Ave S, Des Moines
9/9/2018 12:09:46 PM

N8-1

What effect does dumping of fuel into Puget Sound have on our delicate sea life? Air pollution from plane exhaust and how it affects the health of those living under the flight paths is also a growing concern.

N5-2

Since the 3rd runway has opened, planes now fly DIRECTLY over our home...conversation stops due to the noise, sleeping is disrupted, quality of life is diminished. This will only increase with additional flights.

S2-1

When is the impact on health and safety enough to determine that possibly an additional airport is needed in another location. Since the 3rd runway completion, the adverse affects of the flights over our heads has worsened, and only continues to do so with more flights added. When will the Port address our concerns and our health?

larry zuberbier

lwzuberbier@comcast.net
Des Moines
9/9/2018 11:53:38 AM

all of them

all of them

all of them

all of them

not sure...are you?

not sure

all of them

ALL OF THEM

ALL OF THEM

Not sure Are you?

ALL OF THEM

ALL OF THEM

S11-31

WHEN IS THE PORT'S BOARD GOING TO BECOME TRANSPARENT TO ALL THE TAXPAYERS?

Beth McCasland

bmccslnd@gmail.com
15100 6th Ave SW unit 729
9/8/2018 9:06:43 PM

S6-2 N3-7 N3-4

I am deeply concerned about the noise from aircraft with the fly-overs the City of Burien and SeaTac. This fairly recent change in using the tight turns after takeoff creates extra noise where we didn't have it before. Our homes were not constructed with the mitigation measures to dampen the noise. Will the Port be providing more noise mitigation measures if the FAA continues to allow this route?

There should be a direct ramp from southbound SR 509 to east bound 518. Having all the cars that are heading to the airport from S 509, turning left (east) onto 518 causes traffic to back up on 509 because of the series of traffic lights that must be negotiated.

Daniel Eulberg

DanielEulberg@comcast.net
9/8/2018 11:00:30 AM

S2-11

Require NADP-1 takeoff profiles for all commercial aircraft.

Tai Oh

mk875b@hotmail.com
13304 2nd place sw burien wa
9/8/2018 9:32:14 AM

Increasing the amount of air traffic I would deeply be concern about the increase of pollution and dangerous chemicals released into the environment. I would also be very concerned about the increase in noise pollution.

S3-1

Increase in air pollution and noise pollution

S3-1

Increase in air pollution and noise pollution

S4-3

Increase in dangerous noise pollution and increase in dangerous chemical pollution

S4-3

Increase in dangerous noise pollution and increase in dangerous chemical pollution

How increase in air traffic will create increase in creating poverty zone

na

S4-3

The airplane noise is not 24x7. My family and I have to wear ear plugs when we sleep. I am very worried if the fire alarm or burglars try to break into the house we wont hear it due to us having to wear ear plugs due to the airplane noise. My two boys 15 and 12 have to wear ear plugs when they do their homework due to the airplane noise. My family cant even enjoy our outside deck because the airplane noise is so loud. The airplane noise is very disruptive for my family and all the people of Burien, Desmoines, Sea-tac, and Federal way.

Noise pollution is very harmful to our health. I also worry about the chemical pollution pouring out from the added flights

na

S8-1

How the pollution from the airplanes are affecting our water supply

na

S2-1

We need another airport. We have reached our max at Sea-Tac!!

Tom and Betsy Sproger

sprogerville@earthlink.net
26409 marine view drive south
9/7/2018 4:16:34 PM

S3-1

Many of my neighbors have had actual medical issues from the noise , and they have been reported to the Port and nothing has been done at all. Also the pollution that we all are already getting from the airplanes above needs to be studied at the rate it would be with all these massive additions. Adding 8,000 or was it 80,000 more flights will lead to many more ocurances of lung cancer and other health issues just from the amount of flights that we already have.

Next, what kind of fill will they use on this project? The last time they used polluted fill, asbestos etc.

S6-2

Envir impact on roads, congestion, trucks going through areas where there is no room for them, impact on traffic, congestion, etc.

N5-2

Will schools be able to have students hearing their own teachers? Our church is south of the airport in Des Moines and our preacher has to stop for each flight that goes over head. That would be multiplied by what with unlimited use of the 3rd runway.

Use of gasoline for all the planes, trucks etc

The climate issue will need to be looked at. the ozone will be much bigger, more hot summers, more earthquakes, etc.

Also the pollution that we all are already getting from the airplanes above needs to be studied at the rate it would be with all these massive additions. Adding 8,000 or was it 80,000 more flights will lead to many more ocurances of lung cancer and other health issues just from the amount of flights that we already have.

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How many more trees are you going to destroy with this plan? Envir impact

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Tom and Betsy Sproger

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N5-, S3-1, S6-2

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Will schools be able to have students hearing their own teachers? Our church is south of the airport in Des Moines and our preacher has to stop for each flight that goes over head. That would be multiplied by what with unlimited use of the 3rd runway.

Use the airport that is in south Seattle for the extra flights needed. Have you thought of that? Child health is a big one.also

Stevan Gorcester

sgorces@mac.com
Federal Way
9/6/2018 10:45:56 PM

N5-3

The previous third runway project widened out the air traffic impact area in Federal Way, greatly increasing traffic over my neighborhood. No mitigation was provided. Future traffic growth over this widened impact area will disproportionately impact my community including a large community of social justice populations. Further impact on Federal Way should be more aggressively mitigated instead of just disclosed.

See above

Penelope Mabie

pmabie01@gmail.com
15525 6th Ave SW
9/6/2018 1:13:31 PM

S3-1 How would air quality be impacted during a period of high smoke, as seems to be the new trend in our region?

S9-1 Consider impacts to species and habitats that may not be endangered or threatened now, but may be that way in the future (based on current data and climate change forecasts)

S3-7 Use the latest and greatest scientific studies to account for climate change impacts. Don't underestimate potential effects, benefits or climate changes.

S1-4 Make sure tribes are included early - seek tribal knowledge about potential impacts - sooner rather than later. Don't minimize potential cultural impacts.

S4-5 Where do our youth, our poor and our underserved populations live, work and play within and near the project bounds? Know the audiences and consider all potential impacts to them.

S7-1 Ensure any water source is left as clean or cleaner at the end of the project. Build in safeguards for careless contractors or sub-contractors, including steep penalties.

Attempt to make the impacts no more than (but less than is even better), than current transportation issues/impacts.

Matthew Phillips

matthewdphillips27@gmail.com
Seattle
9/6/2018 6:24:38 AM

S3-1 S12-16 S2-7

Studying the amount of pollutants caused by increased traffic

I think its understandable that during construction, the airport will look a little wonky. I think studying how much it would cost to make construction look a little nicer for our region and the world that comes through our airport.

Making sure light rail is available during the entire construction phase is a must. Studying what impacts to service for ride share and other vehicles coming to the airport should also be studied

I think the construction of all these projects are great for our region and the people that live there. It improves the airport experience, as well as gives visitors a first class facility to welcome them to the Puget Sound Area. If we can execute on time and on budget, we can build an amazing facility for decades to come.

Romy Pirotte

pirotte4@msn.com
4400 S. 156th St.
9/5/2018 1:16:07 PM

S4-4

I like the idea of moving the ground transportation away from 160th. They, for the most part, are not respectful of traffic flow on 160th st. and often run red lights.

S4-14 S4-15

I am very concerned with the increase in noise from the expansion. I have lived in my home for 22 years. I live parallel to the north end of the runway and the cargo area.The noise, especially in the winter, is so sonorous that it shakes my home. Often this occurs late at night. In the past, I have expressed my concerns to no avail. Tukwila is never included in these studies and I have been told that airplanes are getting quieter so essentially my concern is not valid. I have found that the noise level has not decreased over the years. I would ask you to please do something to contain the airplane ground noise from traveling laterally.

Perhaps increased vegetation on the east side of the airport by cargo would help with the ground noise traveling and be more visual pleasing.

Jeffrey Sewell

jefsew@comcast.net
12604 SHOREWOOD DR SW
9/5/2018 6:16:59 AM

N3-1

Noise pollution is an important concern in my neighborhood. I moved to the Shorewood Burien area about 5 years ago. Since we have been here, the airport noise has increased at least 300%. Our quality of life has been affected & there is concern now that our property value will be affected negatively. Air traffic being diverted over the Burien neighborhoods to the west of the airport is a true noise pollution negative consequence that I and my neighbors in the Shorewood Burien area are dead against.

S3-1

Air pollution is a concern.

S4-3

Noise pollution to Burien neighborhoods west of the airport has & is changing, the project must not increase air traffic to the west any further.

Noise pollution is an important concern in my neighborhood. I moved to the Shorewood Burien area about 5 years ago. Since we have been here, the airport noise has increased at least 300%. Our quality of life has been affected & there is concern now that our property value will be affected negatively. Air traffic being diverted over the Burien neighborhoods to the west of the airport is a true noise pollution negative consequence that I and my neighbors in the Shorewood Burien area are dead against. Noise pollution to Burien neighborhoods west of the airport has & is changing, the project must not increase air traffic to the west any further.

Amy Hitchens

amyehitch@comcast.net
253 S. 197th ST.
9/4/2018 7:45:03 PM

S3-2 I think the Port of Seattle needs to study the impact of pollution with the new trend of wild fires in the summer months. If visibility is so poor, flights cannot go in and out. And our lungs do not benefit from the smoke plus airplane exhaust. I also think the flow of exhaust and where it settles needs to be studied. I wake up some morning and it smells like I am standing next to a Boeing jet, the exhaust is so prevalent at home. I live on the southwest side of the airport.

S7-2 I am concerned about air quality and water quality. What impact will airport expansion have on ground water supply? Will there be any effort to provide more greenery? More cement equals more heat. We need our trees around here.

S3-1 As climate change is our reality, we need to be prepared for poor air quality. The airport needs to make every effort to mitigate the exhaust and pollution generated by the planes.

N4-3 I have lived in this area for a long time. I have worked with cancer patients. Working with jet fuel is toxic, in my opinion. I think that there should be a study done on the ratio of people who have cancer to the proximity to the airport. It is true that people who live closer to industrial areas, and pollution generators like the airport have higher rates of disease---but is the rate of cancer being studied? And I haven't even addressed noise pollution which is also very real. I think you should also do a noise pollution study.

S2-1 I am concerned that the Port of Seattle wants to encroach on the Highline community and take away the unique neighborhoods that exist in and around the air port. Burien and Des Moines have charm, but their economic development is hindered by airport expansion. I will never be in favor of more runways. Paine Field needs to be developed. If we want to be like the Bay Area, we need three major airports--like Oakland, San Jose and SFO. I also hope the airport respects the cemetery just north of them. My great grandmother is buried there as are many other people I have known.

S8-4 Again, will the Port of Seattle encroach on economic development of the local cities? Can neighbors of the airport have a good quality of life?

S3-3 What efforts is the Port of Seattle taking to utilize solar power and renewable energy resources?

N3-1 Again, I think noise pollution needs to be studied. As I type this, I am experiencing airplane noise. The worst is when it is so loud after 11:00 p.m. and I am trying to go to sleep, but the windows are shaking from the airplanes. Again, I live SW from the airport, so no planes fly directly over my house. I am still impacted though.

S4-5 Will airport expansion provide a better quality of life for the children of Sea-Tac, Burien and Des Moines? Will their air be cleaner? Will the workers be protected from toxic fuel exposure?

S1-6 I am not as concerned about visual effects. Other than aesthetics. If the Port of Seattle could use a green building design and incorporate solar panels and living roofs, they would be at least trying to mitigate damage done by existing in the first place.

S7-1 Please look into the impact of groundwater and run off into our local streams that make their way to the Puget Sound.

S6-2 I am concerned about higher volume of cars in the area and all the park and fly lots near by. Some of this is a zoning issue with the city of Sea-Tac, but certainly the airport creates the "need" for all this extra pavement.

S1-6 I think I have covered it. I hope you are thorough and I hope you recommend as many "green" options as possible. I will never be in favor of a fourth runway. Thank you.

Nicolas Garcia

n_garcia@hotmail.fr
Seattle
9/4/2018 5:35:18 PM

S3-1 What particles are emitted from the planes during take off and landing and where are they going? I am concerned that the increase of traffic will increase toxic and un-harmful particles that will travel even further and being stock on land/people leaving even further from the airport.

S2-2 Can physical barrier or new procedures being implanted to decrease the 24h/7d noise from the planes?

Laura Feinstein

Feinstei76@gmail.com
3311 Lafayette Ave S
9/1/2018 4:12:50 PM

Carole Kirkpatrick

carolekirk@comcast.net
Federal Way
9/1/2018 4:00:45 PM

SZ-2

The low and loud flights ar 1:45 and 2:00 am in combination with other low and loud flights are annoying and take away from quality of life here. This is a new flight plan that I would like to see examined with a view to returning to the plan that didn't impact Federal Way so negatively.

Anne Burkland

anneburkland@gmail.com
8/30/2018 9:33:08 PM

S3-1 Please look at the impact of expansion on air quality for people living under the flight path.

S4-3 Please look at what the expansion would been for noise pollution would mean to people living under the flight path. It feels like we have no moments of silence already.

cindy

cindycodoni@yahoo.com
seatac
8/27/2018 3:16:41 PM

SS-4

everything that has been found at seatac airport that is changing our DNA and killing us at an early age.

everybody within 10 miles

everybody withun 10 miles shiuld be cimpensated shoukd they have future issues.

kim losnegard

path97@outlook.com
15826 16th sw
8/27/2018 9:22:02 AM

NS-2

The affect of the added noise of low flying westbound aircraft on the people west of the airport.
We were assured by the Port that the 3rd runway would not add that much additional noise, but this was not true. Coupled with the excessive noise of the low flying westbound flights, the FAA has chosen Burien residents to bear the brunt of any additional noise pollution produced at Sea Tac airport.

NS-2

My wife & I have lived west of the airport near lake burien for 30 years. We spent extra money on our house to not live under the northbound or southbound sea-tac flight paths.
The new westbound flights from Horizon/Alaska propellor planes are very low and noisy over us and appear to be increasing. After one of their employees was able to hijack and fly one of their planes over heavily populated areas with ease is very unsettling. We think of it often as these low flying planes are passing over our neighborhood.

NO-1

The affects on property values from westbound low flying aircraft.

NS-2

Burien residents fought the construction of the 3rd runway but of course we lost. There were powerful people to the north & south who said not in my backyard, and the FAA was a powerful ally in the choice to expand Sea Tac.
We have to live with the added noise pollution from the 3rd runway, and now it feels as though the FAA is getting even with us by totally disregarding our feelings by allowing the low flying west bound Horizon/Alaska prop planes to add more sound pollution to our neighborhoods.
We also find it alarming that one of these types of aircraft was so easily hijacked and actually flown from Sea Tac. We think of the incident often when one of the low flying flights goes over our house.

kyhra Hessel

ky824h@yahoo.com
Des Moines
8/26/2018 11:21:41 PM

N2-1 The dirty air fallout covers my car everyday. So, it is everywhere. It sits around like soot.

It has to be effecting our beautiful natural resources in a very negative way.

Tell me how we are supposed to have any social/community enjoyment.

N3-1 The noise has gotten so much worse the last few weeks already. I feel very unnerved everyday lately due to this non-stop noise. Some of the planes rattle my house now. I can't even escape the noise while inside my house. It didn't used to bother me, but lately it is almost unbearable.

S7-2 If it gets on our cars it is getting into any open water too.

N5-1 We find it hard to enjoy our parks and marina with all the airplanes using the third runway all day already. We can't handle any more.

S2-1 All the noise is effecting everyone's well being and peace of mind with all the additional flights over Des Moines. There used to be some down time, but it has gotten awful lately. There should have been additional airports to deal with all the additional flights needed. I agree, the Port is not thinking of the residents, just the money generated. Share the wealth.

Bonnie crawford

Bonnie8703@gmail.com
4630 seems 329th way
8/26/2018 10:13:22 PM

S7-2

We are sitting directly over twin Lakes and he live Rose Creek which is a protected water way. This plan is hazardous to our environment.

N3-1

They fly right over our house, predominately The larger high-volume planes flying to Asia and flying exceptionally low as they head toward the water The higher volume of planes approaching to the north and south west is way too much traffic. We didn't purchase here to be Located Yes in a major flight path. Yesterday a large airliner flew directly up 3 29th Way which was out of the flight path and quite disturbing

Yes in a major flight path. Yesterday a large airliner flew directly up 3 29th Way which was out of the flight path and quite disturbing

Joseph Albert

Joegalbert@gmail.com
5923 19th Avenue S.
8/26/2018 4:17:15 PM

S2-2 NB-1

The use of Next Gen has resulted in our home in Beacon Hill being bombarded with low, loud, SeaTac jets flying directly above our home nearly 24 hrs a day. Even though we live ~8 miles from SeaTac it can be so bad that we can't even hear each other within our home. When the Blue Angels are in town, suddenly planes are diverted over the sound and away from our neighborhood and we can be outside again. Why can't this be the route all year long, or flights moved over industrial SoDo, or diversity the flight path so all neighborhoods who benefit from the airport, share in the noise???

Alan R Green

arg5@comcast.net
Federal Way
8/26/2018 3:32:42 PM

N3-6

Can no longer sleep the full night due to air traffic-mostly taking off. Will no longer vote for any Politian that supports airport expansion.

Ming-Dao Wu

acdmwu@aol.com
34465, 9th Ave. SW
8/26/2018 10:20:33 AM

Lynn

gpmama@hotmail.com
8/26/2018 9:20:06 AM

N3-3

Airplane noise

Tony Rosso

1tonyrosso@gmail.com
8/25/2018 7:32:06 PM

Patrick Montgomery

trainchief99@gmail.com
33759 32nd Ave SW
8/25/2018 6:46:57 PM

N3-2

Flights patterns should be over water not over densely populated areas like Federal Way.
As it is we have enough planes disturbing our peace. Maybe the I-5 corridor is best as it is already noisy!

Aimee Schantz

aimee.schantz@gmail.com
403 Terry Avenue #206
8/25/2018 3:12:40 PM

N3-3

I am returning to First Hill condo after several years away. Last night was my first night. The noise of jet engines has been absolutely non-stop since I arrived- except perhaps the middle of the night. I had to close all my windows and put on white noise machine in order to sleep. It is like "nails on a chalkboard", absolute endless and perpetual sound of turbine engines which then crescendos about every 5-10 mins as the plane flies just overhead. I went out to investigate as I originally thought it was Harborveiw's helecopter making circles around the neighborhood, but no, it is just one plane after another, flying low to the ground on the way to Seatac. What is going on!? Never, in my 15 years of living here have I ever heard this. It is absolutely not sustainable. I feel like I might go out of my mind with anger. 100% invasion into my space. What is going on Seatac- this doesn't seem appropriate.

Carla Rosen

campbellrosen@gmail.com
Tacoma
8/25/2018 11:29:18 AM

N3-3 Air Traffic Noise increase over Brown's Point area

N3-1 Significant increase in air traffic noise in last 10 years over Brown's Point. We moved in 2005 from under the flight path at SeaTac in Des Moines to Brown's Point because there was no air traffic over this area. It has now become a preferred path for all air craft taking off from the south to points north & west, which has created a lot of noise pollution that was not present when we purchased our property.

Paul Mocha

Pmocha@uw.edu
8/25/2018 11:02:59 AM

S4-3 The Sustainable Airport Master Plan projects a roughly 20% increase in airport passengers within the next decade. Noise levels on Beacon Hill already unacceptable. Air traffic noise caused by the proposed expansion would pose health risks and would undermine childhood development including classroom learning. Beacon Hill must not bear the brunt of this expansion.

Janet Large

Janetlarge@aol.com
3125 43rd ave ne
8/25/2018 11:00:05 AM

S2-2 I fo not know, but I do know that our communities to the east and north need to share the burden of the air traffic challenges.

S2-1 Again we we need to move the airport away from the city. Having other options in the state besides the Puget sound corridor is smart thinking.

S6-8 Make it easy for people from the east side of the state to travel.

S5-3 Hurting more population with air traffic fall out than if you place it in the center of the state.

S2-2 I grew up in Dash Point. My parents bout out here because we were away from the airport. (1970)Over time I cant even enjoy an afternoon or evening outside because of the air traffic from both the military and commercial airports. I pay high property taxes and our communities to the north and east do not share the burden of the noise and fall ouy.

I do not know

S2-1 I believe that we are not using resources appropriately. Eastern Washington does not have a great sized airport. We should be expanding to the east and lookbyonthe middle of the state.

They should stop trying to keep it here. It's not fair for people in Tacoma and federal way to always have to pick up the slack of the noise, traffic and not have a huge reduction in our property taxes.

Diane Bishop-Gullikson

dbgully@me.com
3011 SW 325th place
8/25/2018 1:02:23 AM

N3-1 N2-1

The airplanes are low have not reached enough altitude at the point they pass over our home. Smell the fumes.

The birds fly out of the trees when the big one comes through.

I can't imagine my neighbors can be any happier than we are regarding the current flight pattern. ?

Who knows what you are dropping on our home. I know I never had headaches 3 to 4 years ago now...the big plane is obnoxious.

N3-6

Our windows rattle and I am awakened every night by the big one that goes over our home. I am sure you can look that one up on your map.

S2-2 N6-1

None that I know of.

I am sure your routes will decrease our property values due to the fact our windows and house shake..

Reroute over less populated areas or pay for windows that keep the airplane sound out. We have to work and being woken every night is ridiculous...disturbing...frustrating...intrusive!!

Mark Lyke

akbirdman@gmail.com
2030 SW 306th Lane, Federal Way WA
8/24/2018 10:48:25 PM

N3-1

We used to live in Des Moines. We loved the area but hated the noise from the airport. Our place would vibrate as the planes passed overhead. We decided to move to Federal Way so that we could get away from the noise and proximity of planes overhead. Within the last three years the amount of noise pollution has become worse yearly. We used to be able to eat dinner on the deck and hold a normal conversation. There are times in the evening when the noise we hear was the very reason we left Des Moines. Frustrated by what is happening to our new neighborhood by air traffic.

Cyndi White

cyndicon@aol.com
2135 SW 317th PL Federal Way, WA
8/24/2018 9:59:46 PM

S2-2 I feel we have enough planes going over head and the noise level is high as they are in their decent when they go over our house. I do hope doubling the planes means they will be going on other runways and not just the one that leads from our house.

Carol Sabotka

carolsabotka@comcast.net
30213 33rd ave sw
8/24/2018 7:07:44 PM

S3-4

IMPACT ON PEOPLE WITH CHRONIC LUNG CONDITIONS WHEN MORE PLANES ARE BEING FLOWN OVER AREAS WHERE THEY WERE PREVIOUSLY LIMITED

S9-1

SALMON AND CRAB RESOURCES ARE AFFECTED BY THE INCREASE IN AIR TRAFFIC OVER LAKOTA BEACH FEDERAL WAY TIDLEANDS

S3-1/S7-2

JET FUEL FILTERING DOWN IS LITERALLY WASTE MATERIAL THAT AFFECTS BOTH THE AIR QUALITY AND THE WATER IN PUGET SOUND; THEREFORE ADDITIONAL FLIGHTS ARE A MAJOR CONCERN

N3-1

NOISE OF ADDITIONAL AIR TRAFFIC OVER LAKOTA BEACH IN FEDERAL WAY HAS INCREASED TREMENDOUSLY IN THE PAST FEW YEARS. ADDING MORE FLIGHTS IS DETRIMENTAL

S7-2

PUGET SOUND ALREADY HAS BEEN IMPACTED NEGATIVELY IN THE PAST FEW YEARS AND THE ADDED AIR TRAFFIC WILL INCREASE THE AMOUNT OF PARTICLES THAT FILTER DOWN INTO THE WATER TOO

S9-1

THE FISHING AND CRABBING ON PUGET SOUND HAS BECOME LESS PLENTIFUL IN THE PAST FEW YEARS AND CONCERNS HAVE EVEN BEEN ADDRESSED ABOUT SAFETY OF CLAMMING TOO

N4-1

MY OWN FAMILY PURCHASED OUR HOUSE ON PUGET SOUND BECAUSE IT WAS THE BEST PLACE FOR OUR GRANDCHILDREN WHO SUFFER FROM CYSTIC FIBROSIS AND THE INCREASED AIR TRAFFIC IS MAKING OUR AIR MORE POLLUTED AND IS HAZARDOUS TO THEIR HEALTH. THE NOISE ISSUE LATE AT NIGHT ALSO HAS BECOME A PROBLEM AS IT INTERFERES WITH SOUND SLEEP PATTERNS

Kevin Carlton

klcatmdc@gmail.com
1860 Overview Dr NE
8/24/2018 7:07:03 PM

N2-5 People with Asthma conditions in the area (I'm one)

See Above for Dash Point State Beach

N3-7 I spent considerable time and money and JUST purchased a house in Browns Point. I had studied the Air Traffic Patterns, and (I do work in Aerospace) and one of the reasons we chose the area, was it was quieter than our prior residence, due to distant air traffic routes. Now we have purchased our retirement home at ground zero, apparently a turning point on this new air traffic pattern. Will the FAA offer sound proofing grants to people with medical conditions?

N10-9 Large number of Raptor's and water fowl at Browns Point/Dash Point State Beach. Potential Bird Strikes

See Above for Dash Point State Beach

See Above for Dash Point State Beach

I know that anywhere in Western Washington with have air traffic, but having made a once in a lifetime decision prior to the change in air-traffic, based on study, having that change is like a slap in the face for spending time looking for as quiet a spot as possible. In the past few days we had C17's clear the house by roughly 750 feet, (And I love the C17 and worked on it) was quite a surprise

Sandra Darby

Skdarby@gmail.com
32504 30 Ave SW
8/24/2018 6:49:54 PM

N3-6 / N3-1

The noise from planes taking off directly overhead is unbearable and some days nearly constant in Twin Lakes. We are unable to carry on a conversation while outdoors and are often awakened at night when the large planes climb overhead.

Linda Schwab.

lschwab4@gmail.com
35006 13th PL SW, Federal Way
8/24/2018 6:34:50 PM

N2-1/N3-6/N5-3

Planes coming into SeaTac Airport often fly right over my house in Federal Way. They are very loud. It sounds like they are landing on my house. This air traffic disturbs my sleep as well. And with air traffic comes the concern for air quality with low flying aircraft. Im concerned for my quality of life as well as my community.

Calvin Falter

cdfalter@msn.com
562 SW 333rd Ct
8/24/2018 6:10:40 PM

S2-1 S4-6 S7-2 N6-4 N10-20 S5-1

All issues related

All issues

Peoples welfare due to noise

Testing of soil and air before and after changes

Noise Abatement and lower taxes

Complete testing of water

Impact of noise on families

I moved here from Burien due to the 3rd runway and noise impact it had on my family. We dont need more. Build another airport as sea tac will never be big enough to handle the growth as stated prior to the 3rd runway being built.

Kevin Dallosto

kevindallosto@gmail.com
8/24/2018 6:00:14 PM

N3-7

Would you be providing airport proof windows?

Jeremy Trivelas

jtrivelas@hotmail.com
29828 23 Ave SW
8/24/2018 4:31:01 PM

S3-1 With more planes flying Im concerned about the impacts of air quality.

Ron Michaels

rmsservices@comcast.net
Federal Way
8/24/2018 3:06:38 PM

S4-3 How the noise from airplanes is already affecting people living in the flight path and what the impact will be with increased flights

Karen Pischel

jkpischel@msn.com
5801 Frances Ave NE, Tacoma
8/24/2018 2:40:05 PM

N2-1 We have noticed more dirt deposits on our lawn furniture and deck since the air traffic increased.

N3-1 The noise level over N.E.Tacoma (Browns Point) has increased significantly in the past year or so. The additional impact of more noise needs to be considered. Airplane noise impacts the property values of homes in this scenic area.

Marilyn Jones

marillee-jwa@comcast.net
817 SW 295th St
8/24/2018 2:29:07 PM

S2-2 / S4-3

More air traffic will increase noise levels to an unacceptable level. This is a residential area and the additional noise will significantly affect our quality of life. Use the significant water ways nearby to absorb this noise and keep it away from our neighborhoods.

Ryan Crompton

rwccorps@gmail.com
27044 10th Ave. South
8/24/2018 2:11:12 PM

S3-1/S2-11

I live under the flight path and am concerned about the pollution/particulate matter from the airplane engines effecting my health. Everything from the air I breathe to plants in my garden are likely continuously covered by airplane exhaust. I'd like for you to study the effects of long term exposure to jet engine exhaust and how it disperses to the area below the flight path. Mitigations should be provided before the implementation of any proposed expansions.

Aircraft exhaust, specifically in the area of final descent and initial climb out, has a negative impact on anything that breathes air so increased flights would seem to increase health risks for humans and animals alike. Effects of exhaust on the health of humans and animals should be studied.

S4-3

I am worried that the increased aircraft noise will make it harder to have social functions or even conversations over the noise in parks and the downtown area of des moines.

S4-4/S12-35

My land use is a home and I believe that the increased noise will negatively impact my ability to enjoy my yard at any time of the day, enjoy local parks, and effect my ability to sleep. I have heard their would be increased evening (after 9pm) flights as part of this expansion and I do not support that. If anything flights after 9 or 10 pm should be further restricted. I would like you to study frequent aircraft noise effects on sleep, long term exposure to high levels of aircraft noise and if different approaches including steeper approaches and takeoffs could be implemented to help mitigate these issues. In addition, regulations reducing the allowable noise of aircraft should be studied. Mitigations need to be implemented before traffic is increased.

S3-7

I'm concerned all of the exhaust gases are contributing to global warming and the acidification of the oceans. This is damaging local marine life that was here long before we were.

S6-2

The increased traffic into the airport will likely overload local road connections further congesting the area around the terminals and nearby freeways.

S2-1

The port should examine expansion of other regional airports instead of such significant expansion of Seatac airport. In addition the port should study ways to partner with airlines to have them voluntarily reduce their noise and pollution emissions

Richard Beutz

dbeutz@msn.com
4301 Norpoint Way NE
8/24/2018 1:56:10 PM

S2-2

Air quality could be affected as airplanes are throttling up for takeoff this fuel fumes are released. Not healthy. If they could turn more on takeoff so they are more over the water instead of over our homes. Landing would be the same. Turn over the water instead of such a wide circle over homes. We get the transports from JBLM that go right over our home also so that's extra noise and pollution.

Might not be good for the wildlife as it makes us nervous not sure what it would do to wildlife

Not sure

Possibly fumes from aircraft

S2-2

Some of the jets are up high enough so it isn't too bad but the larger aircraft are lower and very loud. When combined with JBLM transports flying the same path as commercial only lower it is very loud and annoying. Can't even hear the tv. Please try and find a different flight path. It's a bit nerve racking to say the least.

None

S2-2 NG-1

Property values will definitely drop. Nobody wants to live where you can't have peace and some quiet

S2-2

I think it's only fair if they at least go out over the water as there probably isn't anything we can do about the JBLM aircraft it would not be fair to our community to have that many aircraft flying constantly over our home.

William L. Johnson Jr.

billpatti@aol.com
2202 54th Street Ct NE
8/24/2018 10:37:29 AM

N2-1 Jet exhaust adds to air pollution over our area.

S4-3 We already have McChord Heavy Air Transport traffic, These military aircraft are very loud already. Adding commercial traffic would double or triple our NOISE.

S2-2 You should expand your new traffic patterns East of airport, not South. East side gets hardly any air traffic and south puget sound already gets plenty from Sea-Tac and MCchord Air Base.

Bonnie West-Armstrong

bonnielwest@comcast.net
3911 SW 324th St., Federal Way, WA
8/24/2018 10:21:51 AM

N2-1 Emissions from low flying commercial planes over our entire community

Emissions and noise around our lakes and streams, wildlife, and people.

Emissions and noise impacting events, trying to enjoy your back yard, for heaven sake, and our entire community.

Emissions from planes.

N6-1 Extreme noise from low flying commercial plane over our house or to either side of us. The airport is impacting our property value, negatively!

N2-1 Emissions and noise around our lakes and streams.

Emissions and noise impacting our parks.

S12-27/S2-2 The Port needs to direct its plane straight over the sound and away from communities. There's lots of Puget Sound out there. The Port was going to use runway 3 for emergencies when it had no intention of using it for anything other than day to day business. The Port needs to be a good neighbor and practice better stewardship.

CAROLE KIRKPATRICK

carolekirk@comcasst.net
5145 sw 326th PL, Federal Way
8/24/2018 10:21:38 AM

S3-6 The odor of jet fuel is at increased levels lately.

N4-1 Park and playground use. Both are found to be essential to feelings of well being and stress-free living. This should lead to less conflict.

N3-1 Planes seem to be flying lower and later, including very late night and early morning, this year than in the previous years.

N4-1 Quality of life; ability to enjoy public parks;

N10-10 We know the airport is there and flys planes. We expect good neighbor policies from the airport including limiting of late night and very low flights.
I would like more investigation of the use of Payne Field and Boeing Field for many flights.
S2-2/S2-1 Perhaps the flight plan could be changed so as not to have as many flights over Federal Way..

J S Hutmacher

Media157@aol.com
32113 42nd Pl SW
8/24/2018 10:14:37 AM

N3-1

Thank you for this forum. The noise from aircraft has increased and from our observations over 40 years it is to an unbearable level. It disturbs sleep and reminds me of Des Moines a ways back where our friends were forced to move because of increased noise levels..... something must be done.

John Raymer

raycom777@gmail.com
4222 sw 323rd st
8/24/2018 9:39:07 AM

S3-2 Further study of particulate pollution at ground level in Federal Way along the air corridor. Modern studies are showing surprisingly high levels compared to older studies.

S2-2 Federal Way has been turned into a permanent air corridor for all south/west/north traffic. Even traffic going to California is routed over Federal Way as seen on flightradar24.com. This traffic should be routed over the Interstate I5 business corridor and heavily wooded areas near Joint Base McCord.

S12-21 Taxpayer money is being used to subsidize the airline industry and cater to Corporate influence rather than protect the health of children.

We understand air traffic decisions are driven by politics and corporate money but the voters will have the last word. Please keep this in mind and protect our children in Federal Way.

Kathryn Rathke

kathrynrathke@gmail.com
2648 S. Hudson St.
8/24/2018 8:50:29 AM

S3-2 I would like for there to be further air monitoring of surrounding areas. In the summers we need to keep our windows open in order to cool our houses down, and are thus exposed constantly to the polluted air from Seatac and Boeing Fields. If this air quality is already marginal, the facilities in this area should not be expanded.

S4-4 As above, neighbors in the community need to keep their windows open in the summer in order to cool down their houses. Airplanes land and take off already regularly 6 am - 10:30 pm, proscribing our hours of sleep. There are in addition intermittent flights, including the especially loud cargo flights, between the short period of "quiet time". These wake people up, and it is of course much worse when windows must be kept open for cool air. I would like to see a sleep study done, comparing a sampling of people in affected zones compared with people in unaffected areas, to see how slep is already affected, before proceeding with any expansion.

Bruce Perham

bwperham@gmail.com
5233 21st Ave. S.
8/24/2018 8:42:35 AM

S7-5

With the recent increase in forest fire smoke and increases in air traffic related to businesses like Amazon along with population increases we need to force manufacturers to reduce pollutants.

S7-2

With increased air traffic, ALL flight paths need to be routed over industrial or unused land NOT population centers. As a Beacon Hill resident I have have noticed a DRAMATIC INCREASE in flights DIRECTLY over my house in the past few years. Route flights 1/2 mile to the west over less residential areas NOW.

Take people in account FIRST.

Shari Sewell

sharisewell@hotmail.com
Burien
8/21/2018 4:42:34 PM

S3-2 Please study air quality in cities and neighborhoods surrounding the airport. With increased traffic comes increased pollution, directly affecting the quality and safety of our lives.

S9-1 I'm worried about wildlife.....there are dozens of bald eagles residing in the existing flight path. Please study how this will effect humans and wildlife.

S12-7 Please be more effective in your outreach efforts to the community. I'm a Burien resident and only learned of this SAMP comment period thru a friend. I've neither seen nor heard any communication from the Port of Seattle.

S3-6 The airplane fumes directly affect the quality and safety of our lives. Please be aware of how this not only affects humans but wildlife as well.

S4-1 Please study the affects of the noise on the neighboring communities. An increase in flights and increase in noise pollution directly affects the quality and of our lives. I moved to a quiet neighborhood 5 years ago, and now I have places flying over my house, not only making it less desirable for me to live here but also has reduced the value of my property.

N6-1

S6-2 Traffic around the airport is bad. Please do more studying of how growth will impact the traffic.

S12-7 Please be a cooperative neighbor and increase your communication, as well as follow proper procedure, before implementing changes.

Peter Wang

peterwang24@hotmail.com
1711 E Harrison Street
8/21/2018 10:07:49 AM

S2-2, S2-3

Frequency and magnitude of noise is reaching uninhabitable levels. It is severely impacting my sleep and productivity. We must find ways to reduce it, not increase it further.

One suggestion is to align the flight path with the I5 since it is already noisy.

Peggy Jeffcoat

pvjeffcoat@comcast.net
Federal Way, WA
8/19/2018 11:31:37 AM

N2-1 Adverse effects of air quality due to abundance of flights over out area. I don't know what jet planes emit, but I'm sure it can't be healthy to breath the air from them.

Don't know.

N4-2 I'm sure there must be numerous hazardous waste issues, but I have no idea what they may be. Pollution is probably a major issue.

N3-1 The noise is a major irritant. At certain times of the day, it is impossible to have doors and windows open. Outdoor activities have to be curtailed or limited to a small amount of time and conversations are difficult. I cannot use my deck without wearing ear plugs and even those don't muffle the noise.

Don't know.

Don't know.

N4-1 Quality of life and health of residents living with constant noise and pollution are my primary concerns.

Mary & Kamran Mukhtar

Kmukhtar@msn.com
5847 S 325th Court Auburn WA
8/18/2018 6:18:12 PM

S2-1 S12-2 N4-1 N3-1

I, Dr. Mary Mukhtar, and my husband Kamran, have been providing SeaTac Noise Abatement (Stan Shephard) and K. Kalatcnik, also FAA, Mr Reilly in Washington DC, also to Port Of Seattle Commissioners, also City of Auburn-Permits Dept. description of serious airplane noise, low altitude acceleration @ ascent of passenger and cargo planes taxiing yo Auburn West Hill, specifically coordinates flight path specifically low altitude above 325th Court Auburn new MainVue North subdivision, at least 30 hours per day and night, having counted in excess of 200 planes in a four and a half hour period, usually 6:30 to 11:00 am, and additionally every 1 to 3 minutes from 10:00pm to 1:30 am. We (purchasers) of new homes 2015 to 2017 were never informed this is FAA condemned air space since 1990 as "East Main Flight Corridor SeaTac Intl Airport". Very chronic airplane noise and Avgas byproducts seriously affect physical and mental health. City of Auburn, after the fact of home purchase told us the Problem "is SeaTac and not Auburn jurisdiction" therefore not affecting permitting Residential Homes directly condemned FAA airspace. Conveniently, while we home owners, humans, persons suffer greatly from tremendous chronic, continuous low altitude flight Take Offs along S 325th Court Auburn West Hill, North MainVue subdivision, noise and Avgas byproducts, even visible black fuel trails, chest pain, difficulty breathing, headaches etc. King County collects close to $9000 per year taxes for individual homes here. Port of Seattle makes 100'd of millions $ dollars profit, and we few on this block, and certainly other targeted localized plane coordinates at an enormous and unfsir price for this "Plane Dumping". FAA has responsibility to correct this egregious situation. We are forced to call & write Noise Abatement & WA DC FAA informing our continued unrelenting suffering. Plans to expand SeaTac services can only be accomplished, as in other modern cities by Decentralizing, adding hubs, outlying terminals ie; Chicago,New York, Atlanta, Boston etc. It is past time admitting South King County is unliveable due to SeaTac air traffic primarily, and as 80+ % of all SeaTac traffic headings are southerly departures. There are a lot of matters and affected citizens and taxpayers that SeaTac, the FAA, King County, and local affected Cities need to amends and corrections, prior ANY jurisdiction gets an idea of SeaTac expansion. The PacificNorthwest touts their singular global achievements in high tech, but given very poor urban planning and apparent hunger for more and more business; government AND business have not exercised foresight or good citizenship, therefore by any measure of good governance, wisdom, reason and planning have failed themselves, their citizens and customers. This is America. We can and must do much better!

S

Dennis Maupin

Dennismaupin@msn.com
1126 sw 333rd St
8/18/2018 1:20:55 PM

S12-10

The effect of increasing flights over Federal Way, especially in the evening, night, and early morning will adversely impact our community.

Earnest Thompson

EcoE69@hotmail.com
625 sw 189th St.
8/10/2018 11:59:23 AM

S2-6

How Hyperloop transportation can improve air quality tremendously.

N10-1

How Hyperloop can decrease noise level tremendously.

How has cutting down over 2000 conifers affected Miller and Walker creeks which the state is trying to restore salmon in?

S2-6

Hoe a surcharge on airplane tickets can pay for Hyperloop.

Why is there no discussion fo Hyperloop technology? It should be included.

Daniel Schwartz

dextercat01@gmail.com
2704 SW 152nd Pl
8/7/2018 7:01:24 PM

N3-4

The Air Alaska Turbo Prop planes that take off and immediately turn over Burien. They are polluting the residential area that has never been designated as a flight path.

N7-1

The Turbo props fly over parks where there are Eagles, Osprey, and other birds and they disturb the birds and there natural habitat.

N3-4

The FAA is now directing Turbo Prop flights with a sharp turn and over Burien downtown and residential areas they fly low and are very noisy.

N3-9

We should have protection against bad decisions by the FAA. They basically tell us to shut up as they will use their unlimited resources to squash us and our complaints of the Turbo Prop traffic. We have rights that are being trampled and the Port of Seattle is complicent with the FAA.

Caryl Utigard

gcme@msn.com
Burien
8/6/2018 11:02:13 AM

S3-4

Study the particulate type and chemistry of the exhaust fumes from air traffic in and out of SeaTac within a 6 mile radius, and report on the type and amount within each mile. Study the correlations of these data on foods grown and people who live and work within each of these areas. Poisions in people's blood, morbidity and mortality as opposed to matched populations in Ballard. Environmental justice is an issue.

S7-2

Salmon, people's morbidity and mortality, students' learning ability, trees growth rings, learn the fastest growing and most effective plants to filter water of poisons, hire chemists to filter the poisons from the run-off. You have NOT figured the true cost of dumping your waste into the commons. Your wastes lower our property values and sense of our well being proportionally to your increase in traffic. You need to account in dollars for these wastes.

S8-4

You need to fund health, and poverty conditions in Burien that the Airport causes. Because of the airport's proximity, the community can no longer attract a population who want to start a business or erect activities for youth. With each airport expansion, Burien loses its ability to survive.

You need to fix the damage to the salmon run that airport wastes cause. You need to pay community health insurance to people living within the area adjacent to the airport as far out as health risks increase. Cancer risks, birth defects, endocrine disorders to name a few. Get a safer jet fuel....

S4-4

Study the noise levels related to the airport activity within a 5 miles radius. Compare health effects to a control group such as is Ballard. Study the impact on hearing, sleep, learning.
heart rates and blood pressure.. You need to STOP flying east and west over Burien. The runway goes north and south.

N8-1

You need to clean up the airport runoff of poisons into the creeks to the west. You are killing all the salmon in the streams. Normandy Park has tried for years to keep the salmon run. The poison source all leads to the airport.

You need to stop expanding in this area. One small area is unfairly supporting the needs of an entire metropolitan region. You need to build new runways to the north. There is NO environmental justice in continuing to shoehorn more flights into this area.

S2-1

My strongest thought is that the Airport should shift its planned expansion to the North.
This area has borne all the costs and none of the advantages of metropolitan growth with respect to air transport. The time is past due for YOUR Serious consideration of building a new airport to the North. Separate out your traffic mix. You cannot keep expanding in this area.
Listening to severe noise every 3 minutes is NOT a life.....

Steven W Cox

stevenwilliamcox@gmail.com
13000 26th Ave S
8/3/2018 10:44:47 AM

N7-1 N2-1

The extra flights and growth are presenting a breathing hazard to the Seatac community.
The amount of flights has become staggering,many days the flight are non-stop every 30 seconds in our area .. This has become not only a noise issue but areal health concerns due to all the extra exhaust and jet fuel. I personally have had 3 cases of pneumonia and my asthma was always manageable has now become a daily issue. I can't help but believe this is affecting our Salmon ,Whales ,Eagles, plant life. In summary I leave you with the wise words of Chief Seattle.
We will ponder your proposition and when we decide we will let you know. But should we accept it, I here and now make this condition that we will not be denied the privilege without molestation of visiting at any time the tombs of our ancestors, friends, and children. Every part of this soil is sacred in the estimation of my people. Every hillside, every valley, every plain and grove, has been hallowed by some sad or happy event in days long vanished. Even the rocks, which seem to be dumb and dead as the swelter in the sun along the silent shore, thrill with memories of stirring events connected with the lives of my people, and the very dust upon which you now stand responds more lovingly to their footsteps than yours, because it is rich with the blood of our ancestors, and our bare feet are conscious of the sympathetic touch. Our departed braves, fond mothers, glad, happy hearted maidens, and even the little children who lived here and rejoiced here for a brief season, will love these somber solitudes and at eventide they greet shadowy returning spirits. And when the last Red Man shall have perished, and the memory of my tribe shall have become a myth among the White Men, these shores will swarm with the invisible dead of my tribe, and when your children's children think themselves alone in the field, the store, the shop, upon the highway, or in the silence of the pathless woods, they will not be alone. In all the earth there is no place dedicated to solitude. At night when the streets of your cities and villages are silent and you think them deserted, they will throng with the returning hosts that once filled them and still love this beautiful land. The White Man will never be alone.

Let him be just and deal kindly with my people, for the dead are not powerless. Dead, did I say? There is no death, only a change of worlds.
Respectfully
so
Steven Cox

Edward Plumlee

ed.plumlee55@gmail.com
27905 45th Ave. South
8/3/2018 7:58:03 AM

N2-1

How are the emissions of the jets and other aircraft impacting our environmental air quality?

S4-3

How will the improvements that will eventually lead to increased flights per day impact the sound level of property near the airport flight patterns? How can the noise be abated?

N3-1

I have lived near the airport for 50 years. Never have I experienced the volume of jets taking off from SeaTac as I do now. Without a break in noise it's getting to be a problem. I know that the FAA has much to do with aircraft in the air. If there is anything the POS can do to help home owners enjoy deceased noise levels from the jets than they should be looking for solutions. As a taxpayer I'd appreciate some help. With regards, Ed Plumlee

Javier Tordable

jt@javiertordable.com
Burien
8/2/2018 3:50:21 AM

S4-3 Noise of the potential increased air routes over the populated areas in the vicinity of the airport.

Elizabeth Cook

elizabeth_cook22@yahoo.com
Normandy Park, WA
8/1/2018 5:20:48 PM

S2-1 S5-5 S7-1 S4-4 S4-1 S3-1 S5-5 S3-2

Please study the level of jet fuel particles in the surrounding neighborhoods.

Please study the noise levels in surrounding public schools and colleges to determine potential impacts to our schools including disruption to student learning due to aircraft noise.

Please study the current and projected dispersion of jet fuel and other discharge from the aircraft into the air and streams in the surrounding communities.

Please study the noise levels created by current and projected additional aircraft both during the day and at night in surrounding neighborhoods. The decibel levels can be higher during an inversion. Please take common weather patterns such as inversions into consideration.

Please also study the increase in noise levels from aircraft over the last ten years (if data is available) and projected ten years into the future with this expansion. Please include noise levels at night also.

Please study potential runoff into nearby streams such as Miller Creek.

Please study the noise levels in surrounding public parks and schools to determine potential impacts to the public learning environment and to enjoyment of public lands and facilities.

The port should also consider the maximum amount of aircraft that a single airport can reasonably sustain without a significant reduction in enjoyment of surrounding private and public property through noise pollution. Other communities such as Los Angeles distribute air traffic across several airports rather than concentrating an abundance of air traffic in one location. Another airport north of Seattle and an expansion of services in Boeing Field and Paine Field may be a better solution to accommodate growth in the Puget Sound region. Thank you.

Scott Carey

Wathopyn@aol.com
1223 SW 124th St Burien, WA
8/1/2018 10:57:53 AM

N3-4

Has an environmental review been done concerning the flights taking off to the north and then turning west flying over Burien?

If the aircraft taking off to the north gained more altitude before turning to the west possible contamination to water streams could be avoided if an emergency fuel dump had to be preformed the fuel would have more time to evaporate if the aircraft was at a higher altitude.

N3-4

Less noise would be noticeable if the aircraft taking off to the north would continue further north before turning to the west therefore gaining more altitude.
Some of the planes are so low the number of the aircraft is visible to people on the ground.

Please stop the airplanes turning west over Burien.

Daniel Moore

dintystew@gmail.com
2715 19th Ave S
8/1/2018 9:59:36 AM

N10-26/27 S2-5 S12-10 S2-5 S12-10 N3-1 S2-5 S2-5 S1-3 S2-5 N3-1 S1-3 S2-5 S12-10 N3-1 S2-5 S12-10 N10-27

The pollution that is being dropped upon the residential areas of Beacon Hill. This is a HUGE impact on our communities. Why aren't planes required to have cleaner burning engines like cars do? Why is the cargo facility located at Sea Tac, when it could be in a more remote location away from homes?

The pollution impact from planes flying over our communities and waterways. This is a big issue. Airports need to demand that the planes that take off and land at an airport be significantly less polluting.

The community needs to be listened to and compensated when you do not make and meet goals for noise and pollution reduction. Our health and quality of life should not be sacrificed in order to bring in more planes to the airport.

Planes need to be regulated to not be allowed to emit such toxic exhaust.

There are WAY TOO MANY airplanes, and they are WAY TOO LOUD! This greatly impacts my quality of life. The elevation that planes can fly above homes needs to be raised and enforced. I live on Beacon Hill and planes are consistently too low and greatly impact my quality of life. If you are not going to reroute airplanes we need to new windows and insulation like they have done in other communities close to airports.

The pollution impact from planes flying over our communities and waterways. This is a big issue. Airports need to demand that the planes that take off and land at an airport be significantly less polluting.

Tribes should be engaged throughout.

Four things need to happen:
1. Planes need to be rerouted away from flying over Beacon Hill. This is a residential neighborhood with many children who are being impacted by noise and air pollution. Planes that continue to fly over this neighborhood need to be at least 1000 feet higher, and the height limits needs to be enforced.
2. Neighborhoods that receive the brunt of the noise pollution need to be compensated for this impact on our health. Our houses should be sound proofed like they did in Minneapolis.
3. There needs to be much stricter pollution limits for airplanes. We should not allow the dangerous emissions from jet engines spewing toxins on our communities and ecosystems.
4. There needs to be a separate air-cargo facility much further away from the urban and residential areas. There is no need to be flying in industrial size jets when there are no people being moved.

Robert McMurry

r.mcmurry@aol.com
16052 27th NE, Shoreline WA
8/1/2018 7:50:27 AM
airplane routes and noiseW

N3-1 We were told planes would fly over the water approaching Seatac from the north. That hasn't happened. Can planes maintain a higher elevation over the North end?

Christine Burdine

christineburdine@gmail.com
Seattle
8/1/2018 7:29:20 AM

S2-1

The human beings that are living here now must take precedence over future ccustomers. Find a location without human life for the planes to operate. People in Denver complain their airport seems far, until they come here.

S12-35

Noise abatement solutions are available (John Wayne) requiring newer fleets, you allow Delta to use their oldest jets despite the population around Seatac)and you do not require them much less utilize them today. It tells me that the loud and deafening planes that scream and whine at more than 1 per minute will increase in hours used at the airport. IF you had used noise abatement the complaints would have been way down. Today you invite slow and low 747 freighters to awaken citizens at 3, 4 , 5 am. The noise today is unacceptable. This growth cannot happen. Find a new location NOW.

S9-1

The small particulates and raw fuel (we witness it so please stop denying that) continue to kill water and vegetation. Humans eat the vegetables they grow and drink water from exposed reservoirs. Study your expansion? Start with studying current results.

S2-1

Solve the current unsustainable situation you have allowed to happen. Take freight and international to a less human impactful location to meet your goals. Solve this poisoning problem instead of expanding it.

Allen

allen.huang982@gmail.com
Seattle
7/31/2018 1:39:09 AM
None

S2-2

Airplane noise is a documented hazard to health. I would like airplane routing to be determined based on various logical factors, like the number of affected people. For example, avoid having planes fly over downtown, UDistrict, Ballard, and other corridors of high density, and instead route planes over areas that are mostly single family which have far fewer people, such as over Queen Anne, Fre-lard/Bal-mont/FreBal, or industrial areas such Sodo. Furthermore, please consider use. Having planes fly over an already loud area like Sodo is much less impactful than having them fly over somewhere like UDistrict where some of the greatest minds in the state are solving the world's problems.

N10-25

In terms of land use, please work with communities to prevent significant housing from being built too close to the airport. Exhaust is immensely harmful to people in terms of public health, and retaining lots of people close to the airport is irresponsible planning. The Port of Seattle should work with various municipalities to cut housing production surrounding the airport. Have workers commute in on the Link. Speaking of, reduce the value of parking. Every spot you build draws in a new car every single day, and the environmental impacts of that are unacceptable. Spend that money on improving the Link segment. Perhaps even study putting the light rail station into the parking garage.

mimi matlack

mimi.matlack@hotmail.com
7/30/2018 8:39:31 PM

S3-7 N10-1 S6-2 S11-22 S7-2 N3-5

do airplanes create extra pollution? do airplanes contribute to climate change?

what impact does cutting trees do to the environment?

will expanding the airport bring more traffic to the area? what will be done to make traffic congestion better?

do airplanes flying lower especially by the 3rd runway cause more noise pollution?

will expansion affect nearby water sources?

will the senior / activity center be sold and something new be created to cater to the employees of the new faa building?

noise concerning the 3rd runway. can a curfew be set up at night so that people can get a better nights sleep. can the number of flights be limited in general?

Armond Swanson II

Armondii@comcast.net
317 south 202nd st. Desmoines
7/30/2018 6:31:54 PM

N3-7

We need to extend the window package. I'm a lifetime resident of Seatac. Keeps getting worse.

N5-5

Do what ya say your going to do. Stop telling us what we want to hear. Look at the 3 rd runway. It's not being used as you said it would. Sick of being a science project.

Valerie Miller

Valmiller7220@yahoo.com
1412 s. 130th st.
7/30/2018 5:25:19 PM

W3-1 We seem to be in between two runways now. My husband and I cannot hear each other speak when we are outside,and if we have the Windows open in the house!

Hey girl is hazardous to our health!

I don't know why they had to build a concrete jungle on Dec Moines Memorial drive. They are taking out all of the birds homes!

W8-1 Is there any water testing?

There should be more resources for the homeowners.

They are a bunch of money hungry liars.

Ehlisha Heckathorne

Ehlishah@gmail.com
20211 6th Ave S
7/30/2018 2:12:53 PM

SEA-1

The noise is HORRIBLE and the port isn't protecting our home with our small children. Our sleep is affected, or family time is effected.... the planes are lower and lower and it is ENOUGH. We've had ENOUGH. Build a new airport somewhere else and leave our homes alone

Peter

pkucinski@gmail.com
Seattle
7/30/2018 1:02:23 PM

N3-1

Excessive noise and the detriments to the quality of air.

Excessive noise and the resultant effects.

The theft of the expectation of peaceful enjoyment of my property without being assaulted by excessive noise.

N4-2

Are you also dumping hazardous waste when making excessive noise?

The excessive noise from jets and their zero regard for current established guidelines governing excessive noise.

N3-1

Unless the noise from jets is causing harm to the water, it's best to focus on the actual issue of extreme noise.

Excessive and extreme noise at all hours of day and night with zero regard for public welfare

it would be of great benefit if someone would at the least pretend to care about the level of noise that is produced, and when exactly you will do something to remedy this flagrant disregard for noise control ordinances.

tom

thmszrch@gmail.com
seattle
7/30/2018 11:45:15 AM

NZ-1

airplanes approaching Seatac from the north, flying over capital and first hills have become ubiquitous, often flying over every minute or two. this part of Seattle is the most densely populated area of Washington and presents air quality problems when air traffic is so densely concentrated.

airplanes approaching Seatac from the north, flying over capital and first hills have become ubiquitous, often flying over every minute or two. this part of Seattle is the most densely populated area of Washington and presents noise problems when air traffic is so densely concentrated.

Erik Peterson

erik@erikmail.com
14617 20th Ave SW
7/30/2018 10:49:09 AM

S11-14

S2-1

Does this airport's extremely limited footprint even have the capacity to sustain MORE growth? We need another regional airport, any plans for further growth do not pass the sanity test and must be rejected.

While it may be convenient to abuse the poor neighborhoods of color, I think they have endured enough. Halt the unsustainable growth of this airport, it's way beyond time for an alternative regional airport.

Does this airport's extremely limited footprint even have the capacity to sustain MORE growth? We need another regional airport, any plans for further growth do not pass the sanity test and must be rejected.

Does this airport's extremely limited footprint even have the capacity to sustain MORE growth? We need another regional airport, any plans for further growth do not pass the sanity test and must be rejected.

ATTACHMENT 4f:
SCOPING COMMENTS RECEIVED

Actual Comments with Assigned Topic Code

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

Welcome to the SAMP scoping meeting! We're providing a list of sample questions – questions *we* certainly have for the Port of Seattle. Ask the Port personnel these, or any questions you want. We also want to make sure YOUR voice is heard. If you want the subject matter of any of *these* questions included in the scope of the environmental review, for each question we've added a related sample "scoping request." Just initial any request you want, sign at the bottom, and find QSPS volunteers will collect and provide them as a matter of public record to the Port.

	QUESTION	COMMENT	SCOPE REQUEST	INITIAL
S11-1	**Why No Study of What's Already Happened?** How does Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years?	Four-year increase raised annual overflight total from 316,000 to 413,000.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.	
S11-2	**Why No Study of Your Own Long-Term Plan?** Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	
S11-1/S11-2	**Adequate Geography**? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	
S5-1	**Use Current Science**? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	

S11-3	**Wait For Pending New Science?** Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	
S5-1	**Sensitive populations?** Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.	
S5-1	**What About Overnight Flights?** Will Port collect and assess global scientific studies relating to impacts from *overnight* flights noise?	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.	
S11-1	**Unique - Full Time 3rd Runway Use.** How will Port separately assess the impacts of the full-time usage of the 3rd Runway?	Despite historical statements, 3rd Runway now full-time.	Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3rd Runway.	
S11-4	**What if Your Projections Are Wrong?** How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive. Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	
S2-1	**Regional Airport Now?** Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Signature: _____

Address:

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

We're providing a list of sample questions – questions *we* certainly have for the Port of Seattle. If you want the subject matter of any of *these* questions included in the scope of the environmental review, for each question we've added a related sample "scoping request." Just initial any request you want, sign at the bottom, and bring it to our Sep 23rd meeting, mail it (address at the end of page two), or take it to a SAMP meeting (Sep 17th & 19th remaining) to deliver by hand. Special thanks to http://quietskiespugetsound.org for coming up with this template, and allowing us to adopt it, to help citizens add their comments to the SAMP.

	QUESTION	COMMENT	SCOPE REQUEST	INITIAL
S4-1	**Why no study of noise impacts outside the six south-end airport neighboring cities?**	For communities under a NextGen RNP, such as Vashon Island, the airport, and all its impacts, effectively moved in next door one day out of the blue, so to speak.	Please include in the SAMP's scope studying every hectare (100m x 100m) of the Puget Sound Region that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same level of detail as the cities directly neighboring the airport.	
S4-2	**Why no study of the noise generated by the airframe itself, as opposed to just the engines?**	On arrival, a large amount – if not a majority – of the noise comes from the airframe and extended control surfaces to slow down the aircraft.	Please use tools that can accurately model airframe ***generated*** noise, and if the FAA's AEDT software is insufficient for this purpose, then addition software must be used to augment the AEDT results.	
S11-1	**Why No Study of What's Already Happened?** How does the Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years, as well as procedural changes?	Overflight totals went from 316,000 to 413,000, and the new NextGen HAWKZ and MARNR RNPs were substantially utilized for the first time.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years, as well as the first significant use of the NextGen HAWKZ and MARNR RNPs vs. conventional ILS arrivals.	
S11-2	**Why No Study of Your Own Long-Term Plan?** Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	

S5-1	**Use Current Science?** Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	
S11-3	**Wait For Pending New Science?** Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to SeaTac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	
S5-1	**Sensitive populations?** Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.	
S5-1	**What About Overnight Flights?** Will Port collect and assess global scientific studies relating to impacts from *overnight* flights noise?	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.	
S11-4	**What if Your Projections Are Wrong?** How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive. Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	
S2-1	**Regional Airport Now?** Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	

Please include the requests I have initialed above in the scope of the SAMP environmental review. Comments must be **received** by September 28th 2018.

Name: Signature: _____

Address:

E-mail:

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

A

From: Kerry Allman
To: SAMP Public Comments
Subject: Sustainable Airport Master Plan
Date: Thursday, September 20, 2018 10:43:00 AM
Attachments: KA-SAMP questions.pdf

Dear Mr. Rybolt,
Please see attached file and add it to your review process.

Thank you very much.

Kerry Allman
25651 Marine View Dr. S.
Des Moines WA 98198
kerry25651@yahoo.com

FIGHT THE FLIGHT
Report it! 206-787-5393

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Kerry Allman Signature: Kerry Allman

Address: 25651 Marine View Dr. S. Des Moines WA 98198

E-mail: kerry25651@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Kerry Allman
To: SAMP Public Comments
Subject: Sustainable Airport Master Plan
Date: Wednesday, September 26, 2018 9:30:20 AM
Attachments: JCA-SAMPquestionaire.pdf

Hello,
Please find attached questionaire on SAMP from Janet Allman, a resident of Des Moines.

Thank you.

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Name: Janet Allmen Signature: _____

Address: 25651 Marine View Dr. S. Des Moines WA 98198

E-mail: Janet2565@aol.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; ramblinon2017@gmail.com
Subject: SAMP Public Comment Scoping
Date: Tuesday, September 25, 2018 4:13:34 PM
Attachments: Scoping_Comment_Carla_Anderson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Carla Anderson of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Ms. Anderson be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	
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Name: [illegible] Signature: [illegible]

Address: [illegible]

E-mail: [illegible]

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; badams6456@aol.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 12:56:36 PM
Attachments: Scoping_Comment_Adams.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Bill Adams of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 4 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Adams be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Support at: 206.787.5390

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Name: Bill Adams Signature: Bill Adams

Address: 23255 - 27th Ave. S, Des Moines 98198

E-mail: badams6456@aol.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Sara Aguilar
To: SAMP Public Comments
Subject: Requests to be included in the scope of the SAMP
Date: Monday, September 24, 2018 3:24:25 PM
Attachments: 0_SAMP Questions-Requests 24-Sep-2018 14-59-08.pdf

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Name: Sara Aguilar Signature: Sara Aguilar

Address: 28812 8th Ave S Federal Way, WA 98003

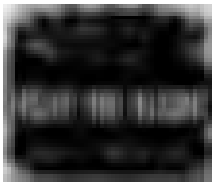
E-mail: princessin74@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Jackie Benster
To: SAMP Public Comments
Subject: FW: Comment sheets
Date: Friday, September 28, 2018 3:47:42 PM
Attachments: Airport form, Dayna A 404S.pdf
Airport form, Kathryn C #211S.pdf

Hi. I have attached a bunch of comment sheets from residents at my Condo building in Des Moines, Mariner Manor. Flights from the third runway go right over our condo. There are more to come as well. Thanks.

Is there any chance of you accepting more forms on Monday Oct 1? I only got on this today. My bad. I am just running out of time. Thanks. Please let me know.



The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Return by 2/28/13

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: DAYNA L. Anderson Signature: Dayna L. Anderson

Address: 601 S. 227th Street, 4045, Des Moines WA 98198

E-mail: Daynasnowleopard@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Tricia Anderson
To: SAMP Public Comments
Cc: TRICIA
Subject: Attn: Steve Ryboit - Port of Seattle
Date: Friday, September 21, 2018 4:33:18 PM
Attachments: doc04908520180921153021.pdf

Please see attached. Thank you. Tricia Anderson

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Name: TRICIA ANDERSEN Signature: tlanderson

Address: P.O. Box 1249 Seahurst, WA 98062

E-mail: tricia.anderson206@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; kallread@comcast.net
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 10:24:49 PM
Attachments: Scoping_Comment_Allread.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Carol Allread of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Allread be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Carl Allread Signature: Carl Allread

Address:

E-mail: kallread@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; vandrews05@comcast.net
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 6:50:24 PM
Attachments: Scoping_Comment_Andrews.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Vicki Andrews of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Andrews be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206.787.3393

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Name: Vicki Andrews Signature: [signature]

Address: 27229 8th Ave. South

E-mail: vandrews85@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: Bette Allen Signature: Bette Allen

Address: 2313 SW 120th St., Burien WA 98146

E-mail: silkpurse@maccom

Submit form on your own/add comments at: SAMP@portseattle.org

We have lived at this address for nearly 15 years. We bought home in Shorewood specifically because we were not under objectionable flight paths.

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Name: JUDI ARMER Signature: Judi Armer

Address: 25812 14TH CT S
DES MOINES WA 98198

E-mail: JUDIARMER@HOTMAIL.COM

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Scanned for the Port

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Name: Constance Ace Signature: Constance M Ace

Address: 24812 - 10th Ave S, Des Moines

E-mail NONE

Submit form on your own/add comments at: SAMP@portseattle.org

B

From: Quiet Skies
To: SAMP Public Comments; lmbagley@comcast.net
Subject: SAMP Public Comment Period Scoping
Date: Sunday, September 23, 2018 11:58:30 AM
Attachments: Scoping_Comment_Bagley.pdf

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Request for 206 767-3980

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Name: Linda M Bagley Signature: Linda M Bagley

Address: 807 S. 216th #104 Des Moines WA 98198

E-mail: lmbagley@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; hibphb@comcast.net
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 11:55:50 AM
Attachments: Scoping_Comment_Bently.pdf

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report at (206) 787-3093

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Name: HJANE BENTLEY

Signature: Hjane Bentley

Address: 807 S 219th ST #212 DES MOINES 98198

E-mail: HJBPMB@COMCAST.NET

Submit form on your own/add comments at: SAMP@portseattle.org

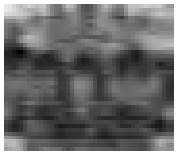
From:	Kristi Brewer
To:	SAMP Public Comments
Cc:	quietskiespugetsound@gmail.com; Kristi Brewer
Subject:	SAMP Questions
Date:	Friday, September 14, 2018 3:28:55 PM
Attachments:	20180914152144058.pdf

Port of Seattle Representative,

Please find my attached questions regarding SAMP.

Warmest Regards,

KRISTI BREWER



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Name: Kristi Brewer Signature: Kristi Brewer

Address: 24850 8th Ave S, Des Moines, WA 98198

E-mail: Kristibrewer@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; hmsbiddy@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 6:32:49 PM
Attachments: Scoping_Comment_Biddy.pdf

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 3833

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Name: Heather Bibby Signature: Heather Bibby

Address: 23222 10th Ave S, Des, Moines, WA 98198

E-mail: hmsbibby@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; mb2photo@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 6:53:27 PM
Attachments: Scoping_Comment_Bell.pdf

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Team Member

FIGHT THE FLIGHT

Report in: 206 787 5393

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Name: Morgan Bell Signature: Morgan Bell

Address: 6025 S. 147TH PL Burien WA 98168

E-mail: mb2photo@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; joanb222@msn.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 7:00:09 PM
Attachments: Scoping_Comment_Baily.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Joni Baily of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Ms. Baily be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

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The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Please include the requests I have initialed above in the scope of the SAMP environmental review.

Name: Joni Baily Signature: Joni Baily

Address: 22621 12th Ave S

E-mail: joanb222@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; moldychum@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 7:20:02 PM
Attachments: Scoping_Comment_Bennett.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Brian Bennett of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Brian P Burnett Signature: [signature]

Address: 29506 2nd Avenue So

E-mail: [illegible]

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; hillarystein@hotmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 8:11:37 PM
Attachments: Scoping_Comment_Britt.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Hillary Britt of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Team Member

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Hillary Britt Signature: Hillary Britt

Address: 1205 S. 236th Pl.

E-mail: hillarystein@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; nve2003ticketexchange@hotmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 3:23:36 PM
Attachments: Scoping_Comment_Burn.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Malcolm Burn of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: MALCOLM BURN Signature: [signature]

Address: 12045 258TH ST DES MOINES, WA 98198

E-mail: W4E2003TICKETEXCHANGE@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; ashleyn.baker@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Monday, September 24, 2018 11:08:27 PM
Attachments: Scoping_Comment_Ashley_Baker.pdf

Dear Mr. Steve Rybolt,

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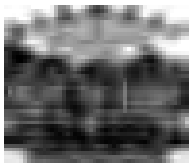
Kind Regards,

Quiet Skies Puget Sound
Team Member



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Name: Ashley Baker Signature: _____

Address: 26025 14th AVE S, DES Moines, WA 98198

E-mail: ashleyn.baker@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; bermelt@comcast.net
Subject: SAMP Public Comment on Scoping
Date: Thursday, September 27, 2018 2:37:52 PM
Attachments: Scoping_Comment_Elizabeth_Bermel.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Elizabeth Bermel of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Signature: Elizabeth M. Bermel

Address: 24501 9th Place South, Des Moines, WA 98198

E-mail: bermelta@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; hmsbibby@gmail.com
Subject: SAMP Public Comment on Scoping Heather Bibby
Date: Sunday, September 23, 2018 6:36:23 PM
Attachments: Scoping_Comment_Biddy.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Heather Biddy of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Ms. Biddy be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Redacted 206 787 5393

The Sustainable Airport Master Plan (SAMP)
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Name: Heather Bibby Signature: Heather Bibby

Address: 23222 10th Ave S, Des, Moines, WA 98198

E-mail: hmsbibby@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Liz B
Subject: SAMP Public Comment on Scoping Elizabeth Burn
Date: Sunday, September 23, 2018 5:56:41 PM
Attachments: Scoping_Comment_Burn_Elizabeth.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Elizabeth Burn of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Burn be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Seattle | 206.787.3313

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EB

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Elizabeth Burr Signature: Elizabeth Burr

Address: 1204 S 258th ST Des Moines, WA 98198

E-mail: elizabeth.burr@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Darcy Battershell
To: SAMP Public Comments
Subject: questions
Date: Friday, September 14, 2018 2:27:41 PM
Attachments: SAMP questions.pdf

N3-1 Please see attached questions requested to be addressed. I'd also like to ask about flight paths and why planes are turning early and flying directly over our Federal Way neighborhood at such low altitudes. Also, many that are coming from the south are on a flight path more to the west than they used to be which caused them to drift closer to the neighborhood.

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Name: Darcy Battershell Signature: Darcy Battershell

Address: 28810 7th Ave S, Federal Way 98003

E-mail: darcyb59@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Sheila Brush
Subject: Public Comment SAMP Scoping
Date: Monday, September 24, 2018 9:31:13 PM
Attachments: Scoping_Comment_Sheila_Brush.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Sheila Brush of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Ms. Brush be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Request #: 206 767 3303

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Name: SHEILA BRUSH Signature: Sheila Brush

Address: 24614 8th ave S DesMoines, wa 98198

E-mail: SHEBRUSH@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

Please my individual comments to email of separately.

From: Quiet Skies
To: SAMP Public Comments; cebrhb@comcast.net
Subject: Public Comment on SAMP Scoping
Date: Thursday, September 27, 2018 2:08:20 PM
Attachments: carol_belland.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Carol Belland of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report #: 206 787 3393

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: CARA BELLAND Signature: Cara Belland

Address: 26415 7TH SO DES MOINES 98198

E-mail: cebrhb@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; lizjack@seanet.com; Rybolt, Steven; Purcell, Arlyn (Env&Sus)
Subject: Fwd: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 27, 2018 11:57:49 AM
Attachments: Scoping_Comment_Jackson.pdf

Dear Mr. Rybolt, The public comment you rejected in your email to me this morning had been submitted on Sunday September 23rd and was not returned as "undeliverable", therefore we deemed it as a valid list of comments to consider.

Please see below and confirm receipt of this email.

Sheila Brush

Time Stamp:
On Sun, Sep 23, 2018 at 11:48 AM Quiet Skies <quietskiespugetsound@gmail.com> wrote:

Quiet Skies<quietskiespugetsound@gmail.com>

to samp@portseattle.org,
lizjack@seanet.com

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Elizabeth Jackson of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

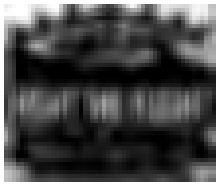
Should us forwarding these comments on behalf of the Ms. Jackson be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

From: Jackie Benster
To: SAMP Public Comments
Subject: Comment sheets
Date: Friday, September 28, 2018 3:50:07 PM
Attachments: Airport form #208S.pdf

More comment sheets from Mariner Manor.



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Why No Study of What's Already Happened? How does Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years?	Four-year increase raised annual overflight total from 316,000 to 413,000. Too much! Need New Airport	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.	QB
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	QB
Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	QB
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Yes ↑

Return by 9/28/18

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Sensitive populations? Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children. We have many elderly in our buildings	9B
What About Overnight Flights? Will Port collect and assess global scientific studies relating to impacts from *overnight* flights noise?	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights. Very important here.	9B
Unique - Full Time 3rd Runway Use. How will Port separately assess the impacts of the full-time usage of the 3rd Runway?	Despite historical statements, 3rd Runway now full-time. You lied!	Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3rd Runway.	9B
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Name: Jacqueline Benster Signature: Jacqueline Benster

Address: 601 S 227th St #208S Des Moines WA 98198

E-mail: jackiebenster@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

We need a new airport. Rather than putting more money into SEATAC, please invest elsewhere. How about across the Tacoma Bridge in Kitsap? Near Bremerton? Cheap land - need jobs there.

From:	Quiet Skies
To:	SAMP Public Comments; Traci Buxton
Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 6:09:31 PM
Attachments:	Scoping_Comment_Buxton.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Council member Traci Buxton of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mrs. Buxton be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 787 5393

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Name: TRACI BUXTON Signature: _____

Address: 24930 12th Ave So
DES MOINES WA 98198

E-mail: tracibuxton@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

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Why no study of the noise generated by the airframe itself, as opposed to just the engines?	On arrival, a large amount – if not a majority – of the noise comes from the airframe and extended control surfaces to slow down the aircraft.	Please use tools that can accurately model airframe ***generated*** noise, and if the FAA's AEDT software is insufficient for this purpose, then addition software must be used to augment the AEDT results.	JB
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Name: Laura Bienen Signature: Laura Bienen

Address: 13337 108TH Ave SW, Vashon, WA. 98070

E-mail: biengers1@gmail.com

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

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Name: RAYNE BEAUDOIN Signature: Rayne Beaudoin

Address: 23309 WAX ORCHARD Rd. SW VASHON, WA. 98070

E-mail:

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

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Name: Renee F Brown Signature: Renee F. Brown

Address: 12131 25th ave SW, Burien 98146

E-mail: reneefb233@aol.com

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Name: Cathy Barton Signature: Cathy Barton

Address: 16415 24th Pl SW, Burien, Wa. 98166

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Name: Sandra L Bisordi Signature: Sandra L Bisordi

Address: 560 S 239th St Des Moines 98198

E-mail: slbisordi@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

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Address: 914. 5th 248th St unit 110
Des Moines Wa. 98198

E-mail: N/A

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DES MOINES, WA 98198

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Name: SUSAN BAER Signature: Susan Baer

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E-mail: 169TH PLACE

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Name: Chris Barbarossa Signature: [signature]

Address: 3715 2nd Ct S, FW 98003

E-mail:

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Name: Stephen Barbarossa Signature: Stephen Barbarossa

Address:

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

C

From: Kerry Allman
To: SAMP Public Comments
Subject: Sustainable Airport Master Plan
Date: Wednesday, September 26, 2018 9:32:36 AM
Attachments: KRC-SAMPquestionaire.pdf

Hello,
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Thank you.

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Address: 25651 Marine View Dr. S. Des Moines WA 98198

E-mail: [illegible]

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From:	Kerry Allman
To:	SAMP Public Comments
Subject:	Sustainable Airport Master Plan
Date:	Wednesday, September 26, 2018 9:31:05 AM
Attachments:	RWC-SAMPquestionaire.pdf

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: R.W. CONNELLY Signature: [signature]

Address: 25651 Marine View Dr. S. Des Moines WA 98198

E-mail: dick25651@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Kerry Allman
To: SAMP Public Comments
Subject: Sustainable Airport Master Plan
Date: Wednesday, September 26, 2018 9:31:53 AM
Attachments: MRC-SAMPquestionaire.pdf

Hello,
Please find attached questionaire on SAMP from Mary Connelly, a resident of Des Moines.

Thank you.

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Name: MARY R. CONNELLY Signature: Mary R Connelly

Address: 25651 Marine View Dr. S. Des Moines WA 98198

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; kccampbellwood@aol.com
Subject:	SAMP Public Comment on Scoping
Date:	Sunday, September 23, 2018 12:24:17 PM
Attachments:	Scoping_Comment_Campbell_Wood.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Karen Campbell Wood of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comments on behalf of the Ms. Campbell Wood be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 787 5193

The Sustainable Airport Master Plan (SAMP)
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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Karen Campbell Wood Signature: Karen Campbell Wood

Address: 9113 294th PL Federal Way 98003

E-mail: Kccampbellwood@aol.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; nancyellencorr@hotmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 12:26:57 PM
Attachments: Scoping_Comment_Corr.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Nancy Corr of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 7 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comments on behalf of the Ms. Nancy Corr be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

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Name: Nancy Corr Signature: Nancy Corr

Address: 23025 17th Ave S
Des Moines, WA 98198

E-mail: nancyellencorr@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; susan@nwk9detectives.com
Subject:	SAMP Public Comment on Scoping
Date:	Sunday, September 23, 2018 12:40:08 PM
Attachments:	Scoping_Comment_Canizales.pdf

Dear Mr. Steve Rybolt,

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We believe the 5 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of the Ms. Canizales be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 3833

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Name: Susan Carroll Signature:

Address: 24229 26th Pl. S. Des Moines WA 98198

E-mail: Susan@nwk9detectives.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; cindycodoni@yahoo.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 12:45:12 PM
Attachments: Scoping_Comment_Codoni.pdf

Dear Mr. Steve Rybolt,

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We believe the 9 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of the Ms. Codoni be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 787 3393

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Name: Cindy Codori Signature: Cindy Codori

Address: 17014 40th Ave S

E-mail: Cindy.codori@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

[redacted]

From: Michelle Chaves
To: SAMP Public Comments
Subject: SAMP Scoping Requests / Comments
Date: Thursday, September 27, 2018 8:26:08 PM
Attachments: SAMP_IMG.pdf

Please see my signed requests attached.

Thanks,
Michelle

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

Welcome to the SAMP scoping meeting! We're providing a list of sample questions – questions *we* certainly have for the Port of Seattle. Ask the Port personnel these, or any questions you want. We also want to make sure YOUR voice is heard. If you want the subject matter of any of *these* questions included in the scope of the environmental review, for each question we've added a related sample "scoping request." Just initial any request you want, sign at the bottom, and find QSPS volunteers will collect and provide them as a matter of public record to the Port.

QUESTION	COMMENT	SCOPE REQUEST	INITIAL
Why No Study of What's Already Happened? How does Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years?	Four-year increase raised annual overflight total from 316,000 to 413,000.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.	M.C.
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	
Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	M.C.
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	M.C.

Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	M.C.
Sensitive populations? Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.	
What About Overnight Flights? Will Port collect and assess global scientific studies relating to impacts from *overnight* flights noise?	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.	M.C.
Unique - Full Time 3rd Runway Use. How will Port separately assess the impacts of the full-time usage of the 3rd Runway?	Despite historical statements, 3rd Runway now full-time.	Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3rd Runway.	M.C.
What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive. Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	M.C.
Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	M.C.

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Michelle Chaves Signature: Michelle Chaves

Address: 147 S. 153rd St., Burien, WA 98148

E-mail: mchavesww9@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; valerie.constantino@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 7:14:14 PM
Attachments: Scoping_Comment_Constantino.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Valerie Constantino of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans. Especially mental health due to excessive constant noise	VC
Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	VC
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	VC

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Name: Valerie Constantino Signature: Valerie Constantino

Address: Valerie.constantino@gmail.com

E-mail: 1141 S. Applelane, Des Moines.

Submit form on your own/add comments at: SAMP@portseattle.org

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Name CAROLYN CORBIN Signature: Carolyn Corbin

Address: 25643 Marine View Dr. S.

E-mail: carolyn.corbin@icloud.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; billcorbin14@me.com
Subject:	SAMP Public Comment on Scoping
Date:	Sunday, September 23, 2018 1:41:19 PM
Attachments:	Scoping_Comment_Corbin.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. William Corbin of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Corbin be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: WILLIAM R. CARBIN Signature: [signature]

Address: 25643 MARINE VIEW DR S
DES MOINES, WA 98023

E-mail: billcarbin14@me.com

Submit form on your own/edd comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; dianedon3@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 4:22:24 PM
Attachments: Scoping_Comment_Collier.pdf

Dear Mr. Steve Rybolt,

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Kind Regards,

Quiet Skies Puget Sound
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Name: Diane Collier Signature: Diane Collier

Address: 816 S 216th St Terrace Cottage 101 Des Moines WA 98198

E-mail: dianedon3@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; polishpc@aol.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 4:26:08 PM
Attachments: Scoping_Comment_Cheslock.pdf

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Name: PAULINE CHESLOCK Signature: Pauline Cheslock

Address: 27826-10th Ave S. Des Moines WA 98198

E-mail: polskpc@aol.com

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From: Quiet Skies
To: SAMP Public Comments; polishpc@aol.com
Subject: SAMP Public Comment on Scoping
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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: PAULINE CHESLOCK Signature: Pauline Cheslock

Address: 27826-10TH AVE S. DES MOINES, WA 98198

E-mail: polishpc@aol.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Larry Cripe
Subject: SAMP Public Comment on Scoping Larry Cripe
Date: Sunday, September 23, 2018 3:43:56 PM
Attachments: Scoping_Comment_Larry_Cripe.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Larry Cripe of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Larry Cripe Signature: Larry Cripe

Address: 14317 23rd Ave SW Burien WA 98166

E-mail: larrycripe@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; cindycripe@comcast.net
Subject: SAMP Public Comment on Scoping Cindy Cripe
Date: Sunday, September 23, 2018 3:41:32 PM
Attachments: Scoping_Comment_Cindy_Cripe.pdf

Dear Mr. Steve Rybolt,

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Kind Regards,

Quiet Skies Puget Sound
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Name: Cindy Cripe Signature: Cindy Cripe

Address: 14317 23rd Ave SW Burien, WA 98166

E-mail: cindycripe@comcast.net

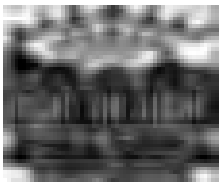
Submit form on your own/add comments at: SAMP@portseattle.org

From: Adelle Comfort
To: SAMP Public Comments
Cc: larrycripe@comcast.net
Subject: SAMP comments for public record
Date: Thursday, September 20, 2018 5:20:50 PM
Attachments: Scan.pdf

Please see the attached document regarding public comments on SAMP.

All 'health concerns' mentioned should include the concern of the health of Puget Sound and its related mammals, fish, birds other sea life; pets and livestock; wildlife in our forests; Zoo animals; our Eagle population, etc.

Adelle Comfort
14810 16th Ave SW
Burien, WA 98166



QUIET SKIES COALITION

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Name: ADELIE COMFORT Signature: Adelie M Comfort

Address: 14810 16th ave SW

E-mail: adelie1016@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; carl.craven033@gmail.com
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 7:15:29 PM
Attachments: Scoping_Comment_Craven.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Carl Craven of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Carl Cramer Signature: _____

Address: 2501 Sw 149th Ave [redacted]
Burien, WA 98166

E-mail: Carl.Cramer336@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; cornbd@hotmail.com
Subject: Public Comment Scoping on SAMP
Date: Thursday, September 27, 2018 11:46:36 AM
Attachments: Scoping_Comment_Cornwall.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Cornwall of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Quiet Skies Puget Sound
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Name: Signature:

Address:

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; dcrepeau@msn.com
Subject: Public Comment on SAMP Scoping
Date: Monday, September 24, 2018 10:12:10 PM
Attachments: Scoping_Comment_Gloria_Crepeau.pdf

Dear Mr. Steve Rybolt,

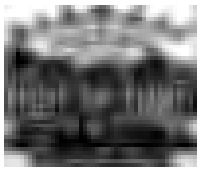
Please accept the public comments attached by Mrs. Gloria Crepeau of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Crepeau be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member



The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Gloria Crepeau Signature: Gloria J Crepeau

Address: 2733 NE 24th

E-mail: dcrepeau@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Rhonda Cavanaugh
To: quietskiespugetsound@gmail.com
Cc: SAMP Public Comments
Subject: Fw: Scanned document from HP ePrint user
Date: Monday, September 24, 2018 1:15:06 PM
Attachments: filename-1.pdf

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> **From:** "eprintcenter@hp.com" <eprintcenter@hp.com>
> **To:** "rcavanaugh@rocketmail.com" <rcavanaugh@rocketmail.com>
> **Sent:** Mon, Sep 24, 2018 at 12:35 PM
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From: Rhonda Cavanaugh
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Cc: SAMP Public Comments
Subject: Fw: Scanned document from HP ePrint user
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> **From:** "eprintcenter@hp.com" <eprintcenter@hp.com>
> **To:** "rcavanaugh@rocketmail.com" <rcavanaugh@rocketmail.com>
> **Sent:** Mon, Sep 24, 2018 at 12:38 PM
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> Regards,
> HP Team

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> **To:** "quietskiespugetsound@gmail.com" <quietskiespugetsound@gmail.com>
> **Cc:** "samp@portseattle.com" <samp@portseattle.com>
> **Sent:** Mon, Sep 24, 2018 at 1:09 PM
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> > **From:** "eprintcenter@hp.com" <eprintcenter@hp.com>
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> >
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Name: Rhonda Cavanaugh Signature: Rhonda Cavanaugh

Address: 118 SW 185th St
Normandy Park, WA 98166

E-mail: rcavanaugh1972@live.com

Submit form on your own/add comments at: SAMP@portseattle.org

freeairportproject@gmail.com
SAMP@portseattle.org

2085

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Name: Kathryn Colbourn Signature: Kathryn Colbourn

Address: 601 S 227th St #2115
Des Moines, WA 98198

E-mail: KacMcC@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; carl.craven33@gmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 7:11:49 PM
Attachments: Scoping_Comment_Craven.pdf

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Name: Carl Cranor Signature: _____

Address: 2501 Sw 149th Apt ~~Seat~~ Burien, WA 98166

E-mail: Carl.Cranor33@gmail.com

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Return by 7/28/18

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Name: Tina Calico Signature: Tina Calico

Address: 1817 S. 255th Pl. Des Moines WA 98198

E-mail: tcalico@comcast.net

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Address: 15821 . 14th Ave SW
Burien 98166

E-mail: lindacastillo6@msn.com

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Address: 126 SW 148th Street Suite C-100/117

E-mail: Seattle, WA 98166

Submit form on your own/add comments at: SAMP@portseattle.org

please confirm receipt by email: lz_coleman@yahoo.com

- Thank you

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Address: 29511 9th PL.S. FEDERAL WAY, WA 98003

E-mail: STOFO7@MSN.COM

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Address: 2117 SW 120th St, Burien, WA 98146

E-mail: ped1001@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; alan.jane@goneagain.net
Subject:	SAMP Public Comment on Scoping
Date:	Sunday, September 23, 2018 6:57:03 PM
Attachments:	Scoping_Comment_Davis.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Jane Davis of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Davis be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 787 3183

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Jane Davis Signature: Jane Davis

Address: 19612 5th Ave S Des Moines

E-mail: alan.jane@goneagain.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; dedennis@pacbell.net
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 5:53:32 PM
Attachments: Scoping_Comment_Dennis_Debra.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Deborah Dennis of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Should us forwarding comments on behalf of Mrs. Dennis be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787-5393

The Sustainable Airport Master Plan (SAMP)
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Name: ~~DEBORAH~~ S. DENNIS Signature: [signature]

Address: 13022 16TH AVE. SW, BURIEN WA 98146

E-mail: dsdennis@pacbell.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; dougkimo@mac.com
Subject: SAMP Public Comment on Scoping
Date: Monday, September 24, 2018 11:25:38 PM
Attachments: Scoping_Comment_Kim_Douglas.pdf

Dear Mr. Steve Rybolt,

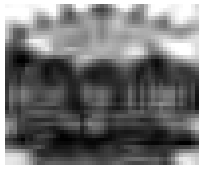
Please accept the public comments attached by Kimo Douglas of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Kimo Douglas be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member



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Name: Kima Douglas Signature: [signature]

Address: 21654 14th Ave S. Des Moines, WA 98198

E-mail: dougkima@mac.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; dsdennis@pacbell.net
Subject: SAMP Public Comment on Scoping Deborah Dennis Correction
Date: Sunday, September 23, 2018 6:11:50 PM
Attachments: Scoping_Comment_Dennis.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Deborah Dennis of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Report it! 206 787 3393

The Sustainable Airport Master Plan (SAMP)
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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Bruce L Dennis Signature: [signature]

Address: 13022 16th Ave SW, Burien, WA 98146

E-mail: BLD522@YAHOO.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; bld522@yahoo.com
Subject: SAMP Public Comment on Scoping Bruce Dennis
Date: Sunday, September 23, 2018 5:49:15 PM
Attachments: Scoping_Comment_Dennis.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Bruce Dennis of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Should us forwarding comments on behalf of Mr. Dennis be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 3092

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Name: Bruce L Dennis Signature: Bruce L Dennis

Address: 13022 16th Ave SW, Burien, WA 98146

E-mail: BLD522@YAHOO.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; olgakovgan@yahoo.com
Subject: SAMP Public Comment of Scoping
Date: Sunday, September 23, 2018 3:14:29 PM
Attachments: Scoping_Comment_Drayton.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Olga Drayton of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Should us forwarding comments on behalf of Mrs. Drayton be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 716 787 5393

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Name: OLGA DRAYTON Signature: _____

Address:

E-mail: olgakovgane@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; a.alan.davis@gmail.com
Subject: Public Comment of Scoping of SAMP
Date: Sunday, September 23, 2018 6:55:01 PM
Attachments: Scoping_Comment_Davis_Alan.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Alan Davis of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Should us forwarding comments on behalf of Mr. Davis be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 5893

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Name: Alan Davis Signature: A. Davis

Address: 19612 5th Ave S.
Des Moines, WA 98148

E-mail: A.Alan.Davis@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; deric1212@aol.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 5:12:46 PM
Attachments: Scoping_Comment_Dedrickson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. David Dedrickson of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mr. Dedrickson be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 3393

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Name: DAVID E DEDRICKSON Signature: [signature]

Address: 24907 MARINE VIEW DR, DES MOINES, WA 98198

E-mail: DERIC1212@AOL.COM

Submit form on your own/add comments et: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; dsdennis@pacbell.net
Subject: Attachment Correction for Deborah Dennis Public Comment
Date: Sunday, September 23, 2018 7:52:21 PM
Attachments: Scoping_Comment_Dennis_Debra.pdf

Dear Mr. Steve Rybolt,

**Please see the correct attachment for Deborah Dennis, her husbands was mistakenly attached in the previous email.

Please accept the public comments attached by Mrs. Deborah Dennis of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Dennis be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Report it: 206 787 3393

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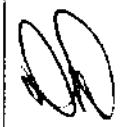
What About Overnight Flights? Will Port collect and assess global scientific studies relating to impacts from *overnight* flights noise?	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.	
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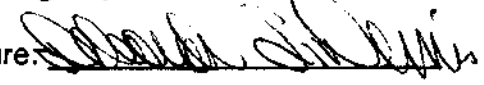
Name: DEBORAH S. DENNIS Signature: 

Address: 13022 16th PVE. SW, BURIEN WA 98146

E-mail: dsdennis@pacbell.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; billydamato@gmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 11:53:42 PM
Attachments: Scoping_Comment_Damato.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. William Damato of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

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Kind Regards,

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: WILLIAM DAMATO Signature: WilliD

Address: 1827 240th PL. SO.
DES MOINES, WA 98198

E-mail: BILLVDAMATO @ GMAIL.COM

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: BARBARA DOORNINK Signature: Barbara Doornink

Address: 6612 25TH AVE SW BURIEN, WA 98166

E-mail: bdoornink@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: Dini Duclos Signature: Dini Duclos

Address: 2618 SW 342nd St., Federal Way, WA. 98023

E-mail: dinid@comcast.net

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Why no study of noise impacts outside the six south-end airport neighboring cities?	For communities under a NextGen RNP, such as Vashon Island, the airport, and all its impacts, effectively moved in next door one day out of the blue, so to speak.	Please include in the SAMP's scope studying every hectare (100m x 100m) of the Puget Sound Region that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same level of detail as the cities directly neighboring the airport.	
Why no study of the noise generated by the airframe itself, as opposed to just the engines?	On arrival, a large amount – if not a majority – of the noise comes from the airframe and extended control surfaces to slow down the aircraft.	Please use tools that can accurately model airframe ***generated*** noise, and if the FAA's AEDT software is insufficient for this purpose, then addition software must be used to augment the AEDT results.	
Why No Study of What's Already Happened? How does the Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years, as well as procedural changes?	Overflight totals went from 316,000 to 413,000, and the new NextGen HAWKZ and MARNR RNPs were substantially utilized for the first time.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years, as well as the first significant use of the NextGen HAWKZ and MARNR RNPs vs. conventional ILS arrivals.	
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	

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Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to SeaTac Airport?	**Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.**	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	VD
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Please include the requests I have initialed above in the scope of the SAMP environmental review. Comments must be received by September 28th 2018.

Name: Vicki Dunakin Signature: Vicki Dunakin

Address: 10306 SW Cove Rd, Vashon, WA 98070

E-mail: VdunAkin@comcast.net

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

E

From:	Steve Edmiston
To:	SAMP Public Comments
Cc:	Steve Edmiston; Quiet Skies
Subject:	SAMP SCOPING COMMENTS - ENVIRONMENTAL REVIEW
Date:	Friday, September 28, 2018 1:16:45 PM
Attachments:	2018_09_28_12_31_07.pdf ATT00001.htm 2018_09_28_12_31_07.pdf ATT00002.htm

QUIET SKIES COALITION

The Sustainable Airport Master Plan (SAMP)
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Name: Steve W. Edmiston Signature:

Address: 27043 7th Pl. S. Des Moines WA 98198

E-mail: steveedmiston045@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Kathryn L. Enlow
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 7:10:47 PM
Attachments: Scoping_Comment_Enlow.pdf

Dear Mr. Steve Rybolt,

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Kathryn L. Enlow Signature: Kathryn L. Enlow

Address: 24907 Marine View Dr So., Des Moines, WA 98198

E-mail: Klenlow@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; dedson@gwps.org
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 2:10:48 PM
Attachments: Scoping_Comment_Edson.pdf

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Quiet Skies Puget Sound
Team Member

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Name: Danyelle Edson Signature: _____

Address: 30848-32nd Ave S Federal Way WA 98003

E-mail: dedson@fwps.org

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; dedson@fwps.org
Subject: SAMP Public Comment on Scoping Review
Date: Sunday, September 23, 2018 2:14:31 PM
Attachments: Scoping_Comment_Edson.pdf

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Kind Regards,

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Name: Danylle Edson Signature: _____

Address: 30848-32nd Ave S Federal Way WA 98003

E-mail: dedson@fwps.org

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Cheryl Evans
Subject: Public Comment on SAMP Scoping
Date: Monday, September 24, 2018 9:29:53 PM
Attachments: Scoping_Comment_Evans.pdf

Dear Mr. Steve Rybolt,

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Should us forwarding comments on behalf of Ms. Evans be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Received 2/6/2015

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Name: CHERYL EVANS Signature: Cheryl Evans

Address: 24614 3rd Ave S Des Moines WA

E-mail: CSL365@aol.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; penelopeeu2020@yahoo.com
Date: Wednesday, September 19, 2018 1:28:44 PM
Attachments: Scoping_Comment_Edlund.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Penelope Edlund of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Edlund be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 787 3383

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Penelope Edlund Signature: _____

Address: 606 S. marine Hills Way Federal Way 98003

E-mail: penelopeeu2020@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; marymeun@gmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 5:53:03 PM
Attachments: Scoping_Comment_Eun.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Mary Eun of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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FIGHT THE FLIGHT

Report ID: 206 767 5393

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Name: Mary Eun Signature: _____

Address: 806 S. 273rd Ct., Des Moines WA 98198

E-mail: marymeun@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: Regan Erskine Signature: [signature]

Address: 15021 28th Ave SW Burien WA 98166

E-mail: reganrae@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: Jason Erskine Signature:

Address: 15021 28th Ave. SW, Burien WA 98166

E-mail: jerskine@aarp.org

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: Margaret A Kess Signature: Margaret A Kess

Address: 24411 10th Ave S
DES MOINES, Wa 98198

E-mail: MKess

Submit form on your own/add comments at: SAMP@portseattle.org

F

From: Quiet Skies
To: SAMP Public Comments; karenfeldt@comcast.net
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 1:05:05 PM
Attachments: Scoping_Comment_Feldt.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Karen Feldt of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Name: KAREN FELDT Signature: Karen G Feldt

Address: 601 South 291ST Federal Way WA 98003

E-mail: Karenfeldt@comcast.net

Submit form on your own/edd comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; afrance1959@comcast.net
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 6:30:47 PM
Attachments: Scoping_Comment_France.pdf

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Amy + Ray France Signature: Amy L. France

Amy L. France

Address: 1719 So. 232nd St.

Des Moines, WA 98198

E-mail: aFrance1956@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; billfeldt@comcast.net
Subject: SAMP Public Comment on Scoping
Date: Monday, September 24, 2018 9:40:16 PM
Attachments: Scoping_Comment_William_Feldt.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. William Feldt of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

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Kind Regards,

Quiet Skies Puget Sound
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Name: William Feldt Signature: William Feldt

Address: 601 S. 291st St., Federal Way, WA 98003

E-mail: billfeldt@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: d.furman@comcast.net; SAMP Public Comments
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 11:34:36 PM
Attachments: Scoping_Comment_Furman.pdf

Dear Mr. Steve Rybolt,

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Should us forwarding comments on behalf of Denise Furman be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
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Name: Denise Furman Signature: Denise Furman

Address: 725 S. 291st St, Federal Way, WA 98003

E-mail: d.furman@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; lauren.frederick@gmail.com
Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 5:35:33 PM
Attachments:	Scoping_Comment_Frederick.pdf

Dear Mr. Steve Rybolt,

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Name: Lauren Frederick Signature: Lauren Frederick

Address: 433 S. 207th St Des Moines WA 98198

E-mail: lauren.e.frederick@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

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Why no study of noise impacts outside the six south-end airport neighboring cities?	For communities under a NextGen RNP, such as Vashon Island, the airport, and all its impacts, effectively moved in next door one day out of the blue, so to speak.	Please include in the SAMP's scope studying every hectare (100m x 100m) of the Puget Sound Region that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same level of detail as the cities directly neighboring the airport.	BAF
Why no study of the noise generated by the airframe itself, as opposed to just the engines?	On arrival, a large amount – if not a majority – of the noise comes from the airframe and extended control surfaces to slow down the aircraft.	Please use tools that can accurately model airframe ***generated*** noise, and if the FAA's AEDT software is insufficient for this purpose, then addition software must be used to augment the AEDT results.	BAF
Why No Study of What's Already Happened? How does the Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years, as well as procedural changes?	Overflight totals went from 316,000 to 413,000, and the new NextGen HAWKZ and MARNR RNPs were substantially utilized for the first time.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years, as well as the first significant use of the NextGen HAWKZ and MARNR RNPs vs. conventional ILS arrivals.	BAF
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Name: Beth Anne Freiling Signature: Beth Anne Freiling

Address: 12412 VASHON HWY SW VASHON WA 98070

E-mail: 90freefarm@gmail.com

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

G

From:	STEPHEN GRIFFIN
To:	SAMP Public Comments
Cc:	marinehillsfw@gmail.com
Subject:	SAMP Scoping Comments
Date:	Monday, September 17, 2018 8:49:10 AM
Attachments:	SAMP Scoping - Angela Griffin comments.pdf SAMP Scoping - Dorothy Griffin comments.pdf SAMP Scoping - Stephen Griffin comments.pdf

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To Port of Seattle,

Please see the attached SAMP scoping comments.

Regards,

Stephen Griffin

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Name: Angela Griffin Signature: Angela Griffin

Address: 1030 S 289th St.
Federal Way, WA 98003

E-mail: agriffin2@gmail.com

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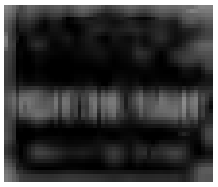

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Dorothy Griffin Signature: [signature]

Address: 1030 S 289th Fed Way, We 98003

E-mail: DAGRIFFIN10@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

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Address: 1030 S. 289th St.
Federal Way, WA 98003

E-mail: SRGGRIFFIN@Comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; g.e.gibsong@gmail.com
Subject: SAMP Public Comment of Scoping
Date: Monday, September 24, 2018 11:10:28 PM
Attachments: Scoping_Comment_Gary_Gibson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Gary Gibson of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Name: GARY GIBSON Signature: Gary Gibson

Address: 22014 7 AVE S. DES MOINES, WA. 98198

E-mail: G.E.GIBSONG@GMAIL.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Dan S
To: SAMP Public Comments
Subject: SAMP Comments
Date: Friday, September 28, 2018 10:17:37 AM
Attachments: Scanned-image.pdf

Please log the attached PDF as my comments on the SAMP
Thank you
Amy Glassman
Burien, WA

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Name: AMY GLASSMAN Signature: Amy Glassman

Address: 2704 SW 152ND PL, BURIEN

E-mail: AMY.GLASSMAN1@GMAIL.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; calvingligorea@bhhsnwre.com
Subject: Fwd: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 6:35:15 PM
Attachments: Scoping_Comment_Gligorea_Caluini.pdf

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Name: Robin Gligorea Signature:

Address: 27007 10th Ave S Des Moines WA

E-mail: robingligorea@hotmail.com

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From: Quiet Skies
To: SAMP Public Comments; gligmom@icloud.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Tuesday, September 18, 2018 1:42:47 PM
Attachments: Scoping_Comment_Gligorea.pdf

Dear Mr. Steve Rybolt,

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Report at 206.787.5388

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Name: Mitzi Gilgoren Signature:

Address: 37027 1st Ave S.

E-mail: gilgmom@icloud.com

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From:	Quiet Skies
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Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 6:29:34 PM
Attachments:	Scoping Comment Gligorea Caluini.pdf

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 26th 2018.

Name: Carolyn Gallegos Signature: _____

Address: 27007 10th Ave S Des Moines WA

E-mail: cgbungligorca@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; kgrande@msn.com
Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 5:51:17 PM
Attachments:	Scoping_Comment_Grande.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Judith Grande of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Grande be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
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FIGHT THE FLIGHT

Report it: 206.787.5388

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Name: Judith A. Grande Signature: Judith A. Grande

Address: 737 S. 232nd Cont
Des Moines, WA 98198

E-mail: Kgrande@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

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Why no study of noise impacts outside the six south-end airport neighboring cities?	For communities under a NextGen RNP, such as Vashon Island, the airport, and all its impacts, effectively moved in next door one day out of the blue, so to speak.	Please include in the SAMP's scope studying every hectare (100m x 100m) of the Puget Sound Region that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same level of detail as the cities directly neighboring the airport.	cy
Why no study of the noise generated by the airframe itself, as opposed to just the engines?	On arrival, a large amount – if not a majority – of the noise comes from the airframe and extended control surfaces to slow down the aircraft.	Please use tools that can accurately model airframe ***generated*** noise, and if the FAA's AEDT software is insufficient for this purpose, then addition software must be used to augment the AEDT results.	cy
Why No Study of What's Already Happened? How does the Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years, as well as procedural changes?	Overflight totals went from 316,000 to 413,000, and the new NextGen HAWKZ and MARNR RNPs were substantially utilized for the first time.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years, as well as the first significant use of the NextGen HAWKZ and MARNR RNPs vs. conventional ILS arrivals.	cy
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Please include the requests I have initialed above in the scope of the SAMP environmental review. Comments must be **received** by September 28th 2018.

Name: Catherine Grado Signature: Catherine A Grado

Address: 9840 SW 185th PL, Vashon, WA

E-mail: cgvashon@outlook.com

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

H

From: Jay Hasbrouck
To: SAMP Public Comments
Subject: Scoping Requests for SAMP (attached)
Date: Thursday, September 20, 2018 5:37:51 PM
Attachments: Scan Sep 20, 2018 at 5.35 PM.pdf
ATT00001.htm

FIGHT THE FLIGHT

QUIET SKIES COALITION

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Name: Jay Hasbrouck Signature: Jay Hasbrouck

Address: 16600 25th Ave SW Burien WA 98166

E-mail: jayhasbrouck@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; robertherzog@juno.com
Subject:	Scoping Comment on SAMP
Date:	Sunday, September 23, 2018 2:05:10 PM
Attachments:	Scoping_Comment_Herzog.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Robert Herzog of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Herzog be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Robert Herzog Signature: R. H

Address: 2[illegible] - 7th Pl S

E-mail: robertherzog@[illegible].com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Chris Hall
Subject: SAMP Scoping Public Comment
Date: Monday, September 24, 2018 9:33:24 PM
Attachments: Scoping_Comment_Chris_Hall.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Chris Hall of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Team Member

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Name: Chris Hall Signature: Chris Hall

Address: 823 S. Marine Hills Way

E-mail: ENZOSPEED@GMAIL.COM

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From: Quiet Skies
To: SAMP Public Comments; jesserhart@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 6:44:37 PM
Attachments: Scoping_Comment_Hart.pdf

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Team Member

FIGHT THE FLIGHT

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The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Jesse Hart Signature:

Address: 625 S 147th Pl, Burien, WA 98168

E-mail: jesserhart@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; wahaley0907@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 1:37:49 PM
Attachments: Scoping_Comment_Haley.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Wendy Haley of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: WENDY HALEY Signature: Wendy Haley

Address: 24018 26th PL S # A 301
DES MOINES 98198

E-mail: wahaley0907@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Dana Hollaway
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 2:58:25 PM
Attachments: Scoping_Comment_Hollaway.pdf

Dear Mr. Steve Rybolt,

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Kind Regards,

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Name: DANA HOLLAWAY Signature: Dana Hollaway

Address: 2020 SW 304TH ST, FEDERAL WAY WA 98023

E-mail: baloo@hollawayhome.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; missvickyh@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Tuesday, September 25, 2018 4:06:25 PM
Attachments: Scoping_Comment_Vicky_Hartley.pdf

Dear Mr. Steve Rybolt,

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Kind Regards,

Quiet Skies Puget Sound
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FIGHT THE FLIGHT

Report it! 206 787-5388

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Name: Vicky Hartley Signature: Vicky Hartley

Address: 12428 - 12th Ave S Burien 98168

E-mail: missvickyh@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; peteholder@comcast.net
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 10:36:49 PM
Attachments: Scoping_Comment_Holder.pdf

Dear Mr. Steve Rybolt,

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FIGHT THE FLIGHT

Report ID: Alaska Flight 5350

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Name: Peter L. Holmes Signature: [signature]

Address: 12019 Stanning Ct. S.W. Burien WA. 98146

E-mail: peteholmes@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; wendyleahall@gmail.com
Subject: Public Comment Scoping SAMP
Date: Thursday, September 27, 2018 11:44:39 AM
Attachments: Scoping_Comment_Hall.pdf

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Redacted: 206 787 3393

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Name: Wendy Hall Signature: Wendy Hall

Address: 823 S Marine Hills Way Federal Way, WA 98003

E-mail: wendyleahall@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Wendy Hall
To:	SAMP Public Comments
Cc:	shebrush@gmail.com
Subject:	Public comment for SAMP
Date:	Thursday, September 27, 2018 10:56:53 AM
Attachments:	SAMP_NTP_EnvrReview_HallComments.pdf

Attached are my comments regarding the SAMP.
Thank you,
~ Wendy Hall

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Address: 823 S. Marine Hills Way Federal Way, WA 98003

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Submit form on your own/add comments at: SAMP@portseattle.org

2-85

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Name: Ace Harrison Signature: Ace Harrison

Address: 601 S 227th St #2035 Des Moines WA 98198

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: Dianne Hoerle Signature: Dianne Hoerle

Address: 6015 227th St #205 Des Moines WA 98198

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Doreen
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Tuesday, September 18, 2018 2:07:23 PM
Attachments: Scoping_Comment_Harper_Doreen.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Doreen Harper of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mrs. Harper be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report 1: 206/787-5393

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Name: Doree Hanner Signature: Doree Hanner

Address: 26623 10th Ave S, Des Moines 98198

E-mail: [illegible]

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; iris.hernandez.77@gmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 11:56:16 PM
Attachments: Scoping_Comment_Hernandez.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Iris Hernandez of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Ms. Hernandez be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Iris Hernandez Signature: _____

Address: 29[illegible] 7th Pl S

E-mail: [illegible]

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; ear@harperstudios.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 7:06:25 PM
Attachments: Scoping_Comment_Harper.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Earl Harper of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Report it! 206.787.5389

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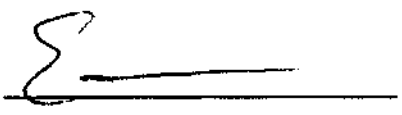
Name: Earl Harper Signature: 

Address: 26625 16th Ave S.

E-mail: Earl@harperstudios.com

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From:	Quiet Skies
To:	SAMP Public Comments; susan.honda@cityoffederalway.com
Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 6:01:57 PM
Attachments:	Scoping_Comment_Honda.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Deputy Mayor Mrs. Susan Honda of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mrs. Honda be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Redondo 206 787 3393

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Name: Susan Honda Signature: Susan Honda

Address: 327 4th Ave SW
Fw 98023

E-mail: Susan.Honda@CityofFirwa...

Submit form on your own/add comments at: SAMP@portseattle.org

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Why no study of noise impacts outside the six south-end airport neighboring cities?	For communities under a NextGen RNP, such as Vashon Island, the airport, and all its impacts, effectively moved in next door one day out of the blue, so to speak.	Please include in the SAMP's scope studying every hectare (100m x 100m) of the Puget Sound Region that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same level of detail as the cities directly neighboring the airport.	
Why no study of the noise generated by the airframe itself, as opposed to just the engines?	On arrival, a large amount – if not a majority – of the noise comes from the airframe and extended control surfaces to slow down the aircraft.	Please use tools that can accurately model airframe ***generated*** noise, and if the FAA's AEDT software is insufficient for this purpose, then addition software must be used to augment the AEDT results.	
Why No Study of What's Already Happened? How does the Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years, as well as procedural changes?	Overflight totals went from 316,000 to 413,000, and the new NextGen HAWKZ and MARNR RNPs were substantially utilized for the first time.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years, as well as the first significant use of the NextGen HAWKZ and MARNR RNPs vs. conventional ILS arrivals.	
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	

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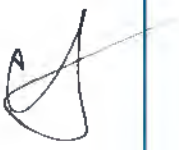
Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to SeaTac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	
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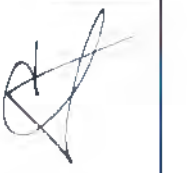
What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive. Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	
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Name: Carey Huffman Signature:

Address: 12028 Cunliffe Rd SW Vashon, WA 98070

E-mail: careyhuffman@yahoo.com

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

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Name: Robbie Howell Signature: Robbie Lynch Howell

Address: 15240 20 Ave SW
Burien, WA. 98166

E-mail: robbie.wre@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

New address: Moving To: 7310 Steilacoom Blvd SW
Lakewood, WA. 98499

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Name: Signature: Muriel Haegele

Address:

E-mail:

Ms Muriel Haegele
29527 9th Pl S
Federal Way, WA 98003

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Address: 919 S. 248th St
Des Moines, Wa 98198

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Name: Raymond M Hayes Signature: Raymond M Hayes

Address: 24818 10 Ave South
Des Moines WA 98198

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1114

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Dorothy Tson Signature: Dorothy Tson

Address: 807 S. 218th St. E203

E-mail: Des Moines, Wa 98198

Submit form on your own/add comments at: SAMP@portseattle.org

J

From:	Quiet Skies
To:	SAMP Public Comments; jjjmd0047@gmail.com
Subject:	SAMP Public Comment on Scoping
Date:	Friday, September 28, 2018 7:46:05 PM
Attachments:	Scoping_Public_Comment_Johnson.pdf

Dear Mr. Steve Rybolt,

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Jennifer Johnson Signature: Jennifer J Johnson

Address: 807 S. 218th N101 Des Moines, WA 98198

E-mail: JJJMD0047@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Katie Jules
To:	SAMP Public Comments
Cc:	hladick.christopher@epa.gov
Subject:	SAMP Scoping Requests from Burien, WA Resident Katie Jules
Date:	Wednesday, September 19, 2018 11:47:00 AM
Attachments:	SAMP Scoping Requests from Katie Jules - 9.19.18.pdf

To The Port:

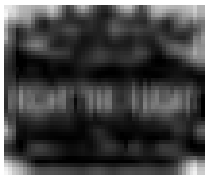
Please see attached for my SAMP scoping requests.

Respectfully,

Katie Jules

13844 17th Ave SW

Burien, WA 98166



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* To the Port: In connection with this 2-page submission, please see Page 2 for my requests in this regard. My household urges the Port to comply.

Respectfully submitted,
Katie E. Jules

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Name: Katie E. Jules Signature: Katie E. Jules

Address: 13844 17th Ave SW, Burien, WA 98166

E-mail: gorringek@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; jwjohns1@comcast.net
Subject: SAMP Scoping Public Comment
Date: Tuesday, September 25, 2018 3:44:58 PM
Attachments: Scoping_Comment_John_Johnson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. John Johnson of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: John W Johnson Signature: John W. Johnson

Address: 12424 - 12th Ave S

E-mail: JWJOHNS2@Comcast.Net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; tjuberg2001@yahoo.com
Subject: SAMP Public Comment on Scoping
Date: Thursday, September 27, 2018 2:17:18 PM
Attachments: Scoping_Comment_Terri_Juberg.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Terri Juberg of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding these comments on behalf of the Mrs. Juberg be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206.787.5193

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Name: Terri Juberg Signature: Terri L. Juberg

Address: 801 S. 248th
Des Moines, WA 98198

E-mail: TJuberg2001@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; mejweaver@comcast.net
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 11:15:31 PM
Attachments: Scoping_Comment_Weaver.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Marian Julum-Weaver of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 1 comment below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Marian Julum-Weaver Signature: Marian Julum-Weaver

Address: 2437 SW 170th St Burien Wa 98166

E-mail: mejweaver@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

We're providing a list of sample questions – questions *we* certainly have for the Port of Seattle. If you want the subject matter of any of *these* questions included in the scope of the environmental review, for each question we've added a related sample "scoping request." Just initial any request you want, sign at the bottom, and bring it to our Sep 23rd meeting, mail it (address at the end of page two), or take it to a SAMP meeting (Sep 17th & 19th remaining) to deliver by hand. Special thanks to http://quietskiespugetsound.org for coming up with this template, and allowing us to adopt it, to help citizens add their comments to the SAMP.

QUESTION	COMMENT	SCOPE REQUEST	INITIAL
Why no study of noise impacts outside the six south-end airport neighboring cities?	For communities under a NextGen RNP, such as Vashon Island, the airport, and all its impacts, effectively moved in next door one day out of the blue, so to speak.	Please include in the SAMP's scope studying every hectare (100m x 100m) of the Puget Sound Region that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same level of detail as the cities directly neighboring the airport.	KRJ
Why no study of the noise generated by the airframe itself, as opposed to just the engines?	On arrival, a large amount – if not a majority – of the noise comes from the airframe and extended control surfaces to slow down the aircraft.	Please use tools that can accurately model airframe ***generated*** noise, and if the FAA's AEDT software is insufficient for this purpose, then addition software must be used to augment the AEDT results.	KRJ
Why No Study of What's Already Happened? How does the Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years, as well as procedural changes?	Overflight totals went from 316,000 to 413,000, and the new NextGen HAWKZ and MARNR RNPs were substantially utilized for the first time.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years, as well as the first significant use of the NextGen HAWKZ and MARNR RNPs vs. conventional ILS arrivals.	KRJ
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	KRJ

Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	
Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to SeaTac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	KRJ
Sensitive populations? Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.	KRJ
What About Overnight Flights? Will Port collect and assess global scientific studies relating to impacts from *overnight* flights noise?	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.	KRJ
What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive. Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	KRJ
Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	KRJ

Please include the requests I have initialed above in the scope of the SAMP environmental review. Comments must be received by September 28th 2018.

Name: KEVIN R JONES Signature: KRJ

Address: PO BOX 2607, VASHON, WA 98070

E-mail: KEVINJONVASH@GMAIL.COM

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

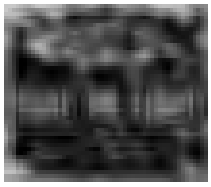
K

From:	M K
To:	SAMP Public Comments
Subject:	SAMP Requests
Date:	Friday, September 14, 2018 6:11:06 PM
Attachments:	air noise traffic.pdf

N3-6 N3-1 N3-3

To Whom It May Concern,
Please review the attached document regarding air traffic noise that is causing havoc in our household. We're forced to keep all of our windows closed regardless of the weather/temperature outside throughout the year. We're forced to turn up our TV volume unnecessarily due to the noise from the air traffic above our house. We can't even conduct a normal conversation outside for no more than 30secs at a time due to the loud noise caused by air traffic above our house. Our 3 year old daughter has the most difficult time sleeping at night due to the air traffic noise. At her age, she should be getting about 12 hrs of sleep per day and she's getting around 9. I have no idea what kind of long term effect this will have on our daughter. Please do something and help us control this noise in our neighborhood!

Sincerely,
Micha Kang Kampe



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Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	MK
Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	MK
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	MK

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Micha Kang Kampe Signature: [signature]

Address: 28614 8th PL S Federal Way WA 98003

E-mail: meezakang@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Anne Kroeker
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 6:18:21 PM
Attachments: Scoping_Comment_Kroeker.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Anne Kroeker of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Ms. Kroeker be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 787 3393

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Anne Kroeker Signature: Anne Kroeker

Address: 27915 10th Ave S, Des Moines

E-mail: annekr86520 com

Submit form on your own/add comments at: SAMP@portseattle.org

FIGHT THE FLIGHT

Report it: 206 787 5388

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All above

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Name: [illegible] Signature: [illegible]

Address: [illegible]

E-mail: [illegible]

Submit form on your own/add comments at: SAMP@portseattle.org

WANT AIRCRAFT TRAFFIC IS estimated that does not include any flights to get to the region (Job Document)
Also other report to provide this hub activity

S1-1

From: Quiet Skies
To: SAMP Public Comments; liziack@seanet.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Sunday, September 23, 2018 11:48:40 AM
Attachments: Scoping_Comment_Jackson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Elizabeth Jackson of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding these comments on behalf of the Ms. Jackson be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 3793

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ALL ABOVE

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Name: ANDREA Kilcoyne Signature: [signature]

Address: 2709 7th PLCE
Issaquah WA 98027

E-mail: kandrea05@earthlink.com

Submit form on your own/add comments at: SAMP@portseattle.org

WHAT AMOUNT OF TRAFFIC IS STILL GO that DOES NOT provide any tangible benefit to the Region (Job Development) Please other Airport to provide this hub Activity

From: Quiet Skies
To: SAMP Public Comments; dlknuts@msn.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 4:38:36 PM
Attachments: Scoping_Comment_Knutson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Diane Knutson of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mrs. Knutson be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Diane Knutson Signature: Diane Knutson

Address: 27019 7th Pl S. Des Moines, WA 98198

E-mail: dlknuts@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; larry05@outlook.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Sunday, September 23, 2018 11:45:12 AM
Attachments: Scoping Comment Larry Knutson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Larry Knutson of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 12 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mr. Knutson be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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ALL ABOVE

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: [illegible] Signature: [illegible]

Address: [illegible]

E-mail: [illegible]

Submit form on your own/add comments at: SAMP@portseattle.org

WHAT AMOUNT OF TRAFFIC IS STRONG GO THAT DOES NOT PROVIDE ANY MEASURABLE BENEFIT TO THE REGION (JOB DON'T COUNT) ALSO OTHER MONEY TO PROVIDE THIS HUB ACTIVITY

N10-27

From: Quiet Skies
To: SAMP Public Comments; Mark.Koppang@cityoffederalway.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 6:05:01 PM
Attachments: Scoping_Comment_Koppang.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Council member Mr. Mark Koppang of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mr. Koppang be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

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Name: MARK KOPPANG Signature: Mark Koppang

Address: 639 S. 295th Pl Federal Way WA 98003

E-mail: mkoppang@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: Pat Kinney Signature: Pat Kinney

Address: 312 So. 295th Pl, Federal Way 98003

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: MICHAEL KUN Signature:

Address: 33113 10TH PL SW
FEDERAL WAY, WA
98023

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

L

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Return by 9/28/18

tl

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Name: TONI LALLY Signature: Toni Lally

Address: 601 S 227th #306S

E-mail: tgranol@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Emily Lo
To: SAMP Public Comments
Subject: The Sustainable Airport Master Plan
Date: Wednesday, September 26, 2018 8:46:42 AM
Attachments: SCAN0069.PDF

Hi,

Please see attached 10 Sample questions and related scoping requests form.

Thanks,
Emily

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Name: Emily Lo Signature: Emily Lo

Address: 28632 11th Ave S. Federal Way, WA 98003

E-mail: emilylo630@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; yhkimlee630@yahoo.com
Subject: SAMP Scoping Public Comment
Date: Tuesday, September 25, 2018 3:41:05 PM
Attachments: Scoping_Comment_Young_Hee_Lee.pdf

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Kind Regards,

Quiet Skies Puget Sound
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Name: YOUNG HEE LEE Signature: [signature]

Address: 29039 7th PL S Federal Way WA 98003

E-mail: Yhkimlee630@aol.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Lewis, Steve
Subject: SAMP Public Comment on Scoping
Date: Monday, September 24, 2018 9:35:27 PM
Attachments: Scoping_Comment_Stephen_Lewis.pdf

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Name: C. Stephen Lewis Signature: C. Stephen Lewis

Address: 28843 7th Ave S., Federal Way, WA 98003

E-mail: lewiscs@seanet.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; blockact8th@outlook.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 3:34:52 PM
Attachments: Scoping_Comment_Leffler.pdf

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FIGHT THE FLIGHT

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Name: Stephanie C. Laffler Signature: Stephanie Laffler

Address: 24517 8th Ave S
Des Moines, WA 98198

E-mail: mickeyfish@outlook.com

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From: Quiet Skies
To: SAMP Public Comments; alli@alark.new
Subject: SAMP Public Comment on Scoping
Date: Monday, September 24, 2018 10:06:01 PM
Attachments: Scoping_Comment_Alli_Larkin.pdf

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Name: ALLI LARKIN Signature: Alli Larkin

Address: 21937 7TH AVE SO #210 DES MOINES, WA

E-mail: alli@alark.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Peter Leveson
To: SAMP Public Comments
Subject: SAMP Comments
Date: Thursday, September 27, 2018 8:21:58 PM
Attachments: 2018_09_20 SAMP Comments Peter Leveson.pdf

Get Outlook for Android

From: Nancy Leveson <nancyleveson@gmail.com>
Sent: Thursday, September 20, 2018 6:19:49 PM
To: pleveson@outlook.com; pleveson@comcast.net
Subject: SAMP Comments

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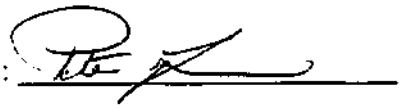
Name: Peter Leveson Signature: 

Address: 21410 4th Ave S.
Des Moines WA 98198

E-mail: PLEVESON@COMCAST.NET

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: ALLI LARKIN Signature: Alli Larkin

Address: 21937 7TH AVE SO #210 DES MOINES, WA

E-mail: alli@alark.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; hanbomlee@hotmail.com
Subject: Public Comment SAMP Scoping
Date: Tuesday, September 25, 2018 2:59:52 PM
Attachments: Scoping_Comment_Han_Lee.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Han Lee of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Lee be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
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Name: HAN B LEE Signature:

Address: 29039 7TH PL S FEDERAL WAY WA 98003

E-mail: hanbomlee@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Bernedine Lund
To: SAMP Public Comments
Subject: Comments on SAMP and scoping requests
Date: Wednesday, September 26, 2018 10:52:58 AM
Attachments: SAMP 10 qx form sent in.pdf

See attached form.

The Sustainable Airport Master Plan (SAMP)
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Name: Bernedine Lund Signature: Bernedine Lund

Address: 824 S. 296th Place, Federal Way, WA 98003

E-mail: philand bernedine2012@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; pattilinscott@yahoo.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 11:27:03 PM
Attachments: Scoping_Comment_Linscott.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Patti Linscott of Des Moine, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Report it: 206 787 5388

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Patti Lingscott Signature: [signature]

Address: 22335 6th Ave So., Des Moines WA 98198

E-mail: pattilingscott@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; billlinscott@yahoo.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 9:49:48 PM
Attachments: Scoping_Comment_Linscott_William.pdf

Dear Mr. Steve Rybolt,

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 3393

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Name: Bill Linscott Signature: William B Linscott 9/19/18

Address: 22335 6th Ave So Des Moines WA 98198

E-mail: billlinscott@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments
Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 5:31:16 PM
Attachments:	Scoping_Comment_Leveson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Nancy Leveson of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Name: Nancy Leveson Signature: Nancy Leveson

Address: 21410 4th Ave S, Des Moines, WA 98198

E-mail: NANCYLEVESON@GMAIL.COM

Submit form on your own/add comments at: SAMP@portseattle.org

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Why no study of noise impacts outside the six south-end airport neighboring cities?	For communities under a NextGen RNP, such as Vashon Island, the airport, and all its impacts, effectively moved in next door one day out of the blue, so to speak.	Please include in the SAMP's scope studying every hectare (100m x 100m) of the Puget Sound Region that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same level of detail as the cities directly neighboring the airport.	
Why no study of the noise generated by the airframe itself, as opposed to just the engines?	On arrival, a large amount – if not a majority – of the noise comes from the airframe and extended control surfaces to slow down the aircraft.	Please use tools that can accurately model airframe ***generated*** noise, and if the FAA's AEDT software is insufficient for this purpose, then addition software must be used to augment the AEDT results.	
Why No Study of What's Already Happened? How does the Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years, as well as procedural changes?	Overflight totals went from 316,000 to 413,000, and the new NextGen HAWKZ and MARNR RNPs were substantially utilized for the first time.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years, as well as the first significant use of the NextGen HAWKZ and MARNR RNPs vs. conventional ILS arrivals.	
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What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive. Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	RL
Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	RL

Please include the requests I have initialed above in the scope of the SAMP environmental review. Comments must be **received** by September 28th 2018.

Name: Robert Luke Signature: Robert Luke

Address: 10780 SW Cowan Rd
Vashon WA 98070

E-mail: robertsanfordluke@hotmail.com

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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QUESTION	COMMENT	SCOPE REQUEST	INITIAL
Why no study of noise impacts outside the six south-end airport neighboring cities?	For communities under a NextGen RNP, such as Vashon Island, the airport, and all its impacts, effectively moved in next door one day out of the blue, so to speak.	Please include in the SAMP's scope studying every hectare (100m x 100m) of the Puget Sound Region that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same level of detail as the cities directly neighboring the airport.	AL
Why no study of the noise generated by the airframe itself, as opposed to just the engines?	On arrival, a large amount – if not a majority – of the noise comes from the airframe and extended control surfaces to slow down the aircraft.	Please use tools that can accurately model airframe ***generated*** noise, and if the FAA's AEDT software is insufficient for this purpose, then addition software must be used to augment the AEDT results.	AL
Why No Study of What's Already Happened? How does the Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years, as well as procedural changes?	Overflight totals went from 316,000 to 413,000, and the new NextGen HAWKZ and MARNR RNPs were substantially utilized for the first time.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years, as well as the first significant use of the NextGen HAWKZ and MARNR RNPs vs. conventional ILS arrivals.	AL
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	AL

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Name: Ayumi Luke Signature:

Address: 10780 SW Cowan Rd
Vashon WA 98070

E-mail: ayuayusnake@gmail.com

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Name: Twyla G. Lawrence Signature: Twyla G. Lawrence

Address: 13405-1st Ave SW, Burien

E-mail: twyla6@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle org

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Please include the requests I have initialed above in the scope of the SAMP environmental review.

Name: Dawn Lemmel Signature: Dawn Lemmel

Address: 3138 SW 172nd St, Burien WA

E-mail: lemmelz@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: STAN LEMMEL Signature:

Address: 3138 S.W. 172ND
Burien, WA 98166

E-mail: slemmel@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

M

From:	Saundra Mock
To:	SAMP Public Comments
Cc:	quietskiespugetsound@gmail.com
Subject:	The study you are conducting on SAMP!
Date:	Friday, September 28, 2018 7:01:04 PM

N2-5 N10-10 S11-24

To whom it may concern,
Please do the necessary studies on all environmental impacts of the enormous growth you are planning at SEATAC. The air surrounding SEATAC is currently in the 100 percentile of the worst in our nation. YET YOU are moving forward with this growth plan of 41% without knowing the FACTS on how this is impacting our region! This is ridiculous and we deserve better protection from you. Don't be a bad neighbor, do a complete study; Air, water, fruit, vegetables, soil, noise, traffic, and environmental!
Thank you,

Saundra Mock
206-818-1042
Sent from my iPhone

From: Mintzer Tom
To: SAMP Public Comments
Subject: Sustainable Airport Master Plan (SAMP)
Date: Monday, September 17, 2018 10:26:11 AM
Attachments: SAMP Questionaire_Theresa Mintzer.pdf

I request the attached questions be addressed and the findings be included as public record when assessing specific environmental considerations/impacts for increased air traffic under the Sustainable Airport Master Plan.

Thank you,
Theresa A. Mintzer

FIGHT THE FLIGHT

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Name: THERESA A. MINTZER Signature: Theresa A. Mintzer

Address: 927 S 296th Place
Federal Way WA 98003

E-mail: mintzert@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Mintzer, Thomas (Tom) CTR USARMY I CORPS (US)
To:	SAMP Public Comments
Cc:	mintzert@gmail.com
Subject:	Sustainable Airport Master Plan (SAMP)
Date:	Monday, September 17, 2018 10:32:57 AM
Attachments:	SAMP Questionaire_Thomas Mintzer.pdf

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Sincerely,
Thomas Mintzer

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Name: THOMAS MINTZER Signature:

Address: 927 S 296th Place, FEDERAL WAY, WA, 98003

E-mail: mintzert@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: twinlakesvet1@gmail.com
To: SAMP Public Comments
Subject: Scanned from a Xerox Multifunction Device
Date: Tuesday, September 18, 2018 10:11:44 AM
Attachments: Scanned from a Xerox Multifunction Device.pdf

Please open the attached document. It was scanned and sent to you using a Xerox Multifunction Device.

Attachment File Type: pdf, Multi-Page

Multifunction Device Location:
Device Name: XRX9C934E5C1C68

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The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Signature: Myra M. Mizumoto

Address: 417 S. 289th St. Federal Way WA 98003

E-mail: M.MIZUMOTO@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; keyjay75@gmail.com
Subject: SAMP Scoping Public Comment
Date: Tuesday, September 25, 2018 3:51:42 PM
Attachments: Scoping_Comment_Keyondre_McDonald.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Keyondre McDonald of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Keyondre McDonald be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Keyenaire mcdonald. Signature: ~~Kelly~~ Kim Keyenaire

Address: 12640 12th ave South burien Washington 98168

E-mail: KEYJay75@gmail.com.

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; pat-kurtmoss@msn.com
Subject: SAMP Scoping Public Comment
Date: Monday, September 24, 2018 9:52:12 PM
Attachments: Scoping_Comment_Pat_Moss.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Patricia Moss of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Moss be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Pat Moss Signature: [signature]

Address: 640 - S 295th Pl

E-mail: Pat-KurtMoss@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; jamesmccartney@hotmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 7:12:16 PM
Attachments: Scoping_Comment_McCartney.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. James McCartney of Auburn, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. McCartney be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report at 206 787 5393

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Name: James McCartney Signature: [signature]

Address: 27842 38th PL S, Auburn WA 98001

E-mail: jamesmccartney@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; mrmarkkanen@comcast.net
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 7:22:42 PM
Attachments: Scoping_Comment_Markkanen.pdf

Dear Mr. Steve Rybolt,

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 3393

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Name: MARIANNE MARCKWARDT Signature: marianne marckwardt

Address: 2613 12th Ave SO Seattle

E-mail: MMARCKWARDT@COMCAST.NET

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; dbmurray@seanet.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 8:06:26 PM
Attachments: Scoping_Comment_Murray_Don.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Don Murray of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 13 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Murray be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Research: 206 787 5393

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More specific Greater West Coast
California, Oregon

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: D B MURRAY Signature: Don Murray

Address: 815 S. 216TH ST, DES MOINES

E-mail: dbmurray@seanet.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Kurt Moss
Subject: SAMP Public Comment on Scoping
Date: Monday, September 24, 2018 9:47:11 PM
Attachments: Scoping_Comment_Kurt_Moss.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Kurt Moss of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Moss be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

The Sustainable Airport Master Plan (SAMP)
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Name: Kurt Moss Signature:

Address: 640 SO 295TH PL. FEDERAL WAY, WA. 98003

E-mail: MOSSKURT@MSN.COM.

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; tomusselman@yahoo.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 2:47:20 PM
Attachments: Scoping_Comment_Musselman.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Tina Musselman of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 3393

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: [illegible] Signature: [illegible]

Address: [illegible]

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; max2mm@aol.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 3:28:54 PM
Attachments: Scoping_Comment_Maces.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Dorothee Maces of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Should us forwarding comments on behalf of Mrs. Maces be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 /07 5393

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Name: Dorothee Mays Signature: Dorothee Mays

Address: 28604 9th Ave S

E-mail: max2mm@aol.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; lmeinecke@wesleyhomes.org
Subject:	SAMP Public Comment on Scoping
Date:	Sunday, September 23, 2018 4:10:56 PM
Attachments:	Scoping_Comment_Meinecke.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Lisa Meinecke of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Lisa Memecke Signature: Lisa Memecke

Address: 125-66th Ave S 216th St Des Moines

E-mail: lmemecke@wesleyhomes.org

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; seattlepaula@comcast.net
Subject: SAMP Public Comment on Scoping
Date: Tuesday, September 25, 2018 4:33:11 PM
Attachments: Scoping_Comment_Paula_McDonald.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Paula McDonald of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Ms. McDonald be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

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Name: PAULA McDonald Signature: Paula McDonald

Address: 12640 12th Ave So Seattle WA. 98168

E-mail: SEATTLEPAULA@Comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; opmark@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Tuesday, September 25, 2018 4:39:28 PM
Attachments: Scoping_Comment_O_Mark.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. OP Mark of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: [illegible] Signature: [illegible]

Address: [illegible]

E-mail: [illegible]

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; smouse@seanet.com
Subject: SAMP Public Comment on Scoping Sheila Murray
Date: Sunday, September 23, 2018 6:43:07 PM
Attachments: Scoping_Comment_Murry_Sheila.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Sheila Murray of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Murray be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Request it! 206 787 3393

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Name: Sheila Murray Signature: Sheila M Murray

Address: 815 S 216th St Des Moines 98198

E-mail: SMouse@Seanet.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Lynn Meyer
To: SAMP Public Comments
Subject: SAMP input
Date: Monday, September 17, 2018 3:43:32 PM
Attachments: SAMP input.pdf

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Name: Lynn Meyer Signature:

Address: 29219 7th Pl S
Federal Way, WA 98003

E-mail: lynncops@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Brad McKeown
To: SAMP Public Comments
Subject: SAMP Comments
Date: Friday, September 14, 2018 1:59:26 PM
Attachments: FightTheFlight.pdf

Please see my attached list of SAMP questions and comments.

Regards,

Brad McKeown
700 S Marine Hills Way
Federal Way, WA 98003

FIGHT THE FLIGHT

Report it! 206-787-5363

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Name: Brad McKeown Signature: Brad McK

Address: 700 S Marine Hills Way Federal Way, WA 98003

E-mail: bsmkeown@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; rebecca.maltos1@gmail.com
Subject: Public Comment on SAMP Scoping
Date: Monday, September 24, 2018 9:42:31 PM
Attachments: Scoping_Comment_Maltos.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Rebecca Maltos of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Ms. Maltos be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Rebecca L Mallos Signature: _____

Address: 21937 7th Ave SO. #201, Des Moines WA 98198

E-mail: Rebecca.mallos2@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; opheliallavasseur@gmail.com
Subject: Public Comment on SAMP Scoping
Date: Tuesday, September 25, 2018 3:58:26 PM
Attachments: Scoping_Comment_Ophelia_McDonaldpdf.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Ophelia McDonald of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Name: Ophelia Mcdonald Signature: Ophelia Mcdonald

Address: [redacted] 12690 12th Ave South

E-mail: Opheliallavasseur@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

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Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	DCM

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Joanne Meyers Signature: Joanne Carol Meyers

Address: 601 S 227th ST APT 208-S

E-mail: JOCLEAN50 @ GMAIL

Submit form on your own/add comments at: SAMP@portseattle.org

From: Jackie Benster
To: SAMP Public Comments
Subject: Comment sheets
Date: Friday, September 28, 2018 3:49:28 PM
Attachments: Airport form Ace H #204S.pdf
Airport Form, Dianne H.#210S.pdf

More comment sheets from Mariner Manor.

From: Quiet Skies
To: SAMP Public Comments; lexus1953@msn.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 11:24:30 PM
Attachments: Scoping_Comment_McAlister.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Michelle McAlister, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comments on behalf of the Ms. McAlister be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 787 3393

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Michelle McAlister Signature: Michelle McAlister

Address:

E-mail: lexus1953c msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; kittyandbill2@yahoo.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 10:22:55 PM
Attachments: Scoping_Comment_Milne.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Catherine Milne of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mrs. Milne be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: CATHERINE D. MILNE Signature: Catherine D. Milne

Address: 11913 - 27th Pl. SW, BURIEN, WA 98146

E-mail: kittyandbill2@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Ray Miryaktia
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 9:55:19 PM
Attachments: Scoping_Comment_Miryekta.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ray Miryekta, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mr. Miryekta be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Report it! 206 787 3393

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	✓
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Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	✓
Sensitive populations? Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.	✓
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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: RAY MIRYEKTA Signature: _____

Address: 842 S. Marine Hills Way, Federal Way, 98003

E-mail: kenterk@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; mmarkken@comcast.net
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 6:53:06 PM
Attachments: Scoping_Comment_Markkanen.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Marianne Markkanen, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Markkanen be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Redacted 206 787 3393

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: MARIANNE MARKKANEN Signature: marianne markkanen

Address: 20613 12th Ave SO Seatac

E-mail: MMARKKAN@COMCAST.NET

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; sharon.povertybay@gmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 6:43:18 PM
Attachments: Scoping_Comment_Morehouse.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Sharon Morehouse of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Sharon Moorehouse be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 787 3393

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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cancer, Stress,

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Name: Sharon Morehouse Signature: Sharon Morehouse

Address: 26501 8th. Ave. S Des Moines WA. 98198

E-mail: sharon.povertybay@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; cougarmomtwice@hotmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 6:06:45 PM
Attachments: Scoping_Comment_Miloscia.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Meschell Miloscia of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mrs. Miloscia be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206.787.5388

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Maxwell Milosia Signature:

Address: 33720 19th Ave S Federal Way WA 98003

E-mail: Cougarmountwire@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; Martin.Moore@cityoffederalway.com
Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 5:59:03 PM
Attachments:	Scoping_Comment_Moore.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Council member Mr. Martin Moore, Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Report it! 206 787 3393

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Martin Moore Signature: Martin Moore

Address: 1905 S. 368th Pl. FW, WA 98003

E-mail: Martin.Moore@cityoffederalway.com.

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; mceachel@aol.com
Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 5:23:04 PM
Attachments:	Scoping_Comment_McEachern.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Laurie McEachern of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Should us forwarding a comment on behalf of the Ms. McEachern be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Dear Ms. McEachern, Please confirm this form to be your submission, sadly you forgot to sign it, but did initial and provide your contact information. Thank you!

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Airport: 11 206 767 5383

The Sustainable Airport Master Plan (SAMP)
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Please include the requests I have initialed above in the scope of the SAMP environmental review.

Name: [illegible] Signature: _____

Address: [illegible]

E-mail: [illegible]

Submit form on your own/add comments at: SAMP@portseattle.org

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Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	Please look ahead carefully T.O.M.
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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: T.O. McCARTHY

Signature: Thomas O. McCarthy

Address 14410 24th Ave SW Burien

E-mail: fijitabaggis@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: LARRY McDONALD Signature: Larry McDonald

Address: 12640 1/2 12th S.

E-mail: Burien, Wa 98168

Submit form on your own/add comments at: SAMP@portseattle.org

5

see e-mail

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Scanned-USM

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Name: Rosemary Mastro Signature: Rosemary Mastro

Address: 11025.249th PL DES MOINES, WA 98198

E-mail: [redacted]

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Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	E.M.C
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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Ellen McCammon Signature: Ellen McCammon

Address: 24822 - 10th Ave So.

E-mail: DES MOINES, 98198

Submit form on your own/add comments at: SAMP@portseattle.org

From: Shelley Merryfield
To: SAMP Public Comments
Subject: Comments - Mr. Steve Rybolt
Date: Wednesday, September 26, 2018 1:28:22 PM

Please see attached comment sheets.

QUESTION	COMMENT	SCOPE REQUEST	INITIAL
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Name: Shelley Merryfield Signature: Shelley Merryfield

Address: 28529 10th Ave So 98003

E-mail: s_merryfield@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

N

From: Quiet Skies
To: SAMP Public Comments; zznewman@yahoo.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 12:47:39 PM
Attachments: Scoping_Comment_Newman.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Donald Newman of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 7 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of the Mr. Newman be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: DOUGLAS NEWMAN Signature: Douglas Newman

Address: 2503 MARINE VIEW DR. S.

DES MOINES, WA 98148

E-mail: ZZNEWMAN@YAHOO.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; blufire48@gmail.com
Subject:	SAMP Scoping Public Comment
Date:	Sunday, September 23, 2018 12:51:32 PM
Attachments:	Scoping_Comment_Numrich.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Steve Numrich of Normandy Park, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 6 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Numrich be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Steve Nimrich Signature: [signature]

Address: 16824 Sylvester Rd SW Normandy Park WA

E-mail: Blufire48@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; margaret nelson
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 1:16:10 PM
Attachments: Scoping_Comment_Nelson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Margaret Nelson of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Ms. Nelson be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Report it! 206.787.5388

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: MARGARET NELSON Signature: Margaret Nelson

Address: 32904 4TH AVE SW, Federal Way, WA 98023

E-mail: oldrosen@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; onehealintouch@gmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 5:16:13 PM
Attachments: Scoping_Comment_Numrich.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Diane Numrich of Normandy Park, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Quiet Skies Puget Sound
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Name: Diane Numrich Signature: Diane Numrich

Address: 16824 Sylvester Rd SW Normandy Park WA 98166

E-mail: onehealintouch@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Roberta Needles Signature: Roberta Needles

Address: 816 So. 216th St. T323

E-mail: Des Moines, WA 98198

Submit form on your own/add comments at: SAMP@portseattle.org

O

From: Quiet Skies
To: SAMP Public Comments; rkathyo@comcast.net
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 4:43:14 PM
Attachments: Scoping_Comment_Oljar.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. R. Kathleen Oljar of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mrs. Oljar be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report 1: 206.787.5393

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Name: R. Kathleen Oljar Signature: R Kathleen Oljar

Address: 601 S 227th St unit 315
Des Moines WA 98198

E-mail: RKathyO@Comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; ken_olson@comcast.net
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 5:11:12 PM
Attachments: Scoping_Comment_Olson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Ken Olson of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mr. Olson be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

*Please accept this email as the valid submission, previous submission had errors.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 5393

The Sustainable Airport Master Plan (SAMP)
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Name: KEN OLSON Signature: _____

Address: 28440 Redondo Beach Dr S
Des Moines, WA 98198

E-mail: Ken_Olsn@Comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; ken-olson@comcast.net
Subject: 10 Sample Questions AND Related Scoping Requests
Date: Wednesday, September 19, 2018 4:46:16 PM
Attachments: Scoping_Comment_Olson.pdf

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report 1! 206 787 5233

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Name: KEN OLSON Signature: _____

Address: 28440 Redondo Beach Dr S
Des Moines, WA 98198

E-mail: Ken_Olson@Comcast.net

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Name: MARILYN ONSTOTT Signature: Marilyn Onstott

Address: 807 S. 218th St. J103 Des Moines WA 98198

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: Jeanne Polk Signature: Jeanne Polk

Address: 807 So. 218th St.
Des Moines, WA 98198

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; j2paige@yahoo.com
Subject: SAMP Public Scoping Comment
Date: Sunday, September 23, 2018 1:13:17 PM
Attachments: Scoping_Comment_Paige.pdf

Dear Mr. Steve Rybolt,

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Kind Regards,

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FIGHT THE FLIGHT

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Jim Paice Signature: Jim Paice

Address: 25655 8th Ave S

E-mail: J2Paice@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; jerrypederson@hotmail.com
Subject: SAMP Public Comment on SEPA Scoping
Date: Sunday, September 23, 2018 5:45:32 PM
Attachments: Scoping_Comment_Pederson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Jerald Pederson of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 7 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Pederson be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Registered [illegible]

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Name: JERRY PEDERSON Signature: _____

Address: 2619 SW 149th PL

E-mail: jerrypederson@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; j2paige@yahoo.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 1:10:06 PM
Attachments: Scoping_Comment_Janet_Paige.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Janet M. Paige of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Ms. Paige be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: James M. Paige Signature: James M. Paige

Address: 29658 8th Ave. S.
Federal Way, WA 98003

E-mail: jmpaige@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Brett Piper
To: SAMP Public Comments
Subject: SAMP scoping requests
Date: Thursday, September 20, 2018 5:47:00 PM
Attachments: samp_questions_piper.pdf

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QUIET SKIES COALITION

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Name: BRETT PIPER Signature: [signature]

Address: 16600 25th Ave SW Burien, WA 98166

E-mail: brettpiper@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: seer303@earthlink.net
To: SAMP Public Comments
Subject: SAMP Scoping Request Comments
Date: Thursday, September 27, 2018 1:27:15 PM
Attachments: SAMP Request for Air Study RLP.pdf

Dear Mr. Rybolt,

Please find attached my requested scoping questions for the SAMP you are preparing.

Sincerely,
Randall Parsons
17030 Sylvester Rd. SW
Normandy Park, WA 98166-3434
seer303@earthlink.net

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Report #: 206-787-5393

QUIET SKIES COALITION

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Name: RANDALL PARSONS Signature:

Address: 17030 SYLVESTER RD SW
NORMANDY PARK, WA 98166-1657

E-mail: sear303@earthlink.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Randall and Carol Parsons
To: SAMP Public Comments
Subject: SAMP Scoping Request Comments
Date: Thursday, September 27, 2018 1:22:33 PM
Attachments: SAMP Request for Air Study CAP.pdf

Dear Mr. Rybolt,

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Carol Parsons
2727 SW 149th Pl
Burien, WA 98166-1657
sealodge@earthlink.net

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Name: CAROL PARSONS Signature: x Carol Parsons

Address: 2727 SW 149TH PL
BURIEN, WA 98166-1657

E-mail: sealodge@earthlink.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; 85peto@msn.com
Subject: SAMP Scoping Public Comment
Date: Sunday, September 23, 2018 12:08:23 PM
Attachments: Scoping_Comment_Peto.pdf

Dear Mr. Steve Rybolt,

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Quiet Skies Puget Sound
Team Member

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Report # 206 /07 5393

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Name: FRANK J PETO Signature: Frank J Peto

Address: 8115 216TH ST TC106
DES MOINES WA 98198

E-mail: fjpeto@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Lisa Patton
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 6:34:52 PM
Attachments: Scoping_Comment_Patton.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Lisa Patton of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Should us forwarding comments on behalf of Mrs. Patton be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: LISA PATTON Signature: Lisa Patton

Address: 1506 S. 268th St, Des Moines 98198

E-mail: aleapatton@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; stevenpedersen@comcast.net
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 2:53:34 PM
Attachments: Scoping_Comment_Steve_Pedersen.pdf

Dear Mr. Steve Rybolt,

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Name: STEVEN P. PEDERSEN Signature: Steven P. Pedersen

Address: 620 SW 293rd ST, FEDERAL WAY, WA 98023

E-mail: STEVENPEDERSEN@COMCAST.NET

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments
Cc:	Erik Peterson; Larry Cripe
Subject:	SAMP Public Comment on Scoping
Date:	Friday, September 28, 2018 8:50:04 AM
Attachments:	erik_peterson_comments.pdf ATT00001.htm

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Thank you,

Scott Stevson | Communications Director
Quiet Skies Coalition
206.913.8454
info@quietskiescoaltion.net
scottstevson@me.com

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Name: Erik Peterson Signature: _____

Address: 11617 20th Ave SW Burien WA 98146

E-mail: erikpeterson

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments
Cc:	Susan Plecko; Larry Cripe
Subject:	SAMP Public Comment on Scoping
Date:	Friday, September 28, 2018 8:52:41 AM
Attachments:	susan_plecko_comments.pdf ATT00001.htm

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Scott Stevson | Communications Director
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info@quietskiescoalition.net
scottstevson@me.com

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Name: SUSAN PLECKO Signature: Susan P Plecko

Address: PO BOX 290, SEAHURST, WA 98062

E-mail: SUSANPLECKO@COMCAST.NET

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; peter@philipspublishing.com
Subject: SAMP Public Comment on Scoping Peter Philips
Date: Sunday, September 23, 2018 5:34:31 PM
Attachments: Scoping_Comment_Philips_Peter.pdf

Dear Mr. Steve Rybolt,

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Report it: 206 787 5393

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Peter PHILLIPS Signature: [signature]

Address: 9679 Marine View Dr. SW, Normandy Park WA 98166

E-mail: peter@philipspublishing.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; stevenpedersen@comcast.net
Subject: SAMP Public Comment on Scoping Kay Pedersen
Date: Sunday, September 23, 2018 2:56:05 PM
Attachments: Scoping_Comment_Kay_Pedersen.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. V. Kay Pedersen of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Should us forwarding comments on behalf of Ms. Pedersen be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
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Name: V. Kay Pedersen Signature: V. Kay Pedersen

Address: 6[illegible] S[illegible] Federal Way, Wa 9[illegible]

E-mail: stevenpedersen@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; fspeto@msn.com
Subject:	Re: SAMP Scoping Public Comment
Date:	Sunday, September 23, 2018 12:10:26 PM
Attachments:	Scoping_Comment_Peto.pdf

On Sun, Sep 23, 2018 at 12:08 PM Quiet Skies <quietskiespugetsound@gmail.com> wrote:

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Frank Peto of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Quiet Skies Puget Sound
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Name: FRANK J PETO Signature: Frank J Peto

Address: 8165 216TH ST TC104
DES MOINES WA 98198

E-mail: 85peto@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; julie98055@yahoo.com
Subject: Public Comment on Scoping SAMP
Date: Thursday, September 27, 2018 1:54:35 PM
Attachments: Scoping_Comment_Julie_Pangilinan.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Julie Pangilinan of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Should us forwarding these comments on behalf of the Ms. Pangilinan be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Julie Pangilinan Signature: Julie Pangilinan

Address: 24827 12th Ave S Des Moines WA 98198

E-mail: Julie98055@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; 77tommy77@outlook.com
Subject: Public Comment on SAMP Scoping
Date: Sunday, September 23, 2018 8:17:12 PM
Attachments: Scoping_Comment_Pelzel.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Thomas F. Pelzel of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Request #: 206 787 3393

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Name: THOMAS F PELZEL Signature: Thomas F Pelzel

Address: 13740 16 AVE SW BURIEN WA 98166

E-mail: TThommy77@OUTLOOK.COM

Submit form on your own/add comments et: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Denise@philipspublishing.com
Subject: Public Comment on SAMP Scoping
Date: Monday, September 24, 2018 10:01:14 PM
Attachments: Scoping_Comment_Denise_Philips.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Denise Philips of Normandy Park, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 787 3399

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Name: Denise Philips Signature: Denise Philips

Address: 19679 Marine View Dr SW
Normandy Park, WA 98166

E-mail: Denise@PhilipsPublishing.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Susan Tegler Petersen
Date: Thursday, September 20, 2018 10:02:37 PM
Attachments: Scoping_Comment_Peterson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Susan E. Petersen of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Susan E Petersen Signature: Susan E Petersen

Address: 29805 6th Avenue So. Federal Way WA 98003

E-mail: hpeters2_41@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; prp516@hotmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 5:14:21 PM
Attachments: Scoping_Comment_Petruska.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Patti Petruska of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 3393

The Sustainable Airport Master Plan (SAMP)
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Name: PATTI PETRUSKA Signature: Patti Petruska

Address: PO BOX 98218 DES MOINES WA 98198

E-mail: pmp516@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; dps042@gmail.com
Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 5:18:38 PM
Attachments:	Scoping_Comment_Seiler.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Debra Palmer Seiler of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Seiler be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 787 5393

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Name: Debra Palmer Seiler Signature: Debra Palmer Seiler

Address: 804 S. 272nd St. Des Moines WA 98198

E-mail: dps042@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; dorothypederson@hotmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 11:22:01 PM
Attachments: Scoping_Comment_Pederson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Dorothy Pederson of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 6 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comments on behalf of the Mrs. Pederson be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

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Name: Dorothy Pederson Signature: Dorothy Pederson

Address: 2614 SW 149th Pl

E-mail: dorothypederson@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; sparkerward@comcast.net
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 11:18:15 PM
Attachments: Scoping_Comment_Parker.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Sharyn Parker of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 9 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comments on behalf of the Ms. Parker be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

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Name: SHARYN PARKER Signature: Sharyn Parker

Address: 16920 22nd Ave SW, Burien, WA 98166-3318

E-mail: SPARKERWARD@COMCAST.NET

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Susan Tegler Petersen
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 10:07:35 PM
Attachments: Scoping_Comment_Petersen.pdf

Dear Mr. Steve Rybolt,

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Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206.787.5393

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Name: Susan E Petersen Signature: Susan E Petersen

Address: 29805 6th Avenue So. Federal Way WA 98003

E-mail: hpeters2_91@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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QUESTION	COMMENT	SCOPE REQUEST	INITIAL
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Why no study of the noise generated by the airframe itself, as opposed to just the engines?	On arrival, a large amount – if not a majority – of the noise comes from the airframe and extended control surfaces to slow down the aircraft.	Please use tools that can accurately model airframe ***generated*** noise, and if the FAA's AEDT software is insufficient for this purpose, then addition software must be used to augment the AEDT results.	
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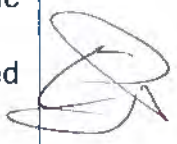
What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive. Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	
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Name: Signature:

Address:

E-mail:

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

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Name: Kaye Pierson Signature: Kaye Pierson

Address: 9724 SW 268th st
Vashon, WA 98070

E-mail: ednkaye@centurytel.net

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

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Name: Linda Purkle Signature: Linda Purkle

Address: 2618 SW 342 ST FW 98023

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

Q

R

From: Quiet Skies
To: SAMP_Public_Comments; nancy6r1@comcast.net
Subject: SAMP Scoping Public Comment
Date: Sunday, September 23, 2018 12:02:41 PM
Attachments: Scoping_Comment_Robertson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Nancy Robertson of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comments on behalf of the Ms. Robertson be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Nancy Robertson Signature: Nancy L Robertson

Address: 807 S 218th ST E202

E-mail: nancylor1@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; robinrawlings@sbcglobal.net
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 2:00:10 PM
Attachments: Scoping_Comment_Rawlings.pdf

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Name: Robin Rawlings Signature: Robin Rawlings

Address: 7265 294th A regional way WA 98003

E-mail: robinrawlings@sbcglobal.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Dave Ramey
To: SAMP Public Comments
Subject: FW: Airport plan
Date: Monday, September 17, 2018 7:53:46 AM
Attachments: scan0001.pdf

Please see attached. I am very concerned about health effects from the huge increase of aircraft over our neighborhood. No more expansion! Dave Ramey

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Name: Dave Ramey Signature: Dave Ramey

Address: 727 So 294th Pl Federal Way WA 98003

E-mail: dramey@uniwest.us

Submit form on your own/add comments at: SAMP@portseattle.org

From: Dave Ramey
To: SAMP Public Comments
Subject: FW: Airport master plan
Date: Wednesday, September 26, 2018 7:25:02 AM
Attachments: scan0018.pdf

Please see attached.

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Name: CARL RAMEY Signature: C L Ramey

Address: 727 So 294th PL

E-mail: CLRAMEY727@GMAIL.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; margorolf@aol.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 11:37:08 PM
Attachments: Scoping_Comment_Rolf.pdf

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Should us forwarding comments on behalf of Mrs. Rolf's be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
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Effects on the
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Name: Margo Roth Signature: Margo Roth

Address: 29610 2nd Pl. SW, Federal Way, WA.

E-mail: margoroth@aol.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; riordans2@outlook.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 10:28:12 PM
Attachments: Scoping_Comment_Riordan_William.pdf

Dear Mr. Steve Rybolt,

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Name: WILLIAM KIRRDAN Signature: William E. Kirrdan

Address: 2435 SW 172ND ST, BURIEN WA 98166

E-mail: [illegible]

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; riordans2@outlook.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 10:19:02 PM
Attachments: Scoping_Comment_Riordan.pdf

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Name: JANE RIORDAN Signature: _____

Address: 2435 SW 172ND ST BURIEN WA 98166

E-mail: riordans2@outlook.com

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Name: Joseph Radmacher Signature: _____

Address: 2222 SW 146th St; Burien, WA 98166

E-mail: jradmacher@kgjp.com

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Name: Denise Reinke Signature. Denise Reinke

Address: 15734-14TH Ave. SW
Burien, WA 98166

E-mail: reinkefnd@comcast.net

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: JOHN RIZZARDI

Signature: JohnRizzardi 22 Sept. 2018

Address: 14620 25TH AVE SW BURIEN WA 98166

E-mail: johnrizzardi@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

The Sustainable Airport Master Plan (SAMP)
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Name: John Rayne. Signature: _____

Address: haycon797@gmail.com

E-mail: 4221 SW 323rd St Fed Way 98023

Submit form on your own/add comments at: SAMP@portseattle.org

S

From: Quiet Skies
To: SAMP Public Comments; sell@intela.net
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 1:02:40 PM
Attachments: Scoping_Comment_Sell.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Phillip Sell of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Sell be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: PHILLIP C. SELL Signature: Phillip C Sell

Address: 29637 -10th Pl. So Fed Way

E-mail: Sell@intela.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Jenny Smith
To: SAMP Public Comments
Subject: SAMP request
Date: Monday, September 24, 2018 4:51:02 PM
Attachments: SAMP Request.pdf

Please see the attached letter with questions I request you look into as a member of the Des Moines community and someone who lives under the flight path.
Thank you,
Jenny Smith
206-769-1626

FIGHT THE FLIGHT
Report it! 206 787-5383

QUIET SKIES COALITION

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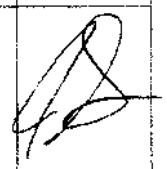
Unique - Full Time 3rd Runway Use. How will Port separately assess the impacts of the full-time usage of the 3rd Runway?	Despite historical statements, 3rd Runway now full-time.	Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3rd Runway.	
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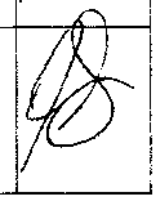
Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	

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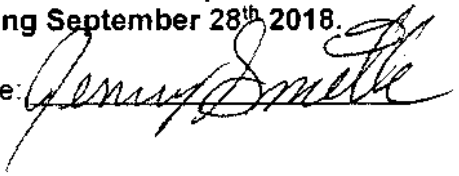
Name:

Signature: 

Address:

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

From: Raphael Sadowitz
To: SAMP Public Comments
Subject: SAMP
Date: Monday, September 17, 2018 8:39:02 AM
Attachments: scannedDoc.pdf

Good morning,

Please see attached signed SAMP scoping request. Thank you.

V/r,

Raphael

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Name: RACHAEL SADOWITZ Signature: _____

Address: 29030 9TH PL S
FEDERAL WAY, WA 98003

E-mail: RSADOWITZ@GMAIL.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; keshjonsmith@hotmail.com
Subject: SAMP Scoping Public Comment
Date: Monday, September 24, 2018 11:06:00 PM
Attachments: Scoping_Comment_Keshjon_Smith.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Keshjon Smith of Normandy Park, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Smith be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Keshjon Smith Signature: Keshjon Smith

Address: 17831 1st Ave S #278 Normandy Park, WA 98148

E-mail: KeshjonSmith@Hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; sankeytl@comcast.net
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 6:49:38 PM
Attachments: Scoping_Comment_Sankey.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Terri Sankey of Seatac, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Sankey be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 787 3380

The Sustainable Airport Master Plan (SAMP)
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Name: Terri L. Sankey Signature: Terri L. Sankey

Address: 12818 26th Ave. So.
SeaTac, WA 98168

E-mail: SANKEYTL@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; sadowitz93@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 8:13:45 PM
Attachments: Scoping_Comment_Sadowitz.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Daniel Sadowitz of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206 787 3393

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Name: Daniel Sadowitz Signature: Daniel Sadowitz

Address: 29030 7th P l S, Federal Way WA 98003

E-mail: sadowitz93@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; jansleez@aol.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 8:31:59 PM
Attachments: Scoping_Comment_Janet_Slezak.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Janet Slezak of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Quiet Skies Puget Sound
Team Member

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Name: Janet Sleeper Signature: Janet Sleeper

Address: 815 S 216th St #C3

E-mail: jansleeper@aol.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; nancylstephan@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 3:01:37 PM
Attachments: Scoping_Comment_Stephan.pdf

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report ID: 261 787 5303

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Name: Nancy Stephan Signature: Nancy Stephan

Address: 815 S. 216th St, #63

E-mail: nancyLstephan@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; jstrattonhaven@msn.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 3:04:06 PM
Attachments: Scoping_Comment_Stratton_Joyce.pdf

Dear Mr. Steve Rybolt,

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206.787.5000

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Name: Joyce E Stratton Signature: Joyce E Stratton

Address: 607 S 218th St, H105, Des Moines, WA 98198

E-mail: jstrattonanhaven@msn.com

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From:	Quiet Skies
To:	SAMP Public Comments; vsamseidel@aol.com
Subject:	SAMP Public Comment on Scoping
Date:	Sunday, September 23, 2018 4:17:26 PM
Attachments:	Scoping_Comment_Seidel.pdf

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Name: JOAN C. SEIDEL Signature: Joan C Seidel

Address: 815 S. 216TH ST UNIT 2

E-mail: VSAMSEIDEL@AOL.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; jhs253@comcast.net
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 4:58:44 PM
Attachments: Scoping_Comment_Schneider.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. John Schneider of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Schneider be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 5193

The Sustainable Airport Master Plan (SAMP)
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Name: Tom Schneider Signature: [signature]

Address: 36008 3rd Av. S., F.W.

E-mail: jhc253@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; isiburg@hotmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 5:02:17 PM
Attachments: Scoping_Comment_Siburg_Jim.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Jim Siburg of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

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Name: Jim Siburg Signature: _____

Address: 806 S. 245th Ct, 98[illegible]

E-mail: jsiburg@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; hsslaw@me.com
Subject:	SAMP Public Comment on Scoping
Date:	Sunday, September 23, 2018 5:51:29 PM
Attachments:	Scoping_Comment_Steinmetz.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Harry Steinmetz of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report ID 206 /8/ 6093

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Name: HARRY S. STERLING IV Signature:

Address: 917 S. 258th PL, DES MOINES, WA 98198

E-mail: HSSLAW@MAC.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; scottstevson@me.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 6:20:36 PM
Attachments: Scoping_Comment_Stevson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. David Scott Stevson of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206.787.3393

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Name: David Scott Stevson Signature: [signature]

Address: 5100 SW 176th St
Burien WA 98166

E-mail: Scottstevson@me.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; badgerwest@comcast.net
Subject: SAMP Public Comment on Scoping
Date: Monday, September 24, 2018 9:59:08 PM
Attachments: Scoping_Comment_Patrick_Smith.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Patrick Smith of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Team Member

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Name: Patrick D. Smith Signature: Patrick D. Smith

Address: 916 S. Marine Hills Way, Federal Way WA 98003

E-mail: badgerwest@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; erica.hillmon@hotmail.com
Subject: SAMP Public Comment on Scoping
Date: Monday, September 24, 2018 10:14:47 PM
Attachments: Scoping_Comment_Erica_Schindler.pdf

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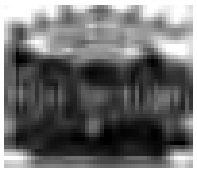
Team Member



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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Erica Schindler Signature: Erica Schindler

Address: 27021 12th Ave S. Des Moines, WA 98198

E-mail: erica.hillman@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; bscq7tsmith@yahoo.com
Subject: SAMP Public Comment on Scoping
Date: Tuesday, September 25, 2018 2:02:46 PM
Attachments: Scoping_Comment_Barry_SMith.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Barry Smith of Seatac, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 6 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Smith be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: BARRY SMITH Signature: [signature]

Address: 11035 8TH AVE S
SEA, WA 98168

E-mail: BSCOTTSMITH@YAHOO.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; jenwrena@comcast.net
Subject: SAMP Public Comment on Scoping
Date: Thursday, September 27, 2018 2:46:34 PM
Attachments: Scoping_Comment_Jennifer_Stock.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Jennifer Stock of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 6 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding these comments on behalf of the Ms. Stock be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Jennifer R Stock Signature: Jennifer R Stock

Address: 748 S 216th St
Des Moines, 98198

E-mail: jenwren@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments
Cc: schmidt-olympic@comcast.net; Larry Cripe
Subject: SAMP Public Comment on Scoping
Date: Friday, September 28, 2018 8:46:55 AM
Attachments: dave_schmidt_comments.pdf
ATT00001.htm

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Quiet Skies Coalition member Mr. David Schmidt of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review.

Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing. We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Schmidt be deemed unacceptable, please reply to all in this email chain today, so that we can arrange for an alternative delivery method.

Thank you,

Scott Stevson | Communications Director
Quiet Skies Coalition
206.913.8454
info@quietskiescoaltion.net
scottstevson@me.com

FIGHT THE FLIGHT | QUIET SKIES COALITION

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: DAVE SCHMIDT Signature: [signature]

Address: 2705 SW 164th Pl

E-mail: schmidt-olympic@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; jsiburg@hotmail.com
Subject: SAMP Public Comment on Scoping For Jeanette Siburg
Date: Sunday, September 23, 2018 5:28:58 PM
Attachments: Scoping_Comment_Siburg.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Jeanette Siburg of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Siburg be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Research: (206) 767-3193

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Name: Jeanette S.burg Signature: Jeanette Sburg

Address: 806 S. 215th St. #102, 98003

E-mail: jsiburg@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; bstrattononhaven@msn.com
Subject: SAMP Public Comment on Scoping Bobby Stratton
Date: Sunday, September 23, 2018 3:07:46 PM
Attachments: Scoping_Comment_Stratton_Bobby.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Bobby Stratton of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Stratton be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report to: 206 767 5383

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2016.

Name: Bobby L. STRATTON Signature: Bobby L. Stratton

Address: 807 S 218TH ST #105

E-mail: BSTRATTONCINHAVEN@MSN.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; jstrattononhaven@msn.com
Subject: SAMP Public Comment Joyce Stratton
Date: Sunday, September 23, 2018 3:09:35 PM
Attachments: Scoping_Comment_Stratton.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Joyce E. Stratton of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 7 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Stratton be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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QUESTION	COMMENT	SCOPE REQUEST	INITIAL
Why No Study of What's Already Happened? How does Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years?	Four-year increase raised annual overflight total from 316,000 to 413,000.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years. The continuation of our existence can't grow food in our gardens DAS	
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms. The know of studies that are not beneficial	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	DNS
Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	KAS
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions. A lot of the studies are because they have to much to lose!	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	DNS

Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP. RMS	We need time a public study
Sensitive populations? Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children. RMS	no sleep RMS
What About Overnight Flights? Will Port collect and assess global scientific studies relating to impacts from overnight flights noise? Hey Port	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights. RMS	
Unique - Full Time 3rd Runway Use. How will Port separately assess the impacts of the full-time usage of the 3rd Runway? Hey	Despite historical statements, 3rd Runway now full-time.	Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3rd Runway. RMS	3rd Runway Exponential increase
What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now. Lies Lisa Lagan	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	Port is always low balling
Regional Airport Now? Are you studying the benefits of a regional airport? Need to be moved	The Port has refused to join calls for siting a regional airport now. Lies They want the money & to hell with us	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	Port should do this & give written details

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Rose Stratton Signature: Rose M. Stratton

Address: 17014 40th avs Seatac

E-mail: RoseO@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Walter Bala
To:	SAMP Public Comments
Cc:	She; Larry Cripe; jonstruss@comcast.net; Caryl N. Utigard
Subject:	SAMP Comments from Mr. Jon Struss
Date:	Thursday, September 27, 2018 5:11:44 PM
Attachments:	SAMP 10 Questions - Jon Struss.pdf

Please add the attached comments of Mr. Jon Struss to the SAMP Scoping process.

FIGHT THE FLIGHT

QUIET SKIES COALITION

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Name: JON STRUSS Signature: Jon Struss

Address: 2605 SW 170TH ST

E-mail: BURIEN, WA 98166

Submit form on your own/add comments at: SAMP@portseattle.org

jonstruss@comcast.net

From:	Dan S
To:	SAMP Public Comments
Subject:	SAMP Comments Attached
Date:	Friday, September 28, 2018 10:16:08 AM
Attachments:	Scanned-image-1.pdf

Please Log this PDF in for my comments
Thank you
Daniel M Schwartz
Burien, WA

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Name: DAN SCHWARTZ Signature: [signature]

Address: 2704 SW 152nd PL. BURIEN, WA 98166

E-mail: [redacted]
DEXTERCAT01@GMAIL.COM

Submit form on your own, add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; jenwren9@comcast.net
Subject: Re: SAMP Public Comment on Scoping
Date: Thursday, September 27, 2018 2:48:23 PM
Attachments: Scoping_Comment_Jennifer_Stock.pdf

See below: resending for email correction.

On Thu, Sep 27, 2018 at 2:46 PM Quiet Skies <quietskiespugetsound@gmail.com> wrote:

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Jennifer Stock of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 6 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding these comments on behalf of the Ms. Stock be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Jennifer R Stuck Signature: Jennifer R Stuck

Address: 748 S 216th St
Des Moines, 98198

E-mail: jenwren92@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Jesse Hart
To: Quiet Skies
Cc: SAMP Public Comments
Subject: Re: SAMP Public Comment on Scoping
Date: Monday, September 24, 2018 10:36:07 AM

Looks good to me.

On Sun, Sep 23, 2018, 6:44 PM Quiet Skies <quietskiespugetsound@gmail.com> wrote:

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Jesse Hart of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Jesse Hart be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

From: Quiet Skies
To: SAMP Public Comments; gesankey@comcast.net
Subject: Re: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 6:51:46 PM
Attachments: Scoping_Comment_Sankey_Glen.pdf

Correction on attachment.

Please see signed form for Glen Sankey. The previous email was the signed form from Mrs. Sankey.

Thank you,

Quiet Skies Puget Sound

On Sun, Sep 23, 2018 at 6:47 PM Quiet Skies <quietskiespugetsound@gmail.com> wrote:

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Glen Sankey of Seatac, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Sankey be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Robert H! 206 /87 5393

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Name: Glen E. Sankey Signature: Glen E Sankey

Address: 12818 26TH Ave. S.
SeaTac. Wa 98168

E-mail: gesankey@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; erica.hillmon@gmail.com
Subject: Re: SAMP Public Comment on Scoping
Date: Monday, September 24, 2018 11:03:22 PM
Attachments: Scoping_Comment_Erica_Schindler.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Erica Schindler of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Erica Schindler Signature: Erica Schindler

Address: 27021 12th Ave S. Des Moines, WA 98198

E-mail: erica.hillman@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; bscottsmith@yahoo.com
Subject: Re: SAMP Public Comment on Scoping
Date: Tuesday, September 25, 2018 2:06:15 PM
Attachments: Scoping_Comment_Barry_SMith.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Barry Smith of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 6 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Smith be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: BARRY SMITH Signature: [signature]

Address: 11035 8TH AVE S
SEA, WA 98168

E-mail: DSCOTTSMITH@YAHOO.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; jstrattononhaven@msn.com
Subject: Re: SAMP Public Comment Joyce Stratton
Date: Sunday, September 23, 2018 8:24:38 PM
Attachments: Scoping_Comment_Stratton_Joyce.pdf

Please see the correct attachment of Joyce Stratton.

Rose Stratton was sent as the attachment to this email.

Thank you,

QSPS

On Sun, Sep 23, 2018 at 3:09 PM Quiet Skies <quietskiespugetsound@gmail.com> wrote:

> Dear Mr. Steve Rybolt,
>
> Please accept the public comments attached by Mrs. Joyce E. Stratton of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.
>
> We believe the 7 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.
>
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>
> Kind Regards,
>
> Quiet Skies Puget Sound
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FIGHT THE FLIGHT

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Name: Joyce E Stratton Signature: Joyce E Stratton

Address: 807 S 218th St, H105, Des Moines, WA 98198

E-mail: jstrattonhaven@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; bogal214@hanmail.net
Subject: Re: Public Comment on SAMP Scoping
Date: Tuesday, September 25, 2018 2:56:05 PM
Attachments: Scoping_Comment_Sadowitz.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Eunbok Sadowitz of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report ID: 206 787 3393

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Name: Daniel Sadowitz Signature: Daniel Sadowitz

Address: 29030 7th PL S, Federal Way WA 98003

E-mail: sadowitz98@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; what_list@yahoo.com
Subject: Public Comment on SAMP Scoping
Date: Monday, September 24, 2018 9:38:15 PM
Attachments: Scoping_Comment_Schindler.pdf

Dear Mr. Steve Rybolt,

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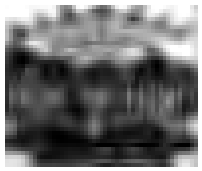
Kind Regards,

Quiet Skies Puget Sound
Team Member



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Name: John Schindler Signature: John Schindler

Address: 27021 12th Ave S. Des Moines, 98198

E-mail: what_liar@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; Sather, Gigi
Subject: Public Comment on SAMP Scoping
Date: Monday, September 24, 2018 9:48:51 PM
Attachments: Scoping_Comment_Gigi_Sather.pdf

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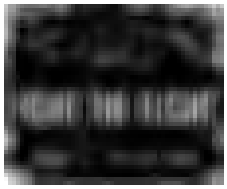
Kind Regards,

Quiet Skies Puget Sound
Team Member



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Name: Gigi Sattler Signature:

Address: 455 S 293rd St
SW 98003

E-mail: gigisattler@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; bogai214@hanmail.net
Subject: Public Comment on SAMP Scoping
Date: Tuesday, September 25, 2018 2:53:44 PM
Attachments: Scoping_Comment_Eunbok_Sadowitz.pdf

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Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	4.b
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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Eunbok Sadowitz Signature: Eunbok Sadowitz

Address: 29030 7th PL S Federal Way, WA 98003

E-mail: bcja1214 @ hanmail. net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; losleo@yahoo.com
Subject: Public Comment on SAMP Scoping Rose Stratton
Date: Sunday, September 23, 2018 8:26:51 PM
Attachments: Scoping_Comment_Stratton_Rose.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Rose Stratton of Seatac, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Stratton be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206.787.3393

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	Kas
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions. A growing body of [illegible] because they have to much to lose!	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	DMA

Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP. RNS	We need the a public study
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Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	It should do this & give written details

They want the money & to hell with us

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Rose Stratton Signature: Rose M. Stratton

Address: 17014 40th and Seatac

E-mail: RoseO@Yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; petestream@outlook.com
Subject:	Dear Mr. Steve Rybolt, Please accept the public comments attached by Mrs. Doreen Harper of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle"s website, email of public comment to this address is on...
Date:	Wednesday, September 19, 2018 5:27:09 PM
Attachments:	Scoping_Comment_Stream_Pete.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Pete Stream of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mr. Stream be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 3388

The Sustainable Airport Master Plan (SAMP)
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Name: Pete Stream Signature: Pete Stream

Address: 28636 Redondo Beach Dr S, DES Moines 98198

E-mail: petestream@outlook.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; edie.staiger@gmail.com
Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 4:35:14 PM
Attachments:	Scoping_Comment_Staiger.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Edie Staiger of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mrs. Staiger be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Elsie Stahler Signature: Elsie Stahler

Address: 27003- 5th Ave S.

E-mail: Elsie.Stahler@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; sandeenk@gmail.com
Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 5:07:43 PM
Attachments:	Scoping_Comment_Sandeen.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Katrina Sandeen of Auburn, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Sandeen be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it: 206-787-3393

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Katrina Sandeen Signature: KS

Address: 27842 38th PL S, Auburn, WA 98001

E-mail: sandeenk@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; cstream@comcast.net
Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 5:29:31 PM
Attachments:	Scoping_Comment_Stream.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Carol Stream of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Should us forwarding a comment on behalf of the Mrs. Stream be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: CAROL STREAM Signature: Carol Stream

Address: 28636 Redondo Beach DR S.

E-mail: CSTREAM@COMCAST.NET

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; simmonsmarinegear@yahoo.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 11:39:41 PM
Attachments: Scoping_Comment_Simmons.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Dan Simmons of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mr. Simmons be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	DBS
Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	DBS
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	DBS

Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	DBS
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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Dan Simmons Signature: Dan Simmons

Address: 725 SO 291 st

E-mail: simmonsmc-ninegear@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; msutton3@gmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 9:47:00 PM
Attachments: Scoping_Comment_Sutton.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Marsha Sutton of Normandy Park, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 11 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Sutton be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206 787 3393

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Please study new flight path noise over Burien

Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	MS
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Name: MARSHA SUTTON Signature: [signature]

Address: 17229 SYLVESTER RD SW, NORMANDY PARK 98166

E-mail: msutton3e gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; acscott93@hotmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 9:44:09 PM
Attachments: Scoping_Comment_Scott.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by George C. Scott of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Kind Regards,

Quiet Skies Puget Sound
Team Member

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Please include the requests I have initialed above in the scope of the SAMP environmental review.

Name: George C Scott Signature: George C Scott

Address: 22220 7th Ave S.

E-mail: gcscott93@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; ejs4dsn@comcast.net
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 5:55:24 PM
Attachments: Scoping_Comment_Stern.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Elissa Stern of Normandy Park, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Stern be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Elissa Stern Signature: Elissa Stern

Address: 45L SW 163rd St
Normandy Park 98166
E-mail: ejs4ds@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

S11-12, N3-2

1) I think I'm a commuter study in every city affected by the airport. When I go outside for my morning walk I can hear the flyover. Apparently when it's cloudy it has a hard time adjust the flight path. Thing. Because of our unusual weather. 2) Will the flight path change because of our unusual weather. I don't want planes flying over our house every hour of the day

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QUESTION	COMMENT	SCOPE REQUEST	INITIAL
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Why no study of the noise generated by the airframe itself, as opposed to just the engines?	On arrival, a large amount – if not a majority – of the noise comes from the airframe and extended control surfaces to slow down the aircraft.	Please use tools that can accurately model airframe ***generated*** noise, and if the FAA's AEDT software is insufficient for this purpose, then addition software must be used to augment the AEDT results.	
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Please include the requests I have initialed above in the scope of the SAMP environmental review. Comments must be received by September 28th 2018.

Name: Noah Sullivan Signature: Noah M. Sullivan

Address: 9725 SE 268th St Kent WA 98030

E-mail: noahsullivan@gmail.com

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

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Name: RJ Skillman Signature: RJ Skillman

Address: 25901 Pleasant Dr SW
VASHON, WA 98070

E-mail: RJSkillman@MAC.com.

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

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Address: 24810 10th Ave S. Des Moines, WA. 98198

E-mail: SSlettvet@hotmail.com

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Name: Janet R Smith Signature: Janet R. Smith

Address: 815 So 216th #32

E-mail: Des Moines, Wa 98198

Submit form on your own/add comments at: SAMP@portseattle.org

Scanned

T

From:	Quiet Skies
To:	SAMP Public Comments; nancyteeples@hotmail.com
Subject:	SAMP Public Comment on Scoping
Date:	Sunday, September 23, 2018 12:31:43 PM
Attachments:	Scoping_Comment_Teeples.pdf

Dear Mr. Steve Rybolt,

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We believe the 8 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comments on behalf of the Ms. Teeples be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Name: Nancy Teeples Signature: Nancy Teeples

Address: 1015 S 233rd Pl
Des Moines, WA 98198

E-mail: nancyteeples@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; ntosta@comcast.net
Subject:	SAMP Public Comment on Scoping
Date:	Sunday, September 23, 2018 3:55:29 PM
Attachments:	Scoping_Comment_Tosta.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Nancy Tosta of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Should us forwarding comments on behalf of Ms. Tosta be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

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Seattle, WA 206.787.5393

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Name: NANCY TOSTA Signature: N Tosta

Address: 15931 Maplewild, Burien 98166

E-mail: ntosta@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; tinkerjill@yahoo.com
Subject: SAMP Public Comment on Scoping
Date: Monday, September 24, 2018 9:57:16 PM
Attachments: Scoping_Comment_Jill_Tinker.pdf

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Name: Jill Tinker Signature: Jill Tinker

Address: 916 S Marine Hills Way Federal Way, WA 98003

E-mail: tinkerjill@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Javier Tordable
To:	SAMP Public Comments
Subject:	Questions for environmental study
Date:	Thursday, September 27, 2018 9:35:01 AM
Attachments:	Plane noise SAMP questions.pdf

Please see attached questions that should be asked to the Port

Thanks

Javier

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Name: JAVIER TORDABLE Signature: _____

Address: JT@JAVIERTORDABLE.COM

E-mail: 12007 3RD AVE SW, BURIEN, WA, 98146

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Name: Donna Tarabochia Signature: Donna Tarabochia

Address: 833 S. Marine Hills Way
Federal Way, WA 98003

E-mail: Queendjd@msn.com

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Name: RICHARD J. TARABOCHIA Signature: Richard J Tarabochia

Address: 833 S. MARINE HILLS WAY, FEDERAL WAY, WA 98003

E-mail: RTARABOCHIA @ COMCAST.NET

Submit form on your own/add comments at: SAMP@portseattle.org

U

From: Quiet Skies
To: SAMP Public Comments; gcrne@msn.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 3:59:35 PM
Attachments: Scoping_Comment_Utigard.pdf

Dear Mr. Steve Rybolt,

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We believe the 1 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Utigard be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

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FIGHT THE FLIGHT

Registered 206 763 3200

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Name: Caryl Utigard Signature: Caryl N Utigard

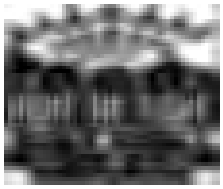
Address: 2447 SW 170th St

E-mail: cjcme@msn.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Glen Urquhart
To: SAMP Public Comments; quietskiespugetsound@gmail.com; Candace Urquhart
Subject: Glen Urquhart SAMP public comment
Date: Friday, September 28, 2018 4:50:28 PM
Attachments: IMG_20180928_0004- GU Samp public comment.pdf

Sent from Mail for Windows 10



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Name: GLEN URQUHART Signature: GLEN URQUHART

Address: 25665 Marine View Dr S. Des Moines WA 98198

E-mail: g.urquhart@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Candace Urquhart
To: SAMP Public Comments
Cc: Candace Urquhart; Quiet Skies
Subject: Candace Urquhart SAMP Public Comment
Date: Friday, September 28, 2018 4:48:05 PM
Attachments: IMG_20180928_0003- cu public comment.pdf

From: Candace Urquhart
Sent: Friday, September 28, 2018 3:32 PM
To: samp@portseattle.com; Quiet Skies
Cc: Candace Urquhart
Subject: Candace Urquhart SAMP Public Comment

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Name: CANDACE URQUHART Signature: _____

Address: 25405 Marine View Dr S.
DES MOINES WA 98198

E-mail: CANDACE@BellaMaterna.com,

Submit form on your own/add comments at: SAMP@portseattle.org

V

From: Quiet Skies
To: SAMP Public Comments; hightrailrider@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Tuesday, September 25, 2018 2:04:46 PM
Attachments: Scoping_Comment_William_Vogal.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. William R. Vogel of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Name: William R Vogel Signature: W R Vogel

Address: 1252 South 115th Street Burien Wa 98168-2150

E-mail: hightrailrider@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: DOUGLAS WETZ Signature: Douglas A. Wetz

Address: 2313 SW 120th St - Burien 98146

E-mail: DAWETZ@YAHOO.COM

Submit form on your own/add comments at: SAMP@portseattle.org

W

From:	Quiet Skies
To:	SAMP Public Comments; llwessel@gmail.com
Subject:	SAMP Public Comment on Scoping
Date:	Sunday, September 23, 2018 12:13:37 PM
Attachments:	Scoping_Comment_Wessel.pdf

Dear Mr. Steve Rybolt,

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Name: LOUISE WESSEL Signature: Louise Wessel

Address: P.O. BOX 3555
FEDERAL WAY, WA. 98063

E-mail: LLWESSEL@GMAIL.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; hnrmmw@gmail.com
Subject: SAMP Public Comment on Scoping
Date: Sunday, September 23, 2018 1:34:33 PM
Attachments: Scoping_Comment_Wollam.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Marcia Wollam of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Ms. Wollam be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
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FIGHT THE FLIGHT

Report it! 206-287-5393

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Name: Marcia Wallan Signature: Marcia Wallan

Address: P.O. Box 66515
Burien, Wa 98166

E-mail: [illegible]

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; andrewmwood@aol.com
Subject: SAMP Public Comment on Scoping
Date: Monday, September 24, 2018 9:54:12 PM
Attachments: Scoping_Comment_Andrew_Wood.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Andrew Wood of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Name: Andrew Wood Signature: Andrew Wood

Address: 911 S294th Place, Federal Way, WA 98003

E-mail: andrewmwood@aol.com

Submit form on your own/add comments et: SAMP@portseattle.org

From: Thomas Wingard
To: SAMP Public Comments
Subject: SAMP - comments
Date: Friday, September 14, 2018 1:35:15 PM
Attachments: SAMP Comments.pdf

Dear Port,

I am vary concerned about the major issues affecting us directly in Marine Hills. As part of out Safe City group I would like some answers to the attached form.

Regard,
Tom

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Report it! 206 /S/ 5393

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Name: Thomas S Wingard Signature: Thomas S Wingard

Address: 1121 S 287th St.
Federal Way, WA 98003
E-mail: tomswingard@gmail.com

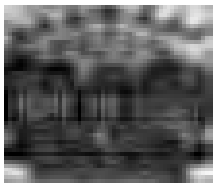
Submit form on your own/add comments at: SAMP@portseattle.org

From: Gerry Wieder
To: SAMP Public Comments
Subject: Questions for SAMP
Date: Wednesday, September 19, 2018 3:18:40 PM
Attachments: Gerry 10 sample.pdf

To whom it may concern, please add my questions to the others that will be fielded to SAMP.

Thanks.

Gerry Wieder RN
206.234.8384



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Name: GERALD WIEDER Signature: G WIEDER

Address: 4130 SW 325TH ST. FEDERAL WAY WA 98023

E-mail: gwieder@gmail.com.

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; gbwick@earthlink.net
Subject: Public Comment on Scoping SAMP
Date: Thursday, September 27, 2018 2:21:29 PM
Attachments: Scoping_Comment_Georgina_Wickland.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Georgina Wickland of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Quiet Skies Puget Sound
Team Member

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Name: Georgina Wickland Signature: gbwick@earthlink.net

Address: 1110 S. 244th Pl Des Moines, Wa 98198

E-mail: gwickland

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; wilson.tandrew@gmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 11:51:48 PM
Attachments: Scoping_Comment_Wilson.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. Andy Wilson of Normandy Park, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Should us forwarding comments on behalf of Mr. Wilson be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
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FIGHT THE FLIGHT

Report it! 206 787 3393

The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS *AND* RELATED SCOPING REQUESTS

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N3-4 N3-20

Also: ① Prioritize, and install a 3-sided enclosure for engine run-up tests.
② Oppose the new Q-400/Autopoop flight path over Burien for north-flow take-offs — and no expansion of this for jet aircraft.

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Name: Andy Wilson Signature: A. Andrew Wilson

Address: 17229 Sylvester Rd. SW, Normandy Park WA 98166

E-mail: wilson.fourcrew@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: JOEL WALTERS Signature: Joel Walters

Address: 7003 SW 248th St, VASHON WA. 98070

E-mail: 2flyfishingguy@gmail.com

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

From: Quiet Skies
To: SAMP Public Comments; tammy@wallickrealestate.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 10:15:23 PM
Attachments: Scoping_Comment_Wallick.pdf

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Quiet Skies Puget Sound
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Becca [illegible] 206 787 5393

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Name: Tammy Wallick Signature: Tammy Wallick

Address: 2874 Redondo Beach Rd. So. Des Moines WA 98198

E-mail: tammywallick@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; dennis@wallickrealestate.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 10:11:19 PM
Attachments: Scoping_Comment_Wallick_Dennis.pdf

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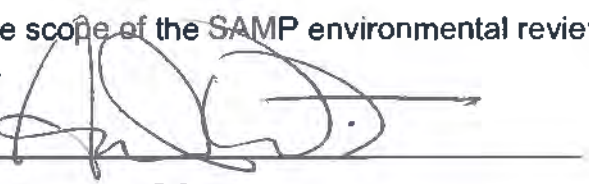
Name: ANDREW WIESNET Signature: 

Address: 10306 SW COVE ROAD, VASHON, WA 98070

E-mail: AWIESNET@COMCAST.NET

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Name: R WAGNER Signature: R Wagner

Address: 22021 7TH AVE SO DES MOINES WA 98198

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Name: SUSAN WHITE Signature: Susan White

Address: 28742 Redondo Beach Dr So Des Moines 98198

E-mail: SUSANRdo@aol.com

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: DOUGLAS WETZ Signature: Douglas A. Wetz

Address: 2313 SW 120th St - Burien 98146

E-mail: DAWETZ@YAHOO.COM

Submit form on your own/add comments at: SAMP@portseattle.org

X

Y

From: Quiet Skies
To: SAMP Public Comments; fyoung8924@comcast.net
Date: Thursday, September 20, 2018 11:30:00 PM
Attachments: Scoping_Comment_Young.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. & Mrs. Frank and Elaine Young of Federal Way, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

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Name: FRANK & ELAINE YOUNG Signature: Frank Young

Address: 119 S 241st ST
Federal Way, WA 98003

E-mail: fyoung8424@comcast.net

Submit form on your own/add comments at: SAMP@portseattle.org

From:	Quiet Skies
To:	SAMP Public Comments; phil@seafoodassociates.com
Subject:	Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date:	Wednesday, September 19, 2018 5:57:24 PM
Attachments:	Scoping_Comment_Yohann.pdf

Dear Mr. Steve Rybolt,

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FIGHT THE FLIGHT

Report it: 206-787-3393

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Name: PHIL YOHANN Signature: Phil Yohann

Address: 1300 SO 252nd St
Des Moines, WA 98198

E-mail: phil@seafoodassociates.com

Submit form on your own/add comments at: SAMP@portseattle.org

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Name: Deb Yohann Signature: Deb Yohann

Address: 1300 So. 250th
Des Moines, WA 98198

E-mail:

Submit form on your own/add comments at: SAMP@portseattle.org

Z

From: Quiet Skies
To: SAMP Public Comments; jmzat@hotmail.com
Subject: SAMP Public Comment Scoping Request
Date: Sunday, September 23, 2018 11:50:57 AM
Attachments: Scoping_Comment_Zatloukal.pdf

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Name: Joan Zatlouka/ Signature: Joan M. Zatlouka/

Address: 807 S. 218, D103 Des Moines WA 98198

E-mail: Jmzat@hotmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

From: Rorie Zajac
To: SAMP Public Comments
Subject: SAMP Comments
Date: Tuesday, September 25, 2018 12:28:22 PM
Attachments: rorie.zajac.pdf
ATT00001.txt

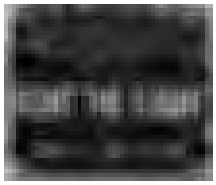
Hi,

Please find my attached SAMP comments.

Also, a note to say your open house community outreach at Highline College on September 10, 2018 was very disappointing. I left work early to attend and came away having learned nothing. There was very little actual communication from the Port, most answers to questions pointed us to someone else who used the same runaround tactic. There were blank boards that held the same amount of information that the people manning the stations communicated - nothing.

It very much felt like the Port checking a box for the required community inclusive meeting. This was a sham of an attempt to engage with the community. My only take away is that you saw my face, you saw my neighbors, so you know there are actual people impacted. Hopefully you took note of the people you are affecting.

Rorie Zajac



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Welcome to the SAMP scoping meeting! We're providing a list of sample questions – questions *we* certainly have for the Port of Seattle. Ask the Port personnel these, or any questions you want. We also want to make sure YOUR voice is heard. If you want the subject matter of any of *these* questions included in the scope of the environmental review, for each question we've added a related sample "scoping request." Just initial any request you want, sign at the bottom, and find QSPS volunteers will collect and provide them as a matter of public record to the Port.

QUESTION	COMMENT	SCOPE REQUEST	INITIAL
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Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	RB
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	RB

Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	R2
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Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	R2

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: RORIE ZAJAC Signature: _____

Address: 27022 · 10TH AVE S, DES MOINES, WA 98198

E-mail: RORIEZ@GMAIL.COM

Submit form on your own/add comments at: SAMP@portseattle.org

From: Quiet Skies
To: SAMP Public Comments; david.a.zem@gmail.com
Subject: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 11:12:02 PM
Attachments: Scoping_Comment_Zemanek.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mr. David Zemanek of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 10 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mr. Zemanek be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

FIGHT THE FLIGHT

Report it! 206.767.5383

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Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	DZ

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: David Zemanek Signature: David Zemanek

Address: 805 S. 265th St

E-mail: david.a.zem@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

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QUESTION	COMMENT	SCOPE REQUEST	INITIAL
Why no study of noise impacts outside the six south-end airport neighboring cities?	For communities under a NextGen RNP, such as Vashon Island, the airport, and all its impacts, effectively moved in next door one day out of the blue, so to speak.	Please include in the SAMP's scope studying every hectare (100m x 100m) of the Puget Sound Region that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same level of detail as the cities directly neighboring the airport. Including Vashon, Island	SB
Why no study of the noise generated by the airframe itself, as opposed to just the engines?	On arrival, a large amount – if not a majority – of the noise comes from the airframe and extended control surfaces to slow down the aircraft.	Please use tools that can accurately model airframe ***generated*** noise, and if the FAA's AEDT software is insufficient for this purpose, then addition software must be used to augment the AEDT results	SB
Why No Study of What's Already Happened? How does the Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years, as well as procedural changes?	Overflight totals went from 316,000 to 413,000, and the new NextGen HAWKZ and MARNR RNPs were substantially utilized for the first time.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years, as well as the first significant use of the NextGen HAWKZ and MARNR RNPs vs. conventional ILS arrivals.	SB
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans. Flights are Too Low! Night flights especially	SB

Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	SZ
Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to SeaTac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	**Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.** Put Vashon on the Map.	SZ
Sensitive populations? Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	**Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.** Why is Vashon "less noise sensitive"?	SZ
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Please include the requests I have initialed above in the scope of the SAMP environmental review. Comments must be received by September 28th 2018.

Name: Sherene Zolno Signature: Sherene Zolno

Address: 25900 Pillsbury Rd SW Vashon, WA 98070

E-mail: Coachpb@comcast.net

If mailing this form, and/or additional comments, send to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

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Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Cara Zemanek Signature Cara Zemanek

Address: 805 S 265th St, Des Moines WA 98198

E-mail: Zemaneks@yahoo.com

Submit form on your own/add comments at: SAMP@portseattle.org

ATTACHMENT 4g:
SCOPING COMMENTS RECEIVED

Actual Comments with Assigned Topic Code

DM

From:	**Bonnie Wilkins**
To:	SAMP Public Comments
Cc:	Michael Matthias; Susan Cezar; Dan Brewer
Subject:	**City of Des Moines Comments on Scoping for the Near Term Projects for Sea-Tac International Airport**
Date:	**Friday, September 28, 2018 1:01:08 PM**
Attachments:	Comments on Scoping for the Near Term Project for Sea-Tac Airport 9.27.2018.pdf

On behalf of Mayo Matt Pina and the Des Moines City Council, please find attached the City of Des Moines Comments on Scoping for the Near Term Project for Sea-Tac International Airport.

Please let me know if you need anything additional.

Thank you,
Bonnie

Bonnie Wilkins, CMC | City Clerk-Communications Director
City of Des Moines | 21630 11th Avenue S, Suite A | Des Moines WA 98198
206.870.6519 | 206.870.6540 (fax)

Des Moines WA

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DM

City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540

September 27, 2018

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

Re: City of Des Moines, WA Comments on Scoping for the Near Term Projects for Sea-Tac International Airport

Dear Mr. Rybolt,

On behalf of the Des Moines City Council I am forwarding the following comments on the scoping process for the proposed environmental review. These comments are derived from the City of Des Moines Aviation Advisory Committee, the City Council, our Community, City staff and from the City's SEPA official. Our first and primary concern is that the process being utilized by the Airport in regards to the Sustainable Airport Master Plan (SAMP) does not appropriately consider the context of development that has occurred and is occurring at the Airport. This specifically relates to growth and the operational utilization of the Third Runway and generally to the overall growth trajectory the Airport has experienced in the past 7 years. Secondly, the process appears to contradict State Environmental Policy Act requirements. Third, that actions to provide appropriate environmental review of the SAMP have taken place outside the bounds of the State Environmental Policy Act (SEPA). Finally, we express concerns about specific impacts on our City from aircraft operations that need to be included in the scoping process.

DM-1

The City believes that the appropriate timeframe to establish the baseline for environmental review is the time frame from 2012 – 2018. A summary of Airport growth through this time frame (see below) reveals significant and consistent year over year growth.

	2012	2013	2014	2015	2016	2017
Passengers	33.2 million	34.8 million	37.5 million	42.3 million	45.7 million	46.9 million
Aircraft Operations	309,597	317,186	340,478	381,408	412,170	416,124
Air Cargo (metric tons)	283,600	292,700	327,239	332,636	366,431	425,856
Source - Sea-Tac Airport Passenger, Cargo and Operations Summary [2012 - 2017]						

DM-1

The extensive growth above should be a precursor and require environmental review prior to any additional capacity building activities. Correspondence between the City and Airport management underscores our ongoing concern with facilities built outside the environmental review process of the SAMP. [1 Testimony of Mayor Pina at Port of Seattle Commission April 25, 2017] [2 Letter from Mr. Lance Lyttle, July 26, 2017] [3 Letter from Mayor Pina, July 27, 2017].

DM-2

The approach of the Airport to identify near-term capital improvements – an incremental approach to developing the SAMP –provides faulty context, ignoring the fact that capital investments going forward will, in fact, define future development patterns. Therefore, the environmental review proposed is inadequate in the context of the SAMP as a whole. Let it be clear that the Airport is not currently reviewing the SAMP, only certain near-term projects. This approach is inconsistent with current Washington State law and Washington Administrative Code requirements – a point that will be extensively made in the comments prepared by our SEPA officials (Burien, SeaTac, Normandy Park, Des Moines and consultants).

The most recent Part 150 was completed in 2013, preceding this growth pattern. The SAMP planning was begun in 2012. Our concern is that environmental review of projected growth does not consider impacts of growth to date.

DM-3

The operational utilization of the Third Runway (16R), a highly controversial chapter in the Airport's history, has seen a trail of agreements that expand the use of the Third Runway. Agreements that originally governed use of the runway were modified over time to increase capacity on the Third Runway. The concern is that these modifications, in providing expansion of operational capacity, were done outside any environmental review. Developing a plan for growth that continues to utilize the Third Runway in an expanded operational role needs to be part of the Scope to understand the increased environmental impacts. [4 reference to FAA Letter of Agreement December 6, 2010 and FAA Letter of Agreement July 26, 2016]. These issues need to be addressed in the scoping process.

DM-4

Additionally, seeking review of aircraft operations and FAA procedures, the City requested the following information from the FAA on August 17, 2018 via the Airport StART committee in order to evaluate these procedures in regard to these comments on the scoping process:

Statement: The City of Des Moines would like to better understand the Seattle ATC operation.

1. Would you please provide a copy of the Tower Standard Operating Procedures (SOP) and TRACON SOP?
2. Would you please provide a copy of any Letters of Agreement (LOA) between the Tower and the TRACON and any LOA between Seattle Tower and Boeing Field Tower?
3. Are you aware of any new Instrument Flight Procedures that are proposed or being developed for the Seattle Airport?
    a. Follow on questions – What is the status of the .41A Process (Dot forty-one Alpha Process) that was underway last year but suspended due to budget concerns?
    b. When do you anticipate the .41A process resuming?
    c. We have hired Performance Based Navigation experts. We would like for them to represent us on the .41A Full Working Group, when the process resumes, with Stakeholder Status.

DM

DM-4

To date, none of these documents have been provided to the City (this is information we believe is critical to providing timely and informed comments on scoping for the operational impacts associated with the Airport's proposed growth).

Significant concerns to be fully included in the environmental scoping:

Noise and Health impacts: Scoping needs to review noise and health impacts from Airport/aircraft operations. It also must include the intrusive assessment of nighttime flights and the growth in overflights, operations and frequency of flights on City residents and businesses. Furthermore, the baseline environmental assessment of these impacts must be for the period 2012-2018.

Fuel dumping: the City has concerns that fuel dumping has occurred in the airspace over our City, or in areas where wind and meteorological dynamics could result in fuel dumping over our City [5 see FAA checklist protocol].

Fuel emissions: What are impacts of aircraft fuel emissions on the communities surrounding the Airport with proposed growth and within the current baseline (as discussed above) from 2012-2018? The scoping needs to include the health and epidemiological impacts of ultra-fine particles resulting from aircraft emissions.

Transportation impacts: Scoping needs to include an analysis of increased traffic impacts and potential multi-modal solutions that will increase congestion and pollution from vehicular traffic including truck transport.

DM-5

Siting 2nd Regional airport: Scoping needs to include a review of options to growth at Sea-Tac Airport including options for siting a second regional airport. [6 See comment regarding potential of Moses Lake as an alternative airport below].

NextGen: Scoping needs to address the environmental (noise and health) impacts of NextGen implementation?

Glide path variation: Scoping needs to include review of glide path variation across all runways, especially as variation relates to runway 34R and the current slope of 2.75%.

Concurrent studies: Scoping needs to utilize three concurrent studies occurring regarding impacts from the Airport:

1. The Ultra-Fine Particle study being conducted by the University of Washington,
2. The Puget Sound Regional Council study on regional aviation,
3. The Budget Proviso baseline study currently underway being conducted by the Washington State Department of Commerce with input from the cities proximate to the Airport.

The City Council and I appreciate your consideration and inclusion of these items into the scoping process. We are extremely concerned that the lack of inclusion of any of these items will not present a comprehensive picture as to the environmental impacts of the Airport, in the context of previous growth, current level of operations, and future growth.

DoE

From: Nishikawa, Tracy (ECY)
To: Rybolt, Steven
Cc: SAMP Public Comments; Sandlin, Gail (ECY); Wang, Ching-Pi (ECY)
Subject: Ecology"s Comments-Seattle-Tacoma International Sustainable Airport Master Plan Scoping Project
Date: Thursday, September 27, 2018 4:14:39 PM
Attachments: 201804083_ECYCommentLetter.pdf

Good Afternoon,

Please find attached a comment letter from the Department of Ecology regarding the Seattle-Tacoma International Sustainable Airport Master Plan Scoping Project.

Best Regards,
Tracy Nishikawa
Regional Secretary / Assistant to Regional Director Tom Buroker
Department of Ecology / Northwest Regional Office
P 425-649-7012/ tracy.nishikawa@ecy.wa.gov

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Northwest Regional Office • 3190 160th Avenue SE • Bellevue, Washington 98008-5452 • (425) 649-7000
711 for Washington Relay Service • Persons with a speech disability can call (877) 833-6341

September 27, 2018

Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
PO Box 68727
Seattle, WA 98168

Re: Seattle-Tacoma International Sustainable Airport Master Plan
Project #POS SEPA No. 18-01, Ecology SEPA #201804083

Dear Steve Rybolt:

Thank you for the opportunity to provide comments on **the Seattle-Tacoma International Sustainable Airport Master Plan Scoping Information Packet.** Based on review of the Scoping Information Packet associated with this Project, the Department of Ecology (Ecology) has the following comments:

AIR QUALITY PROGRAM, CLIMATE POLICY SECTION
Gail Sandlin, PhD (360) 407-6860 gail.sandlin@ecy.wa.gov

The Executive Summary (ES) of the Sustainable Airport Master Plan (SAMP) does state that 'climate' is one the 12 primary factors considered during the environmental review process. Section 6.4.2.3 of the ES only emphasizes the GHG emissions quantification of Potential Near-Term projects. There is no mention of GHG mitigation strategies or reduction goals.

However, the SAMP web page https://www.portseattle.org/plans/sustainable-airport-master-plan-samp does state that the purpose of the environmental review is to:

- Identify ways to avoid, minimize or mitigate impacts

DoE-1 It would be helpful if the document discussed GHG mitigation strategies such as the Airport Carbon Certification Accreditation program. https://www.portseattle.org/programs/commitment-air-quality-and-energy-efficiency

DoE-2 According to the GHG inventory data provided in the "Planning Technical Memos" No. 8. Environmental Effects Overview, on page 2-6, 94% of the GHG emissions are scope 3 (pages 2-5) i.e. aircraft (56%) and ground transportation (32%). Therefore, a discussion on partnership greenhouse gas mitigation strategies may be worthwhile such as reference to sustainable aviation fuels or the clean truck program.

DoE-3

Finally, there doesn't seem to be any reference to climate resilience. Is one to assume that climate changes such as frequency of extreme weather events, flooding, heat or wildfire regional haze will have no impact on future near-term projects?

TOXICS CLEANUP PROGRAM
Ching-Pi Wang, (425) 649-7134 cwan461@ecy.wa.gov

DoE-4

There is known contamination in the area that will need to be addressed. The contamination was identified through a study known as the Seatac Groundwater Study conducted under an Agreed Order with the Port in 1999. This study is included as part of the listed site SeaTac International Airport (FSID 2291, Cleanup Site ID 1883).

There may be other areas of contamination depending on where work will occur.

Thank you for considering these comments from Ecology. If you have any questions or would like to respond to these comments, please contact one of the commenters listed above.

Sincerely,

Tracy Nishikawa

Tracy Nishikawa
SEPA Coordinator

Sent by email: Steve Rybolt, rybolt.s@portseattle.org

ecc: SAMP@portseattle.org
Gail, Sandlin, Ecology
Ching-Pi Wang, Ecology

ECR

From:	Veronica Gallardo
To:	Calkins, Ryan; SAMP Public Comments; Bowman, Stephanie; Metruck, Steve
Cc:	Maria Batayola
Subject:	El Centro De La Raza SeaTac Airport Expansion SAMP EIS Scoping Input
Date:	Wednesday, September 26, 2018 5:19:08 PM
Attachments:	Seatac Airport Expansion SAMP EIS Scoping Input Dated 9-26.pdf

On behalf of our Executive Director Estela Ortega, attached please find and below copied for your convenience, is El Centro De La Raza's input for the scope of the Sea-Tac *Airport Expansion SAMP EIS. For additional information, please contact Maria Batayola, EJ Program Coordinator at* mbatayola@elcentrodelaraza.org.

Veronica A. Gallardo
Executive Assistant
El Centro de la Raza
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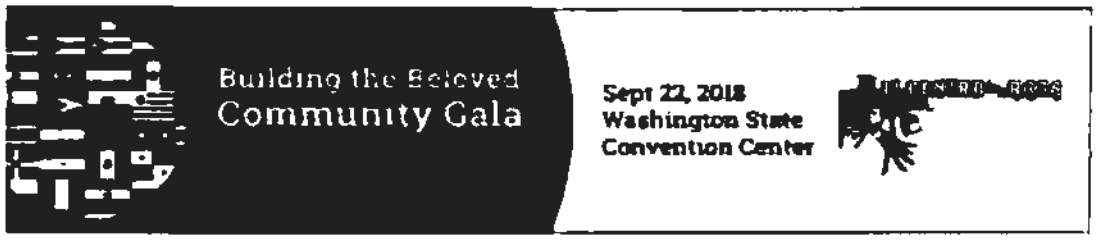
Seattle, WA 98144
(206) 957-4605 (ex.305)
(206) 329-0786 fax
www.elcentrodelaraza.org

Join us for our 2018 Building the Beloved Community Gala on September 22nd, 2018! Your support will be an impact towards the 43 programs and services we provide to over 14,000 youth, seniors, children and families a year. Purchase tickets to this wonderful annual celebration at **belovedcommunitygala.org!**



The Center for People of All Races

A voice and a hub for the Latino community
as we advocate on behalf of our people
and work to achieve social justice.

Programs & Services

With over 24,846 volunteer hours, El Centro de la Raza serves 14,506 individuals and 8,246 families annually through the following programs and services:

Bebes! Infant Mortality Prevention
Business Opportunity Center
Café con El Centro de la Raza
César Chávez Demonstration Garden
College Readiness
Comadres Women's Support Group
Community Building and Advocacy
Community Connector Benefits Enrollment
Community Meeting Space
Community Service / Volunteer Opportunities
Cultural Arts / Social Events
ECR Transitional Housing
El Patio Apartments
ESL Classes
Federal Way Open Doors Case Management
Financial Counseling / Education
Food Bank
Foreclosure Counseling
Growing & Learning Together (Parents As Teachers)
Historical & Educational Presentations
Homeless Assistance – Eviction Prevention
Hope for Youth Poetry & Civil Rights History Classes
José Martí Child Development Center
Labor Standards Outreach and Education
Latinos in Finance – Job Training
Legal Clinic Site
Lending Circles
Luis Alfonso Velásquez Flores After School Program
ORCA Reduced Fare Enrollment
Parent-Child Home Program
Plaza Maestas After School Program
Plaza Roberto Maestas, Beloved Community
Public Benefits Outreach and Enrollment
Roberto Maestas Leadership Institute
Santos Rodriguez Memorial Park
Seattle Youth Violence Prevention Case Management
Senior Wellness & Congregate Meal Program
Smoking Cessation
Summer Learning - Academic & Cultural Enrichment
Tax Prep Site
Veteran's Services
Youth Job Readiness Training
Young Adults in Tech

September 26, 2018 E-Distributed

Stephanie Bowman, Commissioner, Port of Seattle
Ryan Calkins, Commissioner, Port of Seattle
Stephen Metruck, Executive Director, Port of Seattle
Steve Rybolt, Aviation Environment & Sustainability

RE: SAMP EIS Scoping Input from Seattle Beacon Hill Neighborhood.

Estimad@ Hon. Bowman, Hon. Calkins, Mr. Metruck and Mr. Rybolt,

Greetings from El Centro de la Raza. I hope this email finds you all well. Thank you for the opportunity to provide input to the scope of the Seattle Airport Master Plan (SAMP) Environmental Impact Statement (EIS) for the Seattle Tacoma Airport expansion. I am also sharing El Centro's input to the SAMP EIS with the Port of Seattle's leadership, given our June 4, 2018 discussion along these same lines.

Hon. Bowman, Hon Calkins and Mr. Metruck, please recall our June 4, 2018 meeting where we discussed among other topics, Beacon Hill's air and noise pollution health impacts challenges, how the Port's social equity initiative could hopefully prompt a review of our environmental injustice issues, and our recommendation that such a social equity initiative include or have a parallel Title VI compliance program. We look forward to continuing such discussions and would be happy to make a presentation to the Port of Seattle Commissioners.

We are submitting the core elements of our discussion to Mr. Rybolt for inclusion in the scope of the SAMP EIS study as follows: 1) an air and noise pollution environmental and health impact risks assessment, 2) a review of the definition of fence line community status to include "vertical" fence line communities such as Beacon Hill, 3) environmental injustice impacted communities, and 4) SeaTac Airport within a regional airport system. See attached.

Mr. Rybolt, thank you again for reaching out to our community and the opportunity to give input. Attached please find El Centro's input to the scope of the SAMP EIS. For additional information, please contact Maria Batayola, EJ Program Coordinator at 206 293 2951 or mbatayola@elcentrodelaraza.org. We look forward to a positive response.

Respetuosamente,

Estela Ortega, Executive Director

C: NEPA Review Program, US EPA Region 10, 1200 6th Avenue, Suite 155, OERA-140, Seattle 981018-3140

Community Action Agency • United Way Agency • Affiliate of UnidosUS
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www.elcentrodelaraza.org • 501(c)3 Nonprofit Tax ID: 91-0899927

EL CENTRO DE LA RAZA

Attachment A

SCOPING COMMENTS FROM EL CENTRO DE LA RAZA ON SUSTAINABLE AIRPORT MASTER PLAN (SAMP) ENVIRONMENTAL IMPACT STATEMENT (EIS)

Thank you for the opportunity to provide input to the scope of the review that will be conducted for the SAMP EIS. Below please find input/request to include the following elements in your SAMP EIS scope of review.

1) HUMAN HEALTH AND ENVIRONMENT

To tell Beacon Hill's story, we will start at the sources of air and noise pollution then proceed to the human health impacts.

a) Source of Air and Noise Pollution

Seattle's Beacon Hill (BH) neighborhood is located in southeast Seattle. It is 6 miles long and 1-2 miles in width starting from I-90 to the north and ending at Boeing Access road to the south.

It is surrounded by air and noise pollution emissions from roadways and airplanes.

From roadways, BH boundary to the north consists of I-90 with 120,000 vehicles a day, I-5 to the west with 250,000 cars a day and major arterials Rainier and Martin Luther King Way to the east. The road congestion is getting worse.

Airplanes fly overhead Beacon Hill every 1 to 3 minutes. BH is the recipient of air and noise pollution from Seattle Tacoma Airport, Boeing Field and King County International Airport. flight and landing path. Most of the flight operations are from the Seattle Tacoma Airport.

In 2016, 70% of the ~200,000 landings flew over Beacon Hill at 3,000 feet, and at times as low as 2,000 ft. Flights have tripled since 2016, given the implementation of Greener skies which tethered take-off and landing to GIS system such that variability of flight is limited and fossil fuels are conserved. to disproportionately impacting BH people of color and immigrant communities.

The Port of Seattle is now starting its "Sustainable Airport Master Plan develop process to meet service demand that is projects passengers will increase from 38 million in 2014 to 66 million in 2035, international flights will double and cargo volume will triple from 2017 to 2021.

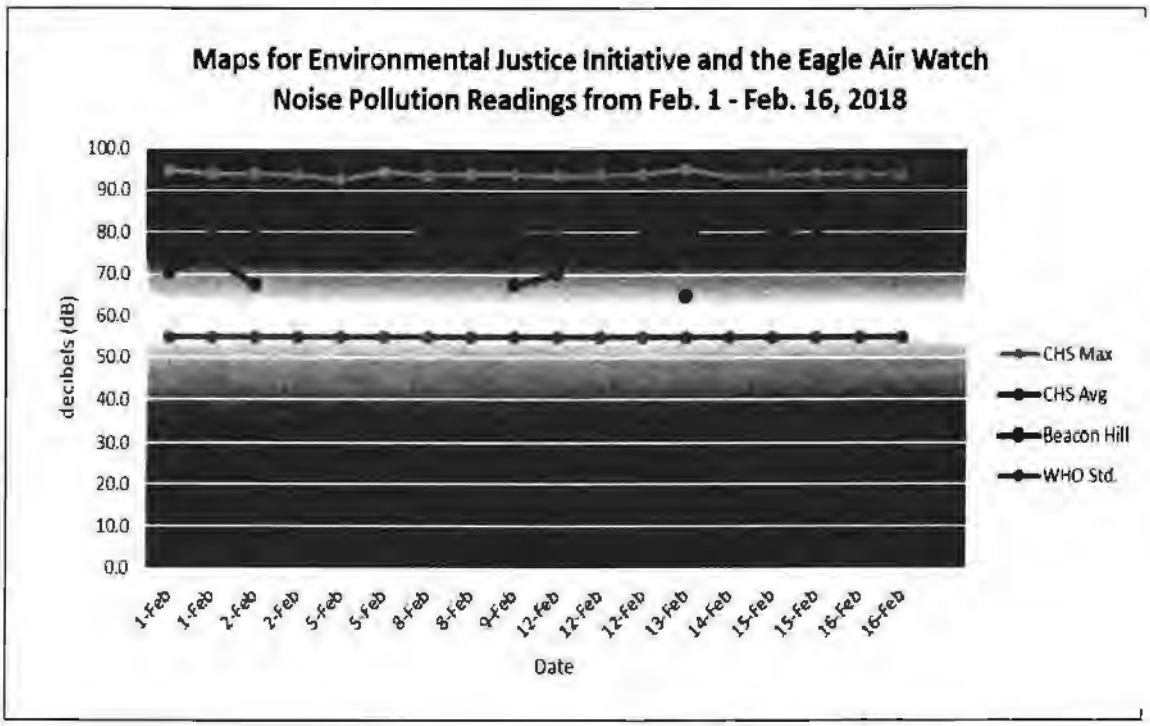
b) No Air & Noise Pollution Quantitative Studies

The published air quality data for Beacon Hill shows it does not have bad air, but that is because the monitor is located on the Jefferson Park Golf course, a location that is not

representative of the greater Beacon Hill area. There is no air quantitative measurements for BH.

Given that there is no quantitative analysis of air and noise pollution in Beacon Hill, El Centro partnered with EPA and Beacon Hill community scientists to conduct exploratory measurements of air and noise. The Cleveland High School Environmental Club study supervised by Dr. Troy Abel of Western Washington University Huxley Institute conducted a MEJI Study (Maps for Environmental Justice Initiative) show that:

- The noise standard for the City of Seattle is 55 decibels
- The noise standard for FAA is 60 decibels
- The average noise level for Cleveland High School is in the low 80's, and
- The maximum noise level for Cleveland High School is in the 90's.



c) Health Impacts

Studies have shown that air pollution can cause asthma attacks, reduced lung capacity, eyes/nose/throat/lungs irritation, heart disease, and cancer, along with other factors.

Studies have shown that noise pollution can cause heart disease, sleep disturbance, stress, and lower math and reading test scores for schools without noise insulation, along with other factors.

The 2017 survey of health indicators for Beacon Hill show that although the data did not rise to statistical significance, they were of deep concern from a precautionary perspective. Beacon Hill health data indicated:

- Higher rates of ASTHMA hospitalization for children.
- Higher rates of hospitalization and death for DIABETES AND RELATED DISEASES.
- Higher rate of deaths due to CHRONIC LOWER RESPIRATORY DISEASES
- Low BIRTH WEIGHT in infants
- Lower LIFE EXPECTANCY

Of serious concern is data from the 2013 Duwamish Valley Community Health Impact Analysis (CHIA) which included residents of zip code 98108.

- 98108 has the highest cumulative impact score of all Seattle areas in the study.
- The cumulative impact score is a combination of socioeconomic, environmental, and public health conditions ranging from 6–120, with higher scores indicating disproportionate impacts.
- 98108 received the highest score (106), while the lowest score (13) was for Magnolia (98199)."

The 2010 Census shows that 98108 zip code residents include 1,277 Georgetown, 3,991 South Park and 17,106 Beacon Hill residents. The BH 98108 residents consists of 49.8% of all BH residents.

d) Input to include in the Scope of the Study

In short, the Port of Seattle would not be able to determine adequately and appropriately the impact on Beacon Hill of the projected massive increase in air operations as projected, without:

1) Air and noise quantitative study (data) for Beacon Hill.
2) Supplemental Noise Study conducted at the noise is experience on the ground.

3) Input as submitted by Debi Wagner in Attachment A1, a 42-page document which includes:

    1) Extensive air quality analysis needed, criteria, toxics, soot deposition assay (MOA agreement between the Port, EPA, DOE, PSCAA 1996 due to third runway EIS predicted future air quality violations of the NAAQS)

    2) Health Impact assessment including a risk analysis

    3) Mapping of areas of impact for BOTH noise and emissions (emission contours will be different and larger than the existing noise)

    4) Mitigation strategies that can be monitored for success and use comparative population for HIA, AQ, Risk and outcomes

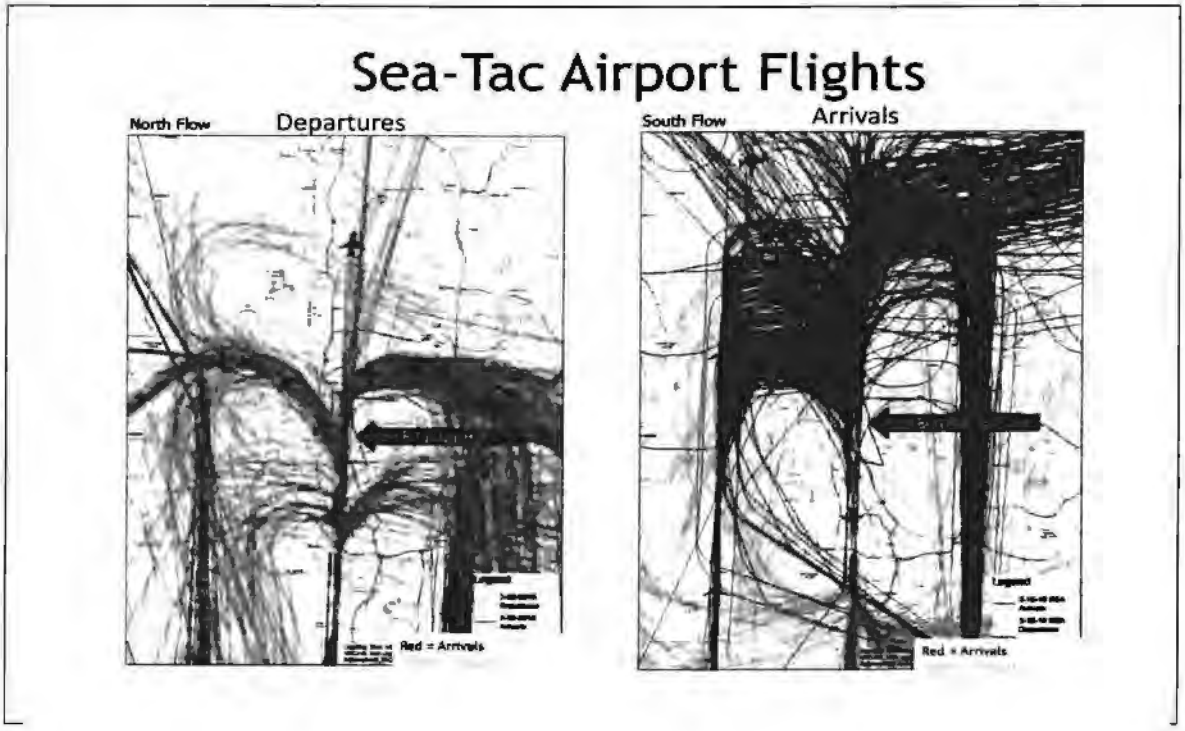
ECR-1

2) REVIEW OF BEACON HILL AS A "VERTICAL" FENCE LINE COMMUNITY

a) Beacon Hill Similarity with Fence Line Communities

El Centro recognizes that the FAA dictates the definition of airport fence line communities and understand the logic that neighborhoods directly impacted by flight operations should receive attention, be included in EIS reviews, and be eligible for mitigation.

Greener Skies hard wired majority of the landing operations over Beacon Hill. See Sea-Tac Airport Flights map. Of note, in 2016, 70% of the ~200,000 landings flew over Beacon Hill at 3,000 feet, and at times as low as 2,000 ft.



2)

a) Environmental Justice Directive

Presidential Executive Order 12898 promotes the principles of environmental justice in all Departmental programs, policies and activities. The US Department of Transportation established Order 5610.2(a) pursuant to said Executive Order. One of its major divisions, the Federal Aviation Administration Desk Reference for Airport Action includes Chapter 10 that states:

> "Compliance with Executive Order 12898, the Presidential Memorandum on environmental justice, and Order 5610.2, requires FAA to analyze impacts on low-income and minority populations."
>
> This chapter also discusses timelines, outreach, working with non-English speaking communities and more. In addition, the directive is given to evaluate cumulative effects:
>
> > "(4) Cumulative effects. This part of the analysis should focus on identified adverse cumulative impacts. Determine if nay low-income or minority populations experience a disproportionately high level of cumulative effects."

FAA flow down compliance requirements of the Port of Seattle reflect said requirements.

b) Beacon Hill Eligibility

Beacon Hill's demographics consists of identified populations under Presidential Executive Order 12898 and its flow down compliance requirements.

To that end, Beacon Hill is the largest Seattle neighborhood with 35,000 residents with majority 80% people of color, including 50% Asian Pacific Islander, 22% African and African American, and 8% Hispanic/Latino residents.

Nearly half (44%) were born outside the US – with most coming as immigrants and refugees, and 36% do not speak English well. One out of 5 are low income.

In 2017, El Centro applied for an EPA Collaborative Problem Grant for a Beacon Hill air & noise pollution health impacts education and empowerment grant . Beacon Hill underwent an extensive review by EPA and determined that Beacon Hill is indeed an environmental justice site. El Centro was awarded the 2-year EPA Collaborative Problem Solving grant CA -1J27101. See attachment A2: El Centro EPA Contract.

c) Previous Request for Compliance

A prior advocacy group, the Community Health Advocates Coalition requested in writing to the FAA, the Port of Seattle and others on November 10, 2015 specifically calling for compliance with the . See Attachment A3.

> "We are asking for the immediate compliance of FAA to Order 5610.2. Specifically, we are asking for 1) cumulative health impact study, 2) mitigation, and 3) follow-up study with 4) strong community engagement role for us..."

d) Input to Include in the Scope of the Study

1) Treat Beacon Hill as an environmental justice cite as defined under Presidential Executive Order 12989 on environmental justice and as determined by the federal Environmental Protection Agency (EPA)

2) Conduct an environmental justice analysis by complying with the Presidential Executive Order 12989 US Department of Transportation Order 5610.2(a), Federal Aviation Administration Desk Reference for Airport Action:

   a. Flight increases from Greener Skies

   b. Projected impact of increased flights as projected under SAMP

EER-2

4) ALTERNATIVES FOR EXPANSION, COMBINED EXPANSION WITH REGIONAL AIR PORT SYSTEM

a) How Much is Enough

El Centro is seriously concerned that the current increase in frequency of flights will result in acceleration of environmental and air and noise health impacts.

The question is not "How much the airport can absorb increased demand for flight operations?". Rather, the question is "How much air and noise pollution can humans absorb before large scale public health issue?" More precisely "How much can Beacon Hill as an environmental injustice affected community, absorb air and noise pollution given its poor social determinants of health?"

At El Centro, we have asked Governor Jay Einslee, and have testified before the Health Disparities Board to encourage our Governor to review the drivers for the current and increased flights with an environmental and health concerns. Case in point, at one of our 24 community meetings, a participant asked paraphrased "Why do we truck food from the eastside of the mountains, then fly it out of Seattle, when it can be flown from there?"

EJR-3

b) Input to Include in the Scope of the Study

1) Inventory and review national and international studies and materials that articulate criteria and/or conditions for transition from singular airport to a regional airport system.

2) Apply such criteria for Seattle Tacoma Airport

3) When applicable, analyze current flight operations and projected impact based on said criteria.

For more information, contact Maria Batayola, El Centro Environmental Justice Program Coordinator at mbatayola@elcentrodelaraza.org, 206 293 2951.

November 10, 2016 E-Distribution

David C. Suomi, FAA Northwest Mountain Regional Administrator
Joelle Briggs, FAA Northwest Mountain Region District Office Manager

Ted. J. Fick, Port of Seattle Chief Executive Officer
Mark Reis, Aviation Division Sea-Tac Airport Managing Director
Port of Seattle Commissioners

Dow Constantine, King County Executive
Harold Taniguchi, King County Transportation Department Director
Robert Burke, KC Transportation International Airport Division Director
Rod Dembowski, King County Council Councilman and Transportation, Economic and Environment Committee Chair

Denis Law, City of Renton Mayor
Jonathan Wilson, Renton Municipal Airport Manager
Ed Prince, Renton City Council President

Re: Airplane Emission and Noise Adverse Health Impacts

Dear Esteemed Government Leaders and Airport Administrators,

We bring to your attention a profound environmental justice issue with regards to the adverse cumulative health impact of airplane emissions and noise over our neighborhoods within the 10-mile radius of your respective airports. The affected neighborhoods in alphabetical order are Beacon Hill, Burien, Chinatown International District, Georgetown, South Park and White Center. They have high, if not the highest, diversity indices with respect to minorities, ethnicities and languages spoken, as well as high socioeconomic disparity.

When the NextGen's Performance Based Navigation and the Fly Quiet program components narrowed the flight paths for departure, arrival and approach for both Seattle-Tacoma International Airport, King County International Airport and Renton Airport, it relieved some communities of airplane emission and noise, while exacerbating the airplane emissions and noise to our affected areas due to exponential increase in the frequency of airplane activity.

(See Next Gen flight paths https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/Flight-Patterns.aspx and https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/Procedures.aspx)

We are deeply concerned about the adverse health impacts on our children, elders, families, adults, students, workers and visitors in our area. What we know is these areas have high rates of asthma, hearing loss and decreased longevity.

It is unconscionable that FAA developed the narrowed flight paths without following its own rules. Presidential Executive Order 12898 promotes the principles of environmental justice in all Departmental programs, policies, and activities. The US Department of Transportation established Order 5610.2(a) pursuant to said Executive Order. One of its major divisions, the Federal Aviation Administration Desk Reference for Airport Action includes Chapter 10 that states:

> "Compliance with Executive Order 12898, the Presidential Memorandum on environmental justice, and Order 5610.2, requires FAA to analyze impacts on low-income and minority populations." The chapter also discusses timeliness, outreach, working with non-English speaking communities and more. In addition, directive is given to evaluate cumulative effects:
>
> "(4) Cumulative effects. This part of the analysis should focus on identified adverse cumulative impacts. Determine if any low-income or minority populations experience a disproportionately high level of cumulative effects."

We are asking for the immediate compliance of FAA to Order 5610.2. Specifically, we are asking for 1) an immediate cumulative health impact study, 2) mitigation and 3) follow-up study with 4) strong community engagement role for us in the development of the cumulative health impact study in the scope of work, the request for proposals, the selection of the vendor, and an active role in the monitoring of the study, review of its methodology, mid-term progress, recommendations prior to publication and implementation monitoring.

Our passion is singular in our concern for the quality of and the lives of our children, elders, families, adults, students, workers and visitors in our affected area.

At our behest, Congressman Adam Smith's Washington DC Legislative Aide, Fernando Ruiz, met separately with FAA staff and Port staff. They were aware of the general concerns regarding emissions and noise. However, they did not realize that the increased frequency in flights would potentially exacerbate the cumulative adverse health on the community.

We would like to meet with you so that we can collaborate on a coordinated approach and solution to this grave concern. Our sincere thanks, again, to Congressman Smith's Office for helping connect us all. Ms. Debrah Entenman, Deputy District Manager will coordinate and host an evening meeting during the early part of December.

We have a collective affirmative responsibility for the lives and health of our communities. We look forward to a positive response.

Sincerely,
Community Health Advocates Collaboration Against Airplane Emissions & Noise

Dr. Roseanne Lorenzana
Co-Chair

Maria Batayola, M.A. A.B.S.
Co-Chair , FAPAGOW President

Estella Ortega, Executive Director
El Centro De La Raza

Teresita Batayola, Exec. Director
Int'l Community Health Services

Maiko Winkler Chin, Exec. Director
Seattle Chinatown International
District Preservation & Development

Pradeepta Upadhyay. Exec. Director
Interim Community Development
Association

Jill Mangilinan, Exec. Director
Got Green

Rebecca Saldaña, Exec. Director
SAGE

Copies to:
Fernando Ruiz, Congressman Adam Smith's Legislative Aide, Washington DC
Debrah Entenman, Congressman Adam Smith Deputy District Director, Renton WA
Tania Park, Puget Sound Air Quality, Environmental Justice Manager, Seattle WA
Dennis McLerran, US EPA Region 10, Regional Administrator, Seattle WA

Senator Maria Cantwell, Ranking Member, Aviation Operations, Safety, and Security Subcommittee
Senator Patty Murray, Appropriations Committee, Transportation Subcommittee
Congressman Rick Larsen, Ranking Member, Transportation Aviation Subcommittee
Congressman Jim McDermott, Senior Member, House Ways & Means Health Subcommittee
Senator Bob Hasegawa, 11th District, Commerce & Labor and Ways & Means Committees
WA State Representative Sharon Tomiko Santos, 37th District, Business & Fin. Services Committee
WA State Representative Eric Pettigrew, 37th District, House Appropriations Committee
Larry Gossett, King County Councilman District 2
Joe McDermott, King County Councilman District 8
Hyeok Kim, City of Seattle Deputy Director

Public Comment

To:

The Port of Seattle Sustainable Airport Master Plan Environmental Impact Statement

The FAA in preparation of an Environmental Assessment

Submitted by: Debi Wagner

Highline College Public Scoping Meeting

9/10/2018

Table 1: List of Environmental Impact Categories in FAA Order 10501.1F

	Environmental Impact Category
1	Air Quality
2	Biological Resources
3	Climate
4	Coastal Resources
5	Department of Transportation Act, Section 4(f)
	Environmental Impact Category
6	Farmlands
7	Hazardous Materials, Solid Waste, and Pollution Prevention
8	Historical, Architectural, Archeological and Cultural Resources
9	Land Use
10	Natural Resources and Energy Supply

	Environmental Impact Category
11	Noise and Noise-Compatible Land Use
12	Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
13	Visual Effects
14	Water Resources
15	Cumulative Impacts
16	Irreversible and Irretrievable Commitment of Resources

AIR QUALITY

Air quality has not been assessed. A Memorandum of Agreement between EPA, Department of Ecology, Puget Sound Clean Air Agency and the Port of Seattle in 1997 was to monitor the air quality of the Sea-Tac Airport area post 2010 (see attached) due to predicted modeled exceedances of the NAAQS. This was to occur prior to construction of conditioned elements of the ALP. These proposed future improvements such as the new terminal and landside developments are planned along with other segmented developments such as hardstands and international facility improvements and no compliance certifications have been issued. No monitoring is planned. This monitoring should include the analysis of chemical composition of the soot, debris that was included in the MOA but not completed due to funding restraint.

AI-01-IV

The consultant working on the Sustainable Airport Master Plan (SAMP) has provided air quality data from the EDMS and AEDT model. The EPA also models the same operations for each year analyzed. Below is a table created by EPA showing the consultant (in white) and EPA analysis (in yellow) for 2014 using the same model and FAA supplied operational numbers.

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)											
	NO_x	NO_x	VOC	VOC	CO	CO	SO_x	SO_x	PM_{10}	PM_{10}	$PM_{2.5}$	$PM_{2.5}$
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	53	8	52
APUs	72	48	5	4	48	43	9	7	22	6	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3	19	3
Stationary Sources	17		1		12		0		1		1	
TOTAL	2,019		326		3,681		188		51		50	

The differences between these estimates have not been explained. For the third runway analysis, these same problems permeated the modeling. When looking at emission data input from the third runway analysis, it was clear the consultant had manipulated the data to obtain a predetermined outcome of compliance. The consultant failed to estimate any particulate data for all jet operations. All defaults were set to zero. The consultant cut emission data from EPA published rates and used lower than standard operations time in mode. It is not fully understood by me at this time, and to what degree, that falsified data has impacted public health and the environment that would have otherwise received mitigation.

N2-8

CLIMATE CHANGE

The consultant has provided data on carbon dioxide emissions in the Air Quality Baseline Preliminary Draft dated September 2017 for 2016 annual emissions. CO_2 is listed at 396,306 metric tons per year. Yet the Port of Seattle Energy and Sustainability Committee estimate from 2015 is 5.4 million metric tons per year. The difference between the two estimates are due to the consultant using a fraction of the Landing/Takeoff cycle rather than total fuel pumped. This leaves a majority of the carbon dioxide emissions unaccounted for. Since climate impact is a global concern, honesty and accuracy and taking responsibility for the total global climate impact is essential to understanding the significant impact the aviation sector has on planning and mitigation. While trees are the only current mitigation for aviation produced CO_2, it makes no sense the FAA has allowed the significant removal rather than topping 3,000 mature trees around the airport.

N10-1 N2-9

The total climate change impact of the airport expansion will be significant. Sea-Tac is currently producing 25% of the county's climate change emissions. While the county is reducing emissions, the airport plans to double its impact. Ninety percent of the climate impact of the airport is due to jet operations. The Port of Seattle proposes reducing the remaining 10% of climate emissions by 3% or less over the next 18 years while doubling the 90%. None of the estimates consider the higher contributing emissions of nitrogen oxides, methane or black carbon. The imbalance in offsetting the impact could push Sea-Tac to half the county total by 2034 considering the increase in operations and reduction strategies in other sectors. This scenario will undo and even surpass all gains in every other sector.

S3-1

Table 13
BASELINE (2016) CONDITION AEDT ANNUAL EMISSIONS

	SHORT TONS OF POLLUTANTS (2016)

EMISSION SOURCE	NO_x	VOC	CO	SO_x	PM_{10}	$PM_{2.5}$	CO_2 *
Aircraft Engines	1,775	261	1,455	162	13	13	396,306
APUs	40	3	33	5	5	5	-
GSE	370	94	2,769	19	25	25	-
Stationary Sources	18	1	12	0	1	1	-
TOTAL	2,267	379	4,841	190	48	47	396,306

ENVIRONMENTAL JUSTICE

5.1
5.3

Health disparities in the communities surrounding the airport have been evaluated by the State Department of Public Health. Findings of disproportionate, high and adverse consequences exist in these communities. Currently, respiratory and brain cancer cases are higher than average when compared to King County and asthma in 98168 is statistically significantly higher than average when compared to county, state and national levels.

Environmental Justice (EJ) eligible community has been identified by FAA in their June 2017 Preliminary Environmental Analysis (PEA). The Interagency Working Group on EJ Methodologies March 2016 outlines numerous items for analysis that have not been discussed in any detail in the SAMP planning process. Cumulative impacts to these communities of noise and emissions along with health impacts have not been analyzed. Past, present and reasonably foreseeable impacts have not been addressed. Unknown risks should be evaluated.

(From the PEA)
Figures 5 and 6 shows the areas in which Environmental Justice (EJ) may be a concern within the Study Area. This data was pulled using the U.S Consensus 2015 data, through the Environmental Justice tool in AEDT. There are multiple areas of which exceed environmental justice thresholds within the Study Area. However, there are no reportable or significant noise impacts and the noise level of the No Action and Proposed Action Alternatives are less than 45 dBA DNL. Furthermore, there is no change to air quality. Therefore, the FAA has preliminarily determined that there are no high and disproportionate impacts to environmental justice communities.

Figure 5: EJ areas with the No Action flight tracks

Figure 6: EJ areas with the Proposed Action flight tracks

Key

- No Environmental Justice threshold exceeded
- Exceeds the 1 x poverty threshold level
- Exceeds the for minority threshold
- Exceeds both the 1 x poverty and minority thresholds
- Study Area
- No Action flight tracks
- Proposed Action flight tracks

The aforementioned analysis preliminarily indicates that there would be no direct or indirect or cumulative significant impact as a result of the implementation of the Proposed Action.

This analysis, above, ignores the significant impact that already exists with health disparities discovered in the past and present. EPA EJ Screen tool can be used to assess the low income and minority populations around Sea-Tac and view the risk and negative health outcomes. Many of the census tracts in 98168 and 98198 typically overflown by departing and arriving aircraft exhibit *extreme* conditions. Some of the greatest poverty levels, language barriers, no access to healthcare deficiencies and health disparities in the county exist in these communities along with higher than average for the county numbers of children. The Highline School District that serves these communities has some of the highest poverty level families, and service needs of any school district in the state. See attached high noise area map and State Department of Health

Washington Tracking Network health disparities map. Both exhibit similar areas of impact for high noise levels and negative health outcomes.

The State Board of Health on behalf of the State Department of Public Health finding statistically significant health disparities in the communities surrounding Sea-Tac Airport writing in The Washington State Committee on Environmental Justice, June 2001 "Final Report, State Board of Health Priority: Environmental Justice" states:

> "Airport community members living near the SeaTac Airport identified several concerns related to air pollution from operations at the airport (see Washington State Department of Health et al., February and December 1999. These reports can be accessed through: http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/ nicepubs.htm.)
>
> A March 2000 report prepared jointly by DOH, the Washington State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:
>
> - Lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
> - Oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;
> - Deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east and south of the airport (defined by census tracts) compared to King County; and
> - Hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south of the airport (defined by zip codes) compared to King County.
>
> **The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because of environmental justice concerns.** The report states, "fundamental to the concept of environmental equity is the value that one group of people not incur environmental exposures from commercial activities from which another group benefits. Those who use SeaTac Airport often derive great financial and other benefits from worldwide travel. **The extent to which these benefits come at the expense**

of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic" (Washington State Department of Health et al., 2000, p. 8). *[pages 14, 15] (Emphasis added)*

Regarding unknown risks the Federal Interagency Working Group (IWG) on Environmental Justice states in publication "Promising Practices for EJ Methodologies in NEPA Reviews" dated March 2016: https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf

"The degree to which an impact involves **unique or unknown risks** (see 40 CFR§1508.27(b)(5)) to minority populations and low-income populations in the affected environment can inform how agencies assess the significance of the impact. Minority populations and low-income populations could be uniquely susceptible to impacts from a proposed action due to: 1) **special vulnerabilities, e.g. pre-existing health conditions that exceed norms among the general population**; 2) unique routes of exposure, e.g. use of surface or well water in rural communities; or 3) cultural practices, e.g. subsistence fishing, hunting or gathering, access to sacred sites." IWG page 34

The FAA EA must include the following:

S3-2
1) An air quality monitoring program must be completed which includes toxics and criteria pollutants and used as a validation for modeling
2) A risk analysis must be completed which evaluates all known chemicals released from the airport and operations which might be affecting the poor public health outcomes (see comments to the Port of Seattle)
3) A toxicology study must be completed to help plan mitigation.
4) Mitigation plans, programs and strategies should be planned and implemented along with the SAMP development not after
5) Any mitigation strategy must have a monitoring plan to assure success
6) A similar area must be used for comparison to evaluate health impacts (Kent Auburn area was used as a comparative population to Sea-Tac Airport communities by the State Department of Health in 2000. This area along with Tukwila is overflown by arriving aircraft to both Boeing Field and Sea-Tac Airport. Health disparities in these cities can clearly be seen as extreme on the enclosed map of poor health outcomes and should not be used as a comparison)
7) Areas of impact for emissions should be mapped along with noise.
Consider for instance:

a) New Jersey Institute of Technology has found a wide circular area around airports in the US experiencing toxic emissions 10 times greater than elsewhere
b) State Department of Health found health impact areas to the west and east of Sea-Tac Airport experiencing health disparities
c) EPA evaluating Midway Airport found risk threshold exceeded for 1,3 Butadiene to the northeast of the airport not typically in a noise contour band,
d) McCulley Frick and Gilman Air Quality Survey found hydrocarbon levels exceeding state New Source regulations around Sea-Tac Airport outside of the noise contours
e) Department of Commerce and LAX Ultrafine Particulate study found sooty debris typical of jet engine combustion discharge in flight paths for 10 miles out from runway ends

VII-27

8) An epidemiological study should be conducted
9) All studies should show independence and be peer reviewed to assure objectivity
10) All analysis should include data input, assumptions and justification

Exhibit A

[redacted] International Airport
Master Plan Update Improvements

The following airport improvement projects were identified by the Master Plan Update Final Environmental Impact Statement (Final EIS) to be planned in between 1996 and 2020. Based on the air quality analysis presented in the Final EIS, only the construction and facilities improvements planned to occur post 2010 could result in increasing the severity of exceedances of the NAAQS. As a result, before the Port could implement these project, additional analysis and regulatory authorities would be required. These projects were identified based on project purpose and need and are categorized by the four (4) through D) purpose and needs. Based on the Final EIS, the following projects would not increase the severity or frequency of exceedances of the NAAQS:

A. New Parallel Runway and associated operational procedures and taxiways (1996-2000)
B. Closing and Grading off south runway and the runway safety area compliance (1996-2000)
C. Extension of Runway 34R (2011-2015)
D. Terminal and Landside Improvements

1996-2000

New Parallel Runway and associated operational procedures and taxiways
Closing and Grading the requisite lengths of south runway and for runway safety area compliance
Improvements to the Main Terminal roadway and embankment south
Development of the Elm Midway Creek Technology Campus
Construction of the new air traffic control tower
Expansion or redevelopment of the cargo facilities to the south cargo complex
Development of a new snow equipment storage facility
Expansion of Concourse A
Development of on-airport land
Expansion of the main parking garage
Development of a new parking garage at the Long Term lot
Site preparation at SASA site
Overhaul and/or replacement of the ETS

2001-2005

Grid taxiway 34L
Expansion of the Main Terminal to the South
Improved access and circulation roadway improvements at the Main Terminal
Additional expansion of the main parking garage
Expansion of the existing south employee parking
Further expansion of Concourse A
Development of a new airport maintenance building
Continued expansion of the north cargo facilities

2006-2010

Expansion of the third taxiways A and B
Construct four plane parking position north of IB 310
Additional Expansion of south employee lot
Further expansion or redevelopment of south cargo complex
Upper roadway would place at Main Terminal

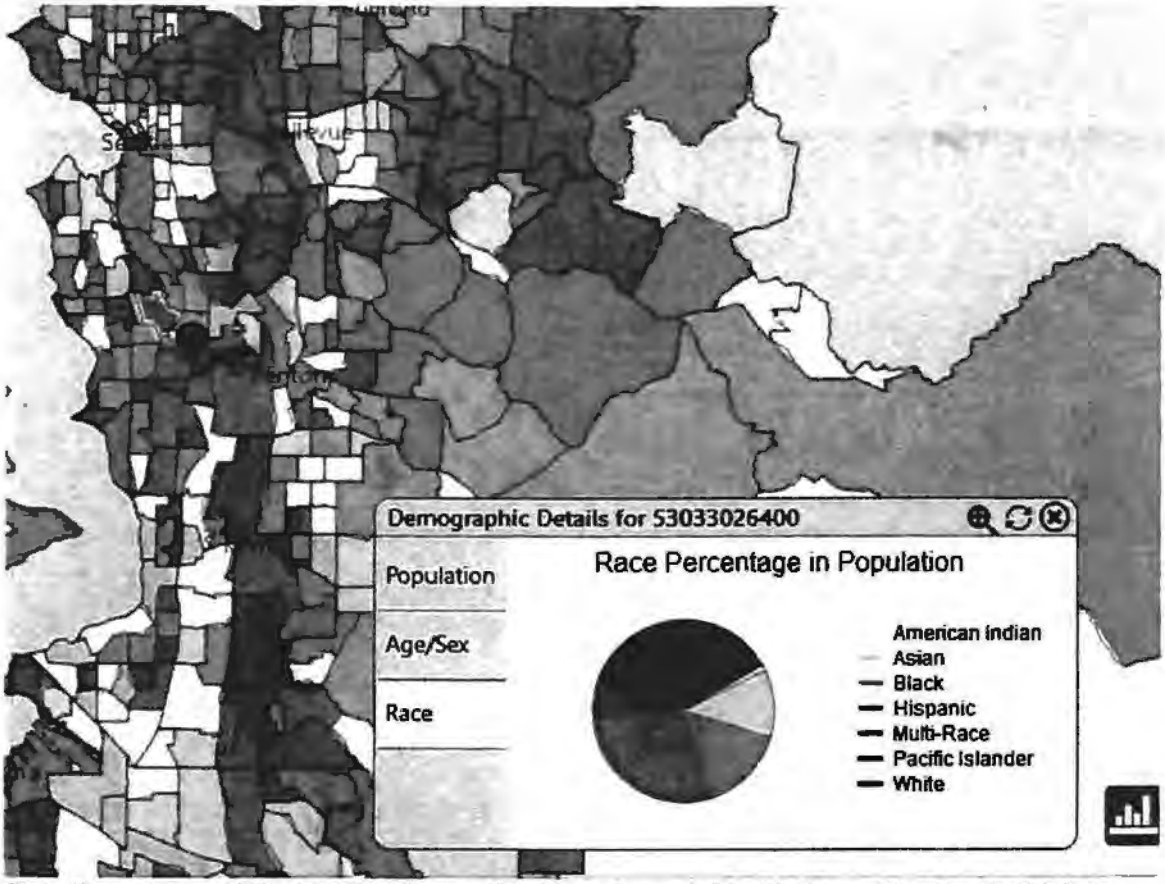
Based on the Final EIS, the following terminal and landside projects would increase the severity or frequency of exceedances of the NAAQS. The airfield improvement project that would alter airfield configuration, and have air quality, is the Black Elm Terminal development and related projects. The Black Elm Terminal is slated for construction between 2011 and 2015. However, several items that are related to this project would occur earlier, such as the relocation of the ASDT which is located on the future site of the new terminal. Therefore, to ensure that earlier projects do not jeopardize the completion of the Black Elm Terminal, these projects are identified separately.

[redacted]

-8-

[redacted]

-9-



State Department of Health Washington Tracking Network Health Disparities for 98168 that follow flight path and match high noise area

Highest noise level in purple at the airport and surrounding red represents highest noise levels and matches the health disparities map from Department of Health

SCOPING COMMENTS

Scoping should be taken seriously. Past requests for the Third Runway analysis to address environmental considerations have been ignored. Please see attachment for an example of Puget Sound Clean Air Agency (PSCAA) formerly, Puget Sound Air Pollution Control Agency request for the third runway EIS to include a risk analysis and the response from the FAA/Port of Seattle. Where insufficient information exists (was not a valid excuse since EPA had just done a thorough risk assessment for Midway Airport http://www.csu.edu/cerc/documents/SWChicagoCancerRisks1993.pdf) or unknown risk exists as was the case with existing widespread community health disparities, it is the responsibility of the agency proposing the project involving additional impacts to use all available means to discover and disclose. NEPA §1508.27

The FAA and Port of Seattle should analyze the following items in the Environmental Assessment and Environmental Impact Statement:

HUMAN HEALTH AND ENVIRONMENT

1) Conduct an air quality analysis for all pollutants of concern; hydrocarbon emissions, air toxics, lead and criteria pollutants in the communities surrounding the airport and flight paths where aircraft overfly to 3,000 feet. This was required by a MOA between the Port of Seattle, EPA, PSCAA and DOE to be done post 2010 (See Attached). Please note the request for chemical analysis of residues in flight paths. Funding shortfall prevented this from going forward. It is still needed. Monitoring is used to validate modeling and has been recommended by our air quality agencies
2) Provide data on demographics and health in all communities affected by airport noise/emissions using existing data, science, agencies, institutions with city and citizen input. Give same consideration to multiple stressors (noise/emissions, traffic, etc.) in EJ community as was provided by the Port of Seattle in the near Port community grant for Duwamish residents.
3) Identify significant cumulative impacts considering past, present and reasonably foreseeable, multiple project impacts and high and adverse impact areas.509, SASA, South Satellite, flight path changes, modifications, hardstands, new terminal construction and operation etc.
4) Identify areas where low income and minority populations reside and analyze disproportionate impact by airport operations, traffic, congestion, etc.
5) Consider cumulative noise and emissions on resident's health
6) Consider unknown risk and develop methods to determine sources, nature and develop control strategies
7) Conduct a risk analysis using all air contaminants known to be produced by airport operations using the collected monitoring and modeling data for validation as per Puget Sound Clean Air request in 1994 not yet completed
8) Map the areas of impact
9) Conduct a health impact assessment (HIA) and social impact assessment (SIA).
10) Provide meaningful insights into mitigation strategies

METHODOLOGY

S5-1 / SB-3

1) Both co-lead agencies should use available science, data and input from independent sources to inform and validate the process and conclusions
2) Worst-case scenarios for impact analysis should be considered and developed
3) Mapping the area of emission impact will be different than the noise contours and should highlight highest risk areas.
4) A map should be color coded to easily identify:
   a) Low income and minority populations eligible for environmental justice consideration
   b) High and adverse impact assessment by census tract
   c) Impact from emissions and types of emissions
   d) At risk areas by type of risk
   e) Noise contours and highest noise sensitive areas impact
   f) Existing health disparities
5) All assumptions and conclusions should be peer reviewed and independently verified for accuracy. For instance, industry data frequently reflects a bias; current emissions prepared by consultant for the SAMP varies widely from the EPA data for the same year using the same FAA operations, data and model. This problem plagued the third runway EIS data on emissions. Port estimates for 2014 are in white and EPA estimates in yellow

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)											
	NO_x	NO_x	VOC	VOC	CO	CO	SO_x	SO_x	PM_{10}	PM_{10}	$PM_{2.5}$	$PM_{2.5}$
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	53	8	52
APUs	72	48	5	4	48	43	9	7	22	6	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3	19	3
Stationary Sources	17		1		12		0		1		1	
TOTAL	2,019		326		3,681		188		51		50	

Residents are entitled to a fair process. The State Department of Public Health and State Board of Health has previously identified the areas around Sea-Tac Airport as experiencing high and adverse health consequences and eligible for environmental justice consideration. Their recommendation in June 2001 was for a comprehensive independent air quality study.

The Port of Seattle has already previously recognized the importance of greater levels of identification and mitigation for environmental justice eligible communities. For the Near Port Community Grant partnership with EPA analyzing the disproportionate environmental and human health impacts of Seaport operations/cargo trucks, local industry and transportation impacts, the Georgetown and South Park communities received a Community Benefits Agreement and commitment from the Port of Seattle for funding, home air filtration systems, educational programs and workforce development among other contributions. Commissioners recognized the utility of such a community investigation process and foresaw an application of this Duwamish Valley Environmental Justice and Social Equity program as a pilot for future application potential to other Port impacted communities.

June 2001 State Board of Health recommendation for a thorough air quality analysis as a result of findings of significant cancer and respiratory illnesses in zip codes around Sea-Tac Airport for study years 1992-1995 and 1992-1996 http://sboh.wa.gov/Portals/7/Doc/EJ/EJReport_2001.pdf

"EPA explains that "fair treatment means that no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden
of the negative human health or environmental impacts of pollution or other environmental consequences resulting from industrial, municipal, and
commercial operations or the execution of federal, state, and local and tribal programs and policies" (U.S. Environmental Protection Agency, 1998).
Of particular interest to the Committee is the specific claim that disproportionate exposures produce adverse health outcomes that are also borne
disproportionately by these populations. It has been well documented in the State of Washington that low-income and minority populations have
poorer health status than the overall population and have higher rates of a variety of diseases, including cancer and asthma. Many complex factors
interact to produce health disparities among populations. Environmental and occupational exposures, access to medical care, nutrition,behavioral
choices, and genetic variability, all contribute and are related. Where one lives and works is often less a matter of choice than the result of
socioeconomic status. It is usually the case that people in the lower socioeconomic strata are more likely to live in the most hazardous environments
and to work in the most hazardous occupations (Olden, 1998). *[page 7]*
Community Health Concerns around SeaTac Airport Community members living near the SeaTac Airport identified several concerns related to air
pollution from operations at the airport (Washington State Department of Health et al., February and December 1999). These reports can be accessed
through http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/ nicepubs.htm. A March 2000 report prepared jointly by DOH, the Washington
State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community
representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:
• lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
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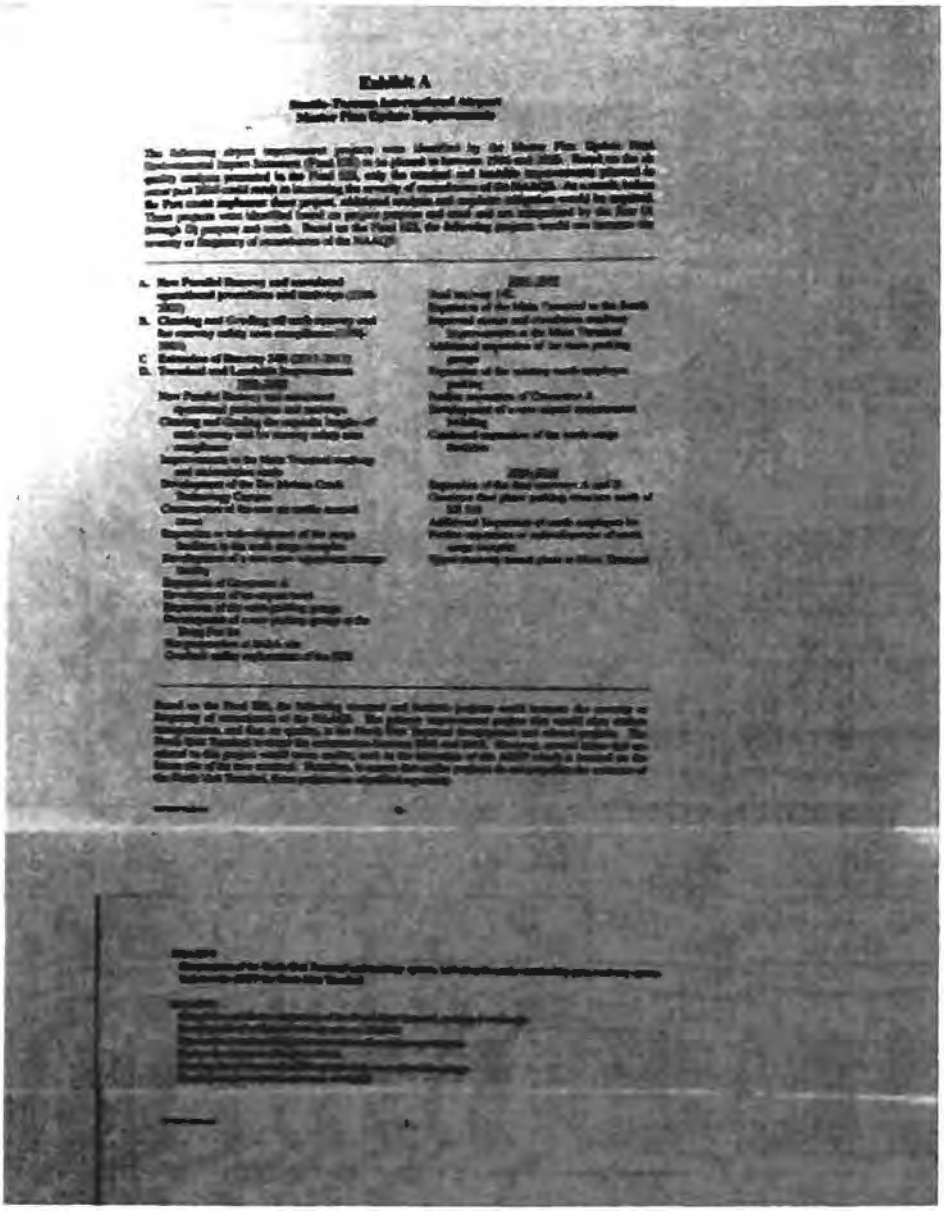
• deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east
and south of the airport (defined by census tracts) compared to King County; and
• hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south

of the airport (defined by zip codes) compared to King County.
The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because of environmental justice concerns. The report states, "fundamental to the concept of environmental equity is the value that one group of people not incur environmental exposures from commercial activities from which another group benefits. Those who use SeaTac Airport often derive great financial and other benefits from worldwide travel. The extent to which these benefits come at the expense of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic" (Washington State Department of Health et al., 2000, p. 8). *[pages 14, 15]*

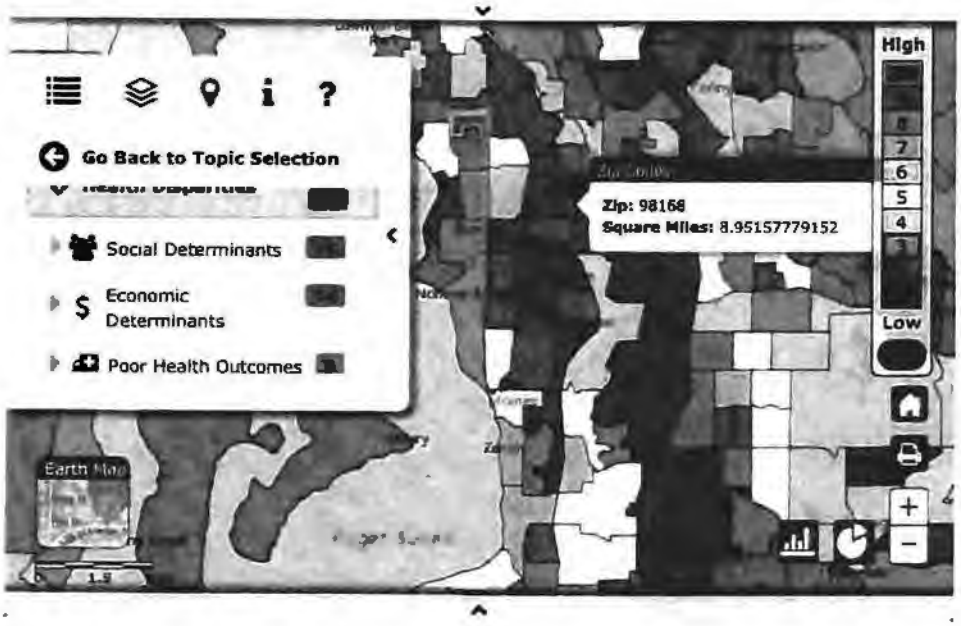
ATTACHMENTS

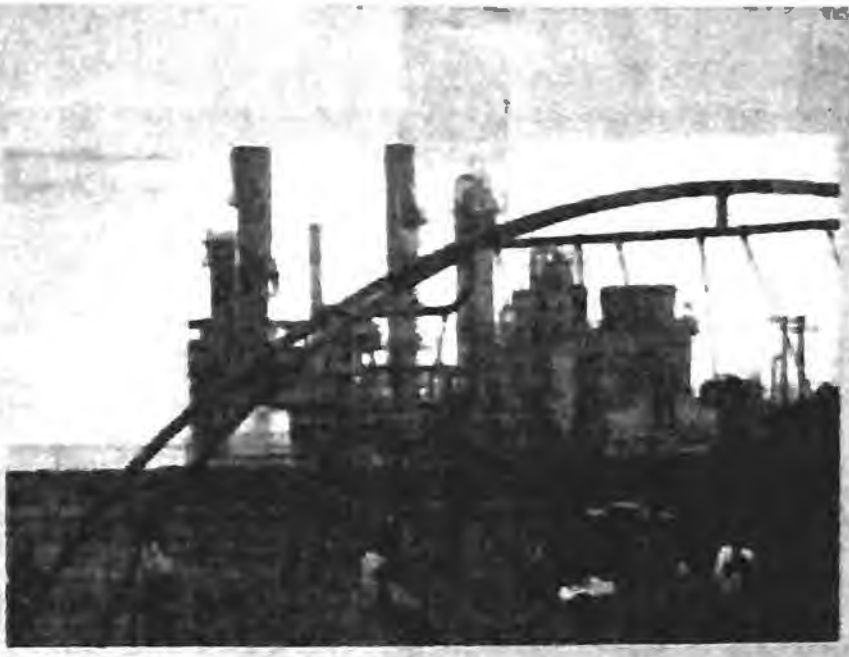
1997 EPA, PSCAA, DOE and Port of Seattle Memorandum of Agreement commitment for monitoring the airport area post 2010 due to predicted future scenario modeled violations of the federal standard for carbon monoxide.



Hospitalizations from the State Department of Health Washington Tracking Network Map follow the flight path and show high rates for Kent Valley where emissions settle and where flights arriving at both Sea-Tac and Boeing Field overfly below 3,000 feet. Sea-Tac Airport is blue teardrop.

Example of a census tract (yellow highlight) from EPA EJ Screen tool where health disparities and risk is above the 90th percentile





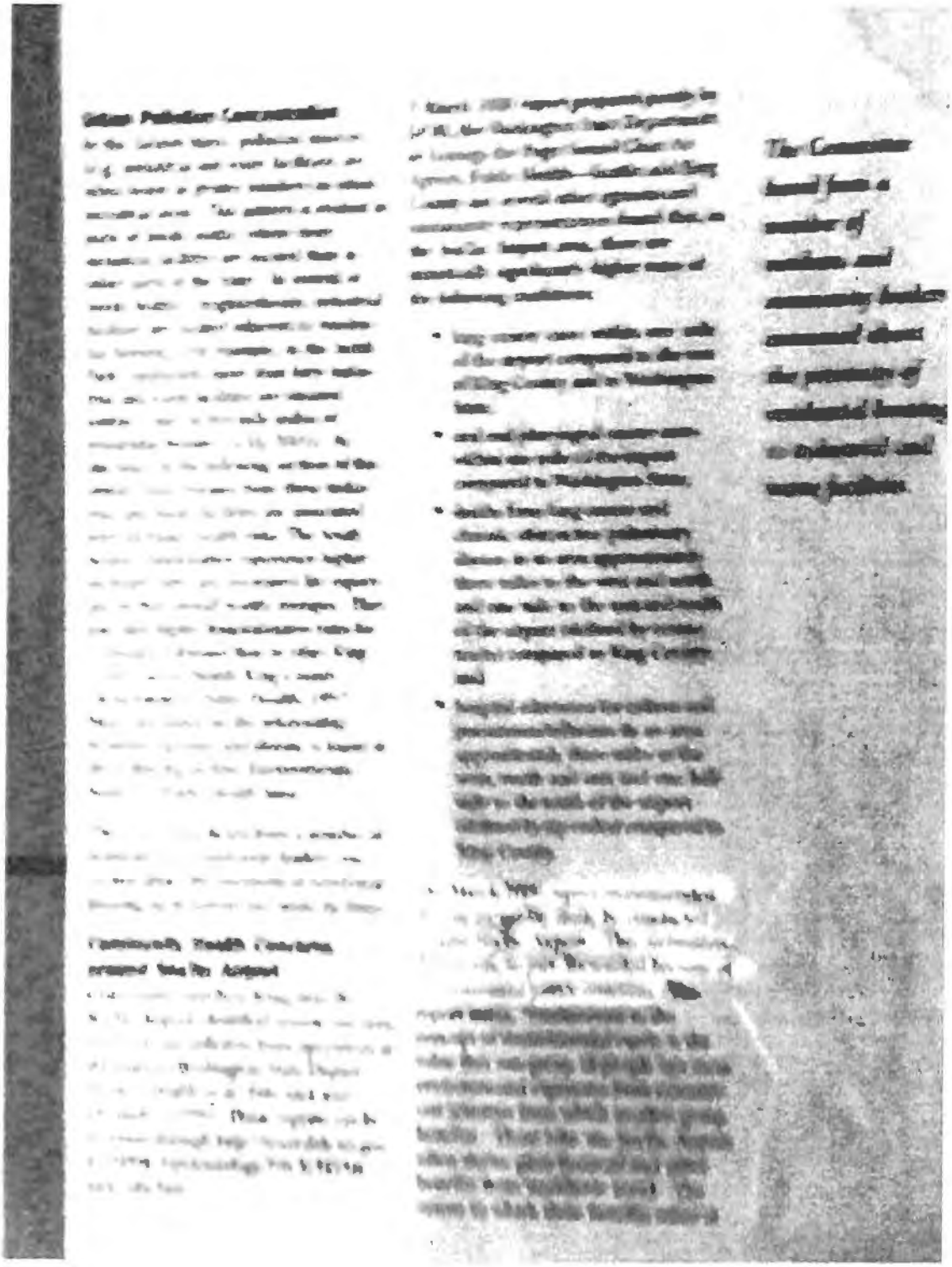
Final Report
State Board of Health Priority: Environmental Justice

June 2001

Committee on Environmental Justice:

Carl Osaki, R.S., M.S.P.H.

Joe Finkbonner, R.Ph., M.H.A.



the expense of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic." (Washington State Department of Health et al., 2000, p. 8).

Implementing the Committee's Work Plan

As described above, the Committee used a variety of methods to inform its work on environmental justice. This section describes how the Committee responded to each of the tasks in its work plan.

Raise Consciousness about the Issue

In the process of collecting information and speaking with the relevant players, the Committee was also achieving one of the previous goals of its work plan— to raise awareness about environmental justice issues. The Committee focused its efforts on raising awareness about these issues in government. The Committee participated in a number of community forums, meetings, and events in an effort to achieve this end.

In addition, the Committee published articles on environmental justice in the EPA Environmental Justice and the Washington Environmental Health Association newsletters. The Committee also presented its work at the Washington Public Health Association meeting in October 2000.

Create a Clearinghouse of Environmental Justice Information Housed on the SBOH Web site

The Committee launched its Web site in July 2000 at www.doh.wa.gov/sboh/committees/ejustice.htm. This site serves as one clearinghouse of information on environmental justice. It also links users to a number of relevant other sites. Topical areas on the Web site include:

- What is Environmental Justice?
- History of Environmental Justice
- Literature Review
- Links
- Link to Board's Health Disparities Site

Set Guidelines for Practice in State Government and within the Public Health Community to Encourage That Environmental Justice Principles Be Incorporated into Practice

To encourage state agencies and local health departments to incorporate environmental justice principles into their activities, the Environmental Justice Committee quickly discovered the need to inform agency staff about the relevance of this issue in their work and to collaborate with those already working on this issue.

The Committee convened an Interagency Workgroup on Environmental Justice. This workgroup served as another vehicle for education and an opportunity to influence agency practice. The workgroup met twice during the year to discuss issues of mutual concern and interest. In December 2000, the Committee convened an educational forum for interested agency representatives. This forum brought together a number of community and agency experts to discuss opportunities to incorporate environmental justice principles into practice. A videotape of this forum is available through the State Board of Health or through the Department of Health's lending library.

Significant Cancer Cases in communities surrounding Sea-Tac Airport for years 1992-1996

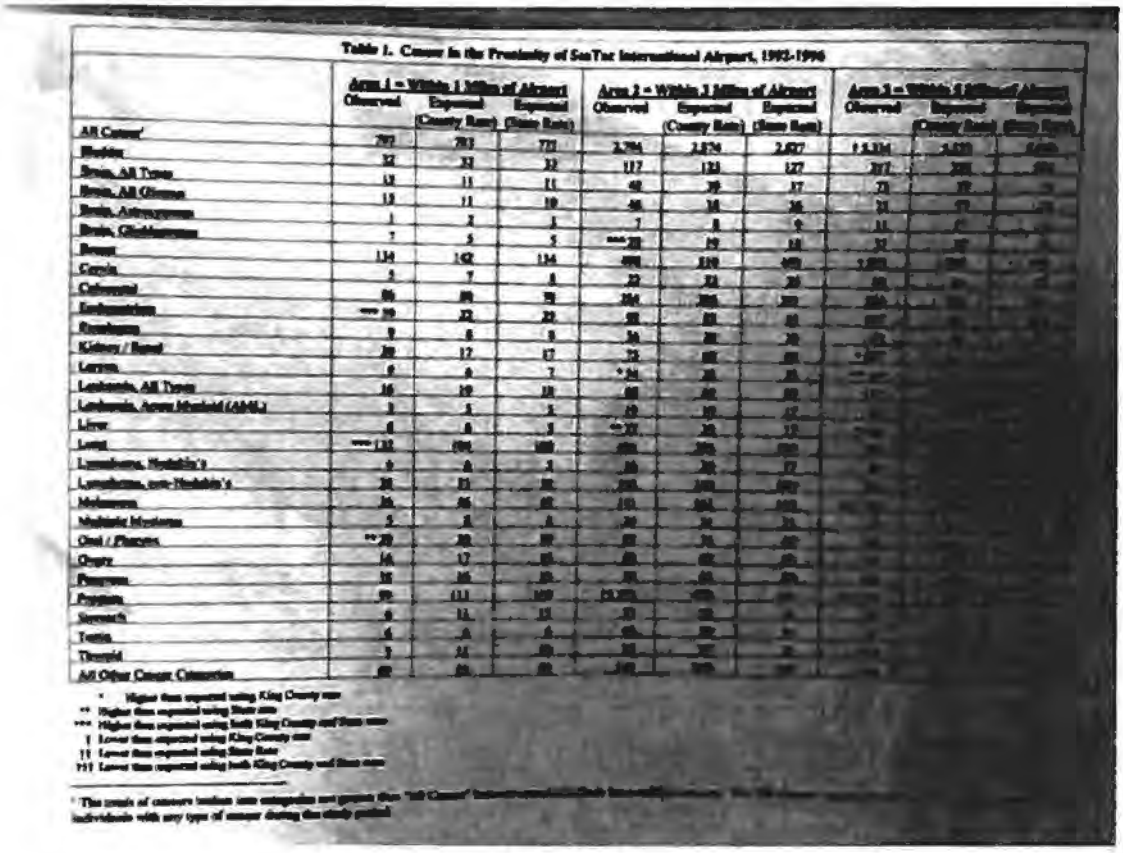


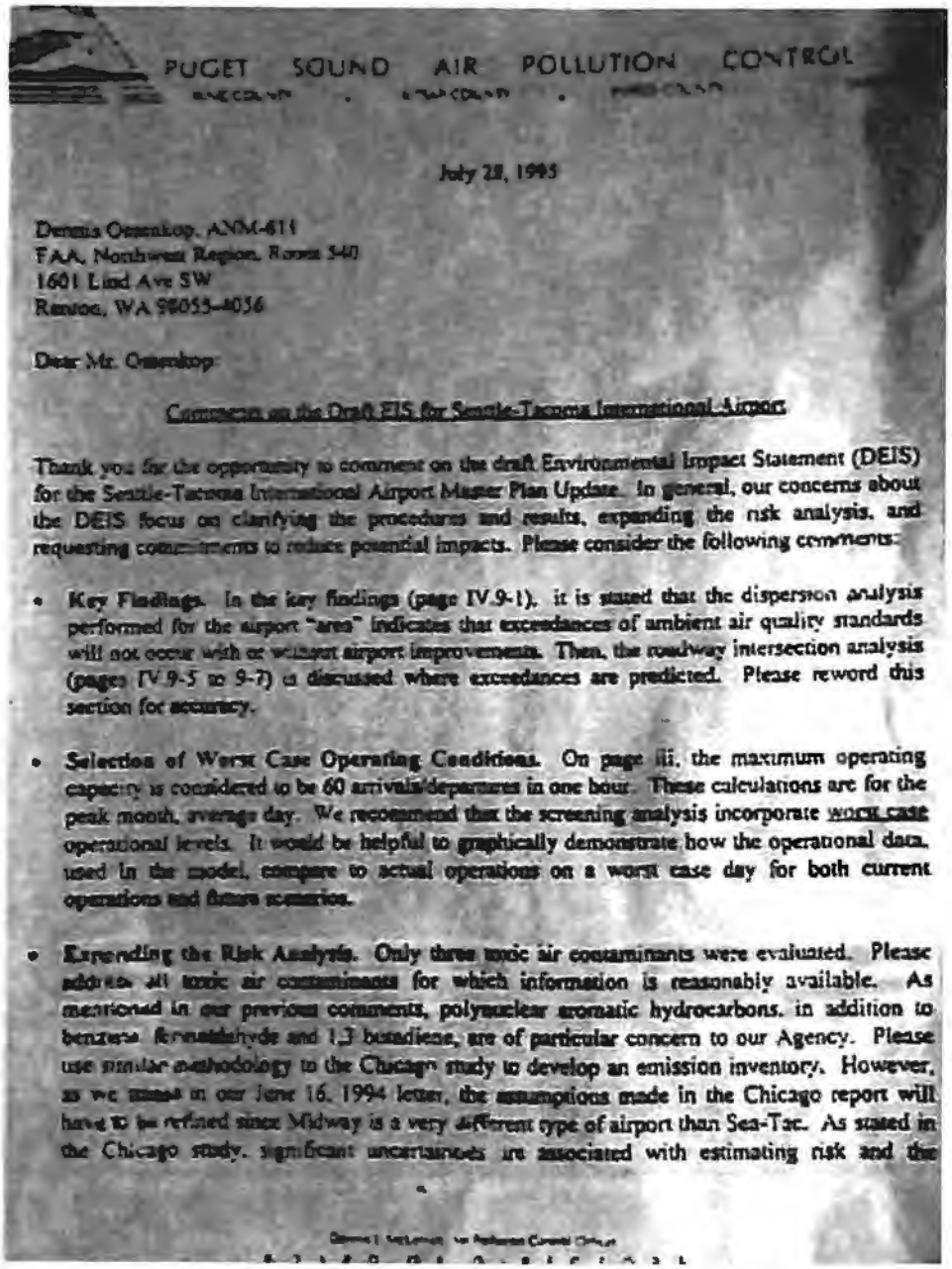
Table 1. Cancer in the Proximity of SeaTac International Airport, 1992-1996

	Area 1 = Within 3 Miles of Airport			Area 2 = Within 3 Miles of Airport			Area 3 = Within 3 Miles of Airport		
	Observed	Expected (County Rate)	Expected (State Rate)	Observed	Expected (County Rate)	Expected (State Rate)	Observed	Expected (County Rate)	Expected (State Rate)
All Cancer[1]	797	783	773	2,794	2,874	2,877	†† 3,334	3,533	3,606
Bladder	32	33	32	117	131	127	117	131	124
Brain, All Types	13	11	11	48	39	37	33	37	35
Brain, All Gliomas	13	11	10	46	38	36	31	37	34
Brain, Astrocytomas	1	2	1	7	8	9	11	8	9
Brain, Glioblastomas	7	5	5	*** 28	19	18	17	17	16
Breast	134	142	134	498	519	495	† 503	568	542
Cervix	5	7	6	22	33	28	26	34	29
Colorectal	86	88	78	304	308	288	288	326	299
Esophageal	*** 10	22	22	98	88	88	107	93	93
Hodgkins	3	5	5	16	20	20	21	21	21
Kidney / Renal	20	17	17	75	68	68	* 87	72	72
Larynx	6	6	7	* 34	26	26	** 27	28	28
Leukemia, All Types	16	19	18	68	69	68	71	73	72
Leukemia, Acute Myeloid (AML)	3	5	5	19	17	17	17	18	18
Liver	6	6	5	** 37	23	21	24	24	22
Lung	*** 132	104	100	406	369	360	420	391	381
Lymphoma, Hodgkin's	4	4	3	16	16	17	17	17	18
Lymphoma, non-Hodgkin's	28	33	32	104	120	117	107	127	124
Melanoma	36	36	35	131	131	128	135	139	136
Multiple Myeloma	5	5	5	20	18	18	21	19	19
Oral / Pharynx	** 20	20	19	69	74	69	67	78	73
Ovary	14	17	16	60	62	59	65	66	63
Pancreas	16	16	15	61	61	58	64	65	62
Prostate	99	111	109	[illegible]	406	399	434	430	423
Stomach	6	11	11	39	40	40	43	42	42
Testis	4	4	4	16	16	16	17	17	17
Thyroid	3	11	10	38	37	36	39	39	38
All Other Cancer Categories	89	86	85	340	305	297	326	323	315

* Higher than expected using King County rate
** Higher than expected using State rate
*** Higher than expected using both King County and State rates
† Lower than expected using King County rate
†† Lower than expected using State Rate
††† Lower than expected using both King County and State rates

[1] The totals of cancers (unless rare categories not grouped) than "All Cancer" [illegible] individuals with any type of cancer during the study period

PSCAA made a scoping request for a risk analysis in 1994 for the Third Runway Draft Environmental Impact Statement (EIS) and again asking for the Final EIS to provide a risk analysis that includes all chemicals. This request was from Dennis McClerran who was recently Region X EPA Administrator.



PUGET SOUND AIR POLLUTION CONTROL

July 28, 1995

Dennis Ossenkop, ANM-611
FAA, Northwest Region, Room 340
1601 Lind Ave SW
Renton, WA 98055-4056

Dear Mr. Ossenkop:

Comments on the Draft EIS for Seattle-Tacoma International Airport

Thank you for the opportunity to comment on the draft Environmental Impact Statement (DEIS) for the Seattle-Tacoma International Airport Master Plan Update. In general, our concerns about the DEIS focus on clarifying the procedures and results, expanding the risk analysis, and requesting commitments to reduce potential impacts. Please consider the following comments:

- **Key Findings.** In the key findings (page IV.9-1), it is stated that the dispersion analysis performed for the airport "area" indicates that exceedances of ambient air quality standards will not occur with or without airport improvements. Then, the roadway intersection analysis (pages IV.9-5 to 9-7) is discussed where exceedances are predicted. Please reword this section for accuracy.

- **Selection of Worst Case Operating Conditions.** On page iii, the maximum operating capacity is considered to be 60 arrivals/departures in one hour. These calculations are for the peak month, average day. We recommend that the screening analysis incorporate worst case operational levels. It would be helpful to graphically demonstrate how the operational data, used in the model, compare to actual operations on a worst case day for both current operations and future scenarios.

- **Expanding the Risk Analysis.** Only three toxic air contaminants were evaluated. Please address all toxic air contaminants for which information is reasonably available. As mentioned in our previous comments, polynuclear aromatic hydrocarbons, in addition to benzene, formaldehyde and 1,3 butadiene, are of particular concern to our Agency. Please use similar methodology to the Chicago study to develop an emission inventory. However, as we stated in our June 16, 1994 letter, the assumptions made in the Chicago report will have to be refined since Midway is a very different type of airport than Sea-Tac. As stated in the Chicago study, significant uncertainties are associated with estimating risk and the

Below is the Final EIS response to PSCAA Scoping request for a risk analysis:

cancer risk assessment. Cancer risk was defined based on population, concentration for a particular air toxic, known cancer risk convention factors. The number of potential cancer cases was based on the probability that an individual would develop cancer when continuously exposed to a pollutant at an ambient concentration of one microgram per cubic meter (ug/m3) for 70 years (the average lifetime). As indicated in the Draft EIS, less than one cancer case might be attributable to all pollutant sources (roadway and air traffic) at the modeled receptor locations.

However, in consultation with the air quality agencies, it was determined that insufficient information is available to adequately conduct a meaningful risk assessment. Therefore, for the Final EIS, risk analysis was not conducted.

The contributions of the Energy and Sustainability Committee on elevating the profile of equity in Port environmental efforts and community engagement were noted. The project elements were summarized and the disproportionate community health impacts of environmental factors in South Park and Georgetown were described at the Port Commission Meeting on April 10, 2018.
http://www.mdpi.com/search?q=noise+Queens%2C+NY&authors=&article_type=&journal=ijerph&section=&special_issue=&volume=&issue=&number=&page=&search=Search

Below are some selected articles with a summary on noise and emissions.

"Air pollution causes seven million premature deaths a year but the harm to people's mental abilities is less well known. A recent study found toxic air was linked to "extremely high mortality" in people with mental disorders and earlier work linked it to increased mental illness in children, while another analysis found those living near busy roads had an increased risk of dementia.

The new work, published in the journal Proceedings of the National Academy of Sciences, analysed language and arithmetic tests conducted as part of the China Family Panel Studies on 20,000 people across the nation between 2010 and 2014. The scientists compared the test results with records of nitrogen dioxide and sulphur dioxide pollution.

They found the longer people were exposed to dirty air, the bigger the damage to intelligence, with language ability more harmed than mathematical ability and men more harmed than women. The researchers said this may result from differences in how male and female brains work.

Derrick Ho, at the Hong Kong Polytechnic University, said the impact of air pollution on cognition was important and his group had similar preliminary findings in their work. "It is because high air pollution can potentially be associated with oxidative stress, neuroinflammation, and neurodegeneration of humans," he said."

https://www.theguardian.com/environment/2018/aug/27/air-pollution-causes-huge-reduction-in-intelligence-study-reveals?CMP=share_btn_link

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Shortened life span due to aircraft noise, savings to airlines in fuel and airports in efficiencies has less value than public health costs associated with the cardiovascular health effects of the noise.

development of blocked arteries." https://www.change.org/p/stop-the-faa-nextgen-flights-over-culver-city/u/22489687?recruiter=false&utm_source=share_update&utm_medium=facebook&utm_campaign=facebook_link

"Aviation Emissions Impact Ambient Ultrafine Particle Concentrations in the Greater Boston Area." https://pubs.acs.org/doi/pdf/10.1021/acs.est.6b01815

"An air quality study has for the first time detected nano-sized particles of air pollution in children's urine...these ultrafine particles are the smallest particles found in air pollution and have been linked to heart disease and respiratory conditions in previous studies.

The research provides the first direct evidence that some of the particulate matter known as black carbon that we inhale in soot and fumes is making it across the lung barrier and into the body's circulatory system." https://horizon-magazine.eu/article/ultrafine-pollution-particles-create-air-menace_en.html

Close-in communities and those in flight paths are home to a large population, many which are predominately minority and low income residents. This community has been the topic of investigation by the State Department of Public Health in the past and found to exhibit higher than average and sometimes statistically significantly higher than average respiratory and brain cancer when compared to King County and State averages. Currently, these same statistics seem to be present especially in 98168 for asthma and 98198 for cancer types including brain cancer.

EPA EJ Screen tool can be used to assess the risk, exposure and negative health outcomes of census tracts within these zip codes and indicate the percentile is in the 90 to 100th for much of the population. (see attached example)

UW Ultrafine investigation has found hot spots of ground level ultrafine concentrations below flight paths for Sea-Tac Airport. Ultrafine particulate pollution can be breathed in and small diameters typical of jet aircraft combustion products can pass through the membrane barrier and enter the blood-stream affecting the heart and brain. (See MOV-UP) These are suspected to cause lung irritation, inflammation, immune response and adverse reactions for asthma sufferers.

New Jersey Institute of Technology estimates that airport operations are spreading air toxics and contaminants into a 9 square mile area around airports that is 10 times higher than average for areas not affected by airport operations.

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Aircraft noise causes oxidative stress in the brain. "Thus the presented results may explain at least in part why sleep phase rather than awake phase noise leads to cardiovascular diseases and may also provide an explanation why aircraft noise is linked with cognitive impairment including retardations of learning and memory capabilities in children. Thus preventive measures should be considered to reduce night-time aircraft noise."

"One hundred million Americans are effected by unhealthy levels of noise." https://academic.oup.com/eurheartj/advance-article/doi/10.1093/eurheartj/ehy333/5037114#.W1m3vsP6liE.facebook

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"The analyses suggested that a 5-dB noise reduction scenario would reduce the prevalence of hypertension by 1.4% and coronary heart disease by 1.8%. The annual economic benefit was estimated at $3.9 billion." https://www.ncbi.nlm.nih.gov/m/pubmed/26024562/

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A new research study links air pollution with an increased risk of global diabetes, even at pollution levels deemed safe by other governing bodies.

A study from the Washington University School of Medicine in St. Louis collaborated with the Veterans Affairs (VA) St. Louis Health Care System. The findings could impact a global understanding of one of the fastest growing diseases. More than 420 million people are affected by diabetes worldwide, and roughly 30 million people in the United States alone." http://www.webtopnews.com/new-research-links-air-pollution-to-global-diabetes-8905-2018/

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"The effects on cardiovascular health start at 50 decibels. The U.S. standard of under 70 decibels is solely to prevent hearing loss. The European Union standard of not more than 40 decibels at night and 50 during the day is to protect human health."

https://www.washingtonpost.com/opinions/loud-noises-hurt-more-than-hearing/2018/05/18/ccc7fc84-59dd-11e8-9889-07bcc1327f4b_story.html?utm_term=.189a034aa801

"Students' performance drops by 0.73 marks with each aircraft noise contour band, according to Ruth Cadbury MP." https://www.getwestlondon.co.uk/news/west-london-news/heathrow-noise-significantly-affecting-pupils-11220403

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Among study subjects, resting blood pressure and overnight stress hormone levels (epinephrine and norepinephrine) rose and quality of life indices fell after the opening of the new airport and a corresponding increase in environmental noise levels.[1]

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"The aviation is by far the leading emitter of harmful and deadly toxins such as sulfur oxides, carbon monoxide, nitrogen oxides, carbon dioxide, and volatile organic compounds (VOCs) into the atmosphere. Unfortunately, these toxins are harmful to living things. In fact, people living, working, or simply within nine square miles of airports are exposed to air pollution that is 10 times higher than areas outside this zone."

The following are examples summarized of some topics for investigation of EJ communities in NEPA reviews. See the Interagency Working Group on Environmental Justice https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf:

- Define the boundaries (GIS or mapping) of the affected population for both noise and emissions
- Define Exposure pathways
- Utilize citizen, organization and government data, science collection
- Define unique characteristics, i.e., human health vulnerabilities, health disparities, socio-economic vulnerabilities
- Explain methodologies and data
- Consider alternatives with the least impact on the low income and minority population
- Identify benefits and detriments
- Determine presence of high and adverse impacts (EJ community may be more susceptible to impacts than the general population)
- Utilize systems for data collection such as Health Department, Cancer Registry, National Birth Defects Registry, National Brain Tumor Registry, etc.
- Develop a health impact assessment (HIA) and Social Impact Assessment (SIA)
- Use a comparative population
- Monitoring plan to assure mitigation is successful
- Consider on balance compensatory mitigation to equalize detriments

From:	Debi Wagner
To:	SAMP Public Comments
Cc:	Sheila Brush; Sharyn Parker; Nancy Tosta; Larry; Walter Bala; Terry Plumb; John Parnass; Dana Hollaway; Steve Edmiston; Scott Stevson; Brian Wilson; Yarden Weidenfeld; Jean Hilde; ROSE CLARK; Roseanne; Stuart Jenner; Kent Palosaari; timr@robinsonnews.com; Scott Schaefer; Michael Matthias - City of Des Moines; Susan Petersen; Peter; Joel Wachtel; Kent Palosaari; Kent Palosaari
Subject:	Scoping comments
Date:	Sunday, September 16, 2018 5:42:45 PM
Attachments:	Scoping I.docx

The attached Scoping comments are not meant to replace my comments submitted at the Highline College Port of Seattle/FAA outreach but are meant as supplemental. I am copying below a list of additional questions from an email exchange with Cayla Morgan, FAA Environmental Specialist which she refused to answer unless submitted through the Scoping process.

S12-1 I fail to understand why the SAMP Scoping boards for air quality and climate are empty and why the public health board has risk of explosion and little else that has anything to do with public health concerns.
These boards could be populated to provide at least some framework for the public to know or understand how much or little the Port of Seattle and FAA plan to cover.

I was involved in the four-year process for the third runway from Scoping to Final Supplemental EIS, MOA air quality study, Record of Decision and Governor Locke's certification of the project. This entire process was an attempt to cover up the true impacts, provide false data, downplay impacts and as a result, further a dangerous, unmitigated airport pollution problem. The subsequent legal cases pushed this process out another 8 years while the community fought impacts with meager resources that pushed cities near bankruptcy. In the end what we received was a somewhat smaller environmental destruction.

S11-31 This current process should include a greater level of transparency and honesty. Agencies, officials and those responsible for oversight should assure the project not only complies with existing laws, but rises to an environmental standard that they themselves would want for their own families. This principle is reflected in state law at WAC 173 which guarantees each person in the State of Washington the right to a healthful environment.

I also realize that the proper analysis may disclose the need for removing billions of dollars worth of residential land uses that are far too close to the airport. This proximity problem is a result of the 1989 "Mediation" agreement which kept incompatible land uses intact in exchange for a noise mitigation program. This was the cheap way out of a problem for the Port of Seattle. An Expert Noise Panel appointed by the State of Washington in 1996 determined the noise mitigation program wasn't successful. Subsequently, many of the insulated homes have had insulation and windows mold, fail and rot. There is currently no plan to repair, or expand the program. This is unacceptable. Other cities are getting updated products and upgrades.

S12-1 In summary, it would be easier to site another airport in the state with a proper buffer of 33,000 acres than to try and make this situation acceptable, livable and compatible.

Thank you,
Debi Wagner

From: Deborah Wagner <debi.wagner4@gmail.com>
Date: Wednesday, September 12, 2018 at 12:01 PM
To: Sheila Brush <shebrush@gmail.com>, Steve Edmiston <sedmiston@bracepointlaw.com>, Scott Stevson <scottstevson@gmail.com>, Bruce Dennis <bld522@yahoo.com>, Larry Cripe <Larrycripe@comcast.net>, Terry Plumb <tmcp123@hotmail.com>, "walterbala@mac.com" <walterbala@mac.com>, "Keiser, Sen. Karen" <Karen.Keiser@leg.wa.gov>
Subject: Fwd: follow-up

---------- Forwarded message ---------
From: <Cayla.Morgan@faa.gov>
Date: Wed, Sep 12, 2018 at 11:01 AM
Subject: RE: follow-up
To: <debi.wagner4@gmail.com>, <shebrush@gmail.com>, <Larrycripe@comcast.net>, <annek@36524.com>
Cc: <Patricia.Deem@faa.gov>, <Janell.Barrilleaux@faa.gov>, <Purcell.Arlyn@portseattle.org>, <Rybolt.S@portseattle.org>

Dear Debi:

Thank you for your comments regarding the Sustainable Airport Master Plan (SAMP) Near-Term Projects environmental review. If you would like your comments to be included as part of scoping, they must be received or postmarked by September 28, 2018 through at least one of the following methods:

1. SAMP Online Open House: www.SAMPNTPenvironmentalreview.org
2. Email: SAMP@portseattle.org
3. Mailed to: Mr. Steve Rybolt

   Port of Seattle

   Aviation Environment and Sustainability

   P.O. Box 68727

   Seattle, WA 98168

4. Submitted in writing at any of the four public meetings
5. Recorded by the Court Reporter at any of the four public meetings

While we appreciate your comments, we cannot consider them as part of the SAMP Near-Term Project environmental review scoping process unless you resubmit them via one or more of the methods above.

Once received, these comments will be reviewed by the Port and Federal Aviation Administration (FAA). We anticipate that we'll report out on the results of scoping to the Port Commission in early 2019.

Thank you,

Cayla D. Morgan

Environmental Protection Specialist

Seattle Airports District Office

206-231-4130

My new address is: **2200 S. 216th Street, Des Moines, WA. 98198**

From: Deborah Wagner <debi.wagner4@gmail.com>
Sent: Tuesday, September 11, 2018 9:41 AM
To: Morgan, Cayla (FAA) <Cayla.Morgan@faa.gov>; Sheila Brush <shebrush@gmail.com>; Larry Cripe <Larrycripe@comcast.net>; Anne Kroeker <annek@36524.com>
Subject: follow-up

Hello Cayla: Thank you for spending time discussing some of our questions at the SAMP Scoping meeting last night. I have a few questions that I hope you can answer.

The "air quality" team said the CO2 figure of 363,306 metric tons per year (2016) produced by Landrum & Brown in a preliminary air quality draft I received six months ago uses only a takeoff cycle of approximately 2 minutes. The figure I received from Elizabeth Leavitt, Port of Seattle senior environmental staff member at the Energy and Sustainability Committee in 2016 was 5.4 million metric tons per year which includes all fuel pumped for CO2 in 2015 but not methane, black carbon or nitrogen oxides which are major contributors to climate impact and in my opinion, should be calculated for their respective contribution.

The AQ staff said that FAA regulations requires them to use only the truncated figure, part of the LTO.

N2-7

Question: Please provide the regulation/guidance/AC or whatever governs this calculation?

N10-40

Question: I am also seeking a copy of any EA, FONSI, CATEX document you referenced from 2006/2007?

N2-1

I am also concerned about the conditional approval FAA received from EPA in 1997 which required an air quality analysis prior to any future build post 2010 due to predicted violations of the NAAQS. Monitoring around the airport drives in 1998 found CO levels at roughly 80% of the federal standard during a slow period of operations along with particulate and NO2 levels higher than any historical regional monitoring. The congestion around the airport along with the massive increase in operations over the years and lack of monitoring in the area combined with close-in communities is cause for concern for compliance meant to protect public health and welfare.

S3-B/S3-2

Question: Will any monitoring of the air quality be required before approvals are issued? If so, will air toxics be included along with criteria pollutants?

In 1993, McCulley, Frick and Gilman monitored hydrocarbons in the neighborhoods around Sea-Tac and found several of concern above the Washington State Acceptable Source Impact level including benzene, formaldehyde, acrolein, etc. Due to these and other studies showing increased cancer risk, the Port of Seattle and FAA were asked to conduct a risk analysis for the third runway EIS which did not happen due to the consultant citing "lack of information." It now appears the community is experiencing higher than average respiratory illnesses and cancer and the State Department of Health map of health disparities along with EPA EJ Screen confirms the area surrounding Sea-Tac is in the above 80th percentile of negative health outcomes. These communities have already been identified by FAA in their PEA for the Automated Turn dated September 2017 as predominately minority and low income for Environmental Justice. There are requirements for notifications, HIA, SIA, and numerous other investigatory measures included in the Federal Interagency Working Group "Promising Practices" report from March 2016 and other regulatory framework.

S5-1/S8-3

Question: Will FAA require a thorough evaluation of the EJ conditions and health disparities in the community surrounding Sea-Tac Airport including a risk analysis that uses monitoring to validate modeling?

Lastly, I am still confused as to the role of FAA in planning aviation capacity in Washington. The DOT Air Transportation representative believes FAA has to provide direction for the state to move forward on siting and building or expanding facilities. Yet, it seems FAA has referred to the state as the lead on this process. I am concerned because the state does not necessarily understand airspace constraints or the potential for harm of the human environment from concentrated high noise and emissions in the congested corridors. Due to constraints on the Sea-Tac facility which drives up the expansion cost tremendously that FAA must help fund, does it seem wise, prudent or usual to not more aggressively pursue alternatives to Sea-Tac expansion that are less harmful?

S12-36

Question: What is FAA's role in regional or state decision-making to either stop expanding Sea-Tac or to build another airport/expand existing facilities?

Thank you,

Debi Wagner

SCOPING COMMENTS
To the Port of Seattle and FAA
9/16/2018

Scoping should be taken seriously. Past requests for the Third Runway analysis to address environmental considerations have been ignored. Please see attachment for an example of Puget Sound Clean Air Agency (PSCAA) formerly, Puget Sound Air Pollution Control Agency request for the third runway EIS to include a risk analysis and the response to not perform the analysis from the FAA/Port of Seattle. Where insufficient information exists (was not a valid excuse since EPA had just done a thorough risk assessment for Midway Airport http://www.csu.edu/cerc/documents/SWChicagoCancerRisks1993.pdf) or unknown risk exists as was the case with existing widespread community health disparities, it is the responsibility of the agency proposing the project involving additional impacts to use all available means to discover and disclose. NEPA §1508.27

The FAA and Port of Seattle should analyze the following items in the Environmental Assessment and Environmental Impact Statement:

HUMAN HEALTH AND ENVIRONMENT

1) Conduct an air quality analysis for all pollutants of concern; hydrocarbon emissions, air toxics, lead and criteria pollutants in the communities surrounding the airport and flight paths where aircraft overfly to 3,000 feet. This was required by a MOA between the Port of Seattle, EPA, PSCAA and DOE to be done post 2010 (See Attached). Please note the request for chemical analysis of residues in flight paths. Funding shortfall prevented this from going forward. It is still needed. Monitoring is used to validate modeling and has been recommended by our air quality agencies
2) Provide data on demographics and health in all communities affected by airport noise/emissions using existing data, science, agencies, institutions with city and citizen input. Give same consideration to multiple stressors (noise/emissions, traffic, etc.) in EJ community as was provided by the Port of Seattle in the near Port community grant for Duwamish residents.
3) Identify significant cumulative impacts considering past, present and reasonably foreseeable, multiple project impacts and high and adverse impact areas.509, SASA, South Satellite, flight path changes, modifications, hardstands, new terminal construction and operation etc.
4) Identify areas where low income and minority populations reside and analyze disproportionate impact by airport operations, traffic, congestion, etc.
5) Consider cumulative noise and emissions on resident's health
6) Consider unknown risk and develop methods to determine sources, nature and develop control strategies
7) Conduct a risk analysis using all air contaminants known to be produced by airport operations using the collected monitoring and modeling data for validation as per Puget Sound Clean Air request in 1994 not yet completed
8) Map the areas of impact
9) Conduct a health impact assessment (HIA) and social impact assessment (SIA).
10) Provide meaningful insights into mitigation strategies

S1
S1

METHODOLOGY

1) Both co-lead agencies should use available science, data and input from independent sources to inform and validate the process and conclusions
2) Worst-case scenarios for impact analysis should be considered and developed
3) Mapping the area of emission impact will be different than the noise contours and should highlight highest risk areas.
4) A map should be color coded to easily identify:
   a) Low income and minority populations eligible for environmental justice consideration
   b) High and adverse impact assessment by census tract
   c) Impact from emissions and types of emissions
   d) At risk areas by type of risk
   e) Noise contours and highest noise sensitive areas impact
   f) Existing health disparities
5) All assumptions and conclusions should be peer reviewed and independently verified for accuracy. For instance, industry data frequently reflects a bias; current emissions prepared by consultant for the SAMP varies widely from the EPA data for the same year using the same FAA operations, data and model. This problem plagued the third runway EIS data on emissions. Port estimates for 2014 are in white and EPA estimates in yellow

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)											
	NO_x	NO_x	VOC	VOC	CO	CO	SO_x	SO_x	PM_{10}	PM_{10}	$PM_{2.5}$	$PM_{2.5}$
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	53	8	52
APUs	72	48	5	4	48	43	9	7	22	6	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3	19	3
Stationary Sources	17		1		12		0		1		1	
TOTAL	2,019		326		3,681		188		51		50	

Residents are entitled to a fair process. The State Department of Public Health and State Board of Health has previously identified the areas around Sea-Tac Airport as experiencing high and adverse health consequences and eligible for environmental justice consideration. Their recommendation in June 2001 was for a comprehensive independent air quality study.

The Port of Seattle has already previously recognized the importance of greater levels of identification and mitigation for environmental justice eligible communities. For the Near Port Community Grant partnership with EPA analyzing the disproportionate environmental and human health impacts of Seaport operations/cargo trucks, local industry and transportation impacts, the Georgetown and South Park communities received a Community Benefits Agreement and commitment from the Port of Seattle for funding, home air filtration systems, educational programs and workforce development among other contributions. Commissioners recognized the utility of such a community investigation

55-1 58-3

process and foresaw an application of this Duwamish Valley Environmental Justice and Social Equity program as a pilot for future application potential to other Port impacted communities.

The contributions of the Energy and Sustainability Committee on elevating the profile of equity in Port environmental efforts and community engagement were noted. The project elements were summarized and the disproportionate community health impacts of environmental factors in South Park and Georgetown were described at the Port Commission Meeting on April 10, 2018.
http://www.mdpi.com/search?q=noise+Queens%2C+NY&authors=&article_type=&journal=ijerph&section=&special_issue=&volume=&issue=&number=&page=&search=Search

Below are some selected articles with a summary on noise and emissions.

"Air pollution causes seven million premature deaths a year but the harm to people's mental abilities is less well known. A recent study found toxic air was linked to "extremely high mortality" in people with mental disorders and earlier work linked it to increased mental illness in children, while another analysis found those living near busy roads had an increased risk of dementia.

The new work, published in the journal Proceedings of the National Academy of Sciences, analysed language and arithmetic tests conducted as part of the China Family Panel Studies on 20,000 people across the nation between 2010 and 2014. The scientists compared the test results with records of nitrogen dioxide and sulphur dioxide pollution.

They found the longer people were exposed to dirty air, the bigger the damage to intelligence, with language ability more harmed than mathematical ability and men more harmed than women. The researchers said this may result from differences in how male and female brains work.

Derrick Ho, at the Hong Kong Polytechnic University, said the impact of air pollution on cognition was important and his group had similar preliminary findings in their work. "It is because high air pollution can potentially be associated with oxidative stress, neuroinflammation, and neurodegeneration of humans," he said."

https://www.theguardian.com/environment/2018/aug/27/air-pollution-causes-huge-reduction-in-intelligence-study-reveals?CMP=share_btn_link

Shortened life span due to aircraft noise, savings to airlines in fuel and airports in efficiencies has less value than public health costs associated with the cardiovascular health effects of the noise.

Aircraft noise causes oxidative stress in the brain. "Thus the presented results may explain at least in part why sleep phase rather than awake phase noise leads to cardiovascular diseases and may also provide an explanation why aircraft noise is linked with cognitive impairment including retardations of learning and memory capabilities in children. Thus preventive measures should be considered to reduce night-time aircraft noise."

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portion of the county's freeways...The findings raise health concerns, researchers say, because the minute particles, which result from the condensation of hot exhaust vapor from cars, diesel trucks and aircraft, have the potential to aggravate heart and lung conditions, including asthma and the development of blocked arteries." https://www.change.org/p/stop-the-faa-nextgen-flights-over-culver-city/u/22489687?recruiter=false&utm_source=share_update&utm_medium=facebook&utm_campaign=facebook_link

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"Aviation Emissions Impact Ambient Ultrafine Particle Concentrations in the Greater Boston Area." https://pubs.acs.org/doi/pdf/10.1021/acs.est.6b01815

"An air quality study has for the first time detected nano-sized particles of air pollution in children's urine...these ultrafine particles are the smallest particles found in air pollution and have been linked to heart disease and respiratory conditions in previous studies.

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"The aviation is by far the leading emitter of harmful and deadly toxins such as sulfur oxides, carbon monoxide, nitrogen oxides, carbon dioxide, and volatile organic compounds (VOCs) into the atmosphere. Unfortunately, these toxins are harmful to living things. In fact, people living, working, or simply within nine square miles of airports are exposed to air pollution that is 10 times higher than areas outside this zone."

Area	Population age 25+	Deaths age 25+	Mean annual $PM_{2.5}$ ($\mu g/m^3$)	Attributable fraction	Attributable deaths age 25+	Associated life-years lost
London	5,330,600	47,998	12.7	7.2	3,389	41,404
East Midlands	3,087,200	40,806	10.1	5.7	2,314	24,016
West Midlands	3,714,533	50,110	10	5.7	2,837	29,897
East	4,042,900	51,211	9.9	5.6	2,844	29,096
South East	5,884,600	74,124	9.7	5.5	4,034	41,729
Yorkshire and the Humber	3,584,267	48,534	9.3	5.3	2,567	26,636
North West	4,733,000	67,871	8.9	5.1	3,427	35,855
South West	3,705,633	52,000	8.2	4.7	2,389	23,779
North East	1,795,267	26,090	8.1	4.6	1,199	12,336
England	35,878,000	458,743	9.9	5.6	25,002	264,749
Slough Unitary Authority	84,700	744	12.1	6.8	51	714

While levels of particulate matter (PM) do not exceed EU Limit Values, the Joint Strategic Needs Assessment (JSNA) shows that levels of fine particulates (PM2.5) in 2015 accounted for 19.1 premature deaths per 100,000 people in Slough compared with a rate of 11.7 for the South East. The health impacts of air pollution are becoming more apparent with evidence showing effects such as heart attacks, strokes, low birth weight babies and impaired lung and brain development. The World Health Organisation (WHO) categorises diesel exhaust fumes as carcinogenic.

Airport has highest emissions levels per acre in King County for certain pollutants

Comment 5: Commentor questioned how pollutant levels at Sea-Tac contrast with pollutants emissions in other portions of the region on a per acre basis

Response: As would be expected, the acreage containing Sea-Tac Airport emits a greater level of air pollution than the average acre within King County for specific pollutants. Generally, Airport lands (encompassing 2,500 acres) produce greater levels of nitrogen oxides (NOx) for each airport acre than do all sources for each of King County's 1.4 million acres. However, aircraft emissions of Volatile Organic Compounds (VOC) and Carbon Monoxide (CO) for each Airport acre are nearly the same as compared to all sources for each King County acre.

Nitrogen Oxide (NOx). Aircraft activity at Sea-Tac produces approximately 0.5 tons NOx for each Airport acre (2,500 acres). All sources (aircraft, motor vehicles, fuel tanks, etc.) produce about 0.2 tons NOx for each acre within the Master Plan Update EIS study area (15,000 acres). Comparatively, all sources within King County (mobile, non-road mobile, point and stationary sources) produce 0.1 tons NOx for each King County acre.

Volatile Organic Compound (VOC). Aircraft produce approximately 0.1 tons per year VOC for each Airport acre. All sources produce just over 0.1 tons VOC per year for each acre within the EIS study area. The airport and airport area per acre level is the same as the King County level of about 0.1 tons VOC per acre.

Carbon Monoxide (CO). Aircraft produce about 0.5 tons CO per year for each Airport acre. All sources in the study area produce 1.5 tons CO per year for each acre. All sources within King County produce 0.4 tons CO per year for each acre in King County.

Comment 6: Commentor questioned if the airport should be treated like a point source instead of as mobile sources?

Response: Sea-Tac Airport facilities consist of a complex mix of stationary, mobile and non-road mobile sources. Stationary or point sources are typically limited in size to a single facility in comparison to the 2,500 acres at Sea-Tac consisting of numerous individual facilities. Emissions from aircraft and motor vehicles are consistently treated as mobile sources under the Clean Air Act. Additionally, although the Port of Seattle owns the land, many of the structures on-airport are owned and maintained by the tenants using the Airport. These tenants have certain responsibilities and liabilities associated with their operation independent from the Port of Seattle. These facilities are regulated by the Puget Sound Air Pollution Control Agency as stationary sources. As a result, air pollution modeling for airports typically uses point, area, and line sources to characterize the types of sources and/or facilities.

Comment 7: Commentor expressed concerns with the role and results of the SIP.

Response: Ms. Des Marias correctly notes that "the goal of the SIP is to chart air pollution and improvements over time to eventually reach attainment of the standards to protect public health and better the environment." The SIP "inventories" pollutant levels by a variety of sources within the Region including airports. Once all the pollutant sources are inventoried, then the SIP focuses on measures to reduce pollutant levels in order to meet pollutant reduction goals for the Region. The SIP inventories do not mean that activity within the Region cannot grow, nor do they establish pollutant 'budgets' for a particular source that cannot be exceeded. For example, the SIP accounts for growth in aircraft activity at Sea-Tac. Because motor vehicles are expected to remain the largest

Aircraft have a ground level impact on air quality up to 3,000 feet

For the future years, as well, levels of CO, HC, and NO, remain well below the State's 1993 inventory.

The disparity between the State's inventory levels and the inventory levels presented in the analysis occurs because of differences in operational levels, aircraft taxi/idle/delay, and fleet mix and engine emission assumptions. The State's emission inventory is based on 1990 aircraft operations levels versus actual 1994 used in this study's inventory. This study's and the State's inventory used slightly different aircraft activity levels and fleet mix. Therefore, the State's inventory may not have considered many of the newer aircraft in use or projected to be in use at the Airport.

The Airport's inventory also considered taxi/idle times specific to Sea-Tac. The State's inventory relied on default time in mode values presented in AP-42, including for taxi/idle/delay.[9] As such, the State's inventory is based on a much higher taxi/idle/delay time in comparison to the Airport's inventory. For the Airport's emission inventory, departure delay at Sea-Tac is based on the FAA's Capacity Enhancement Study airfield computer simulation.[10] Departure delay used in the analysis is based on the peak hour departures, for all weather conditions. As levels of CO, are highly influenced by taxi, idle and departure delay, emissions for this pollutant would be expected to be less than for the State's 1990 inventory levels.

(4) DISPERSION SCREENING ANALYSIS

A dispersion analysis was performed to ensure that localized "hot spots" would not result from the Master Plan Update alternatives. In performing the dispersion analysis, the FAA's Emissions and Dispersion Modeling System (EDMS) computer model was utilized.[11] EDMS provides for dispersion analysis in two levels of detail: a screening analysis which reasonably incorporates "worst case" operational and meteorological conditions; and, a more detailed "refined" analysis that considers actual operational characteristics and meteorological conditions. This section describes the screening dispersion analysis methodology and results.

EDMS evaluates the design and operational characteristics of an airport by modeling aircraft emissions. Departing aircraft are simulated from the departure runway hold pad area during take-off and through climb-out. Airfield departure delay periods are included in the EDMS analysis. Aircraft cruise emissions above an altitude of 3,000 feet are not analyzed because they are discharged at altitudes that preclude any discernible impact to ground level air quality conditions. Vehicular emission rates are included in the EDMS model and are used to predict air pollutant dispersion from vehicular sources on roadways and parking lots in the Airport area. The EDMS model includes MOBILE5A, a USEPA mobile source emission program used to determine surface transportation vehicular emission factors.

(A) Dispersion Screening Analysis Methodology

An initial screening dispersion analysis was conducted to determine locations where possible exceedances of the AAQS might occur. The basis for the screening dispersion analysis is to represent worst case conditions, which are the combinations of operational activity and meteorological conditions encountered during the year which result in the highest concentration of air pollutants. The screening analysis identifies pollutant levels according to the worst case wind angle recorded for modeled receptor locations. The worst case wind angle represents the wind direction at which the highest concentrations of pollutants by receptor was calculated based on reasonable worst case meteorological assumptions such as cold temperature and calm wind conditions. The analysis assumes that the peak hour for aircraft, roadway and other sources occurs at the same time. Since this is not the case, the evaluation represents a worst case situation that may present an overestimation of pollutant concentrations.

Sources modeled include roadways, point sources such as heating plants and fuel tanks, and area sources such as parking lots. A description of the sources modeled is

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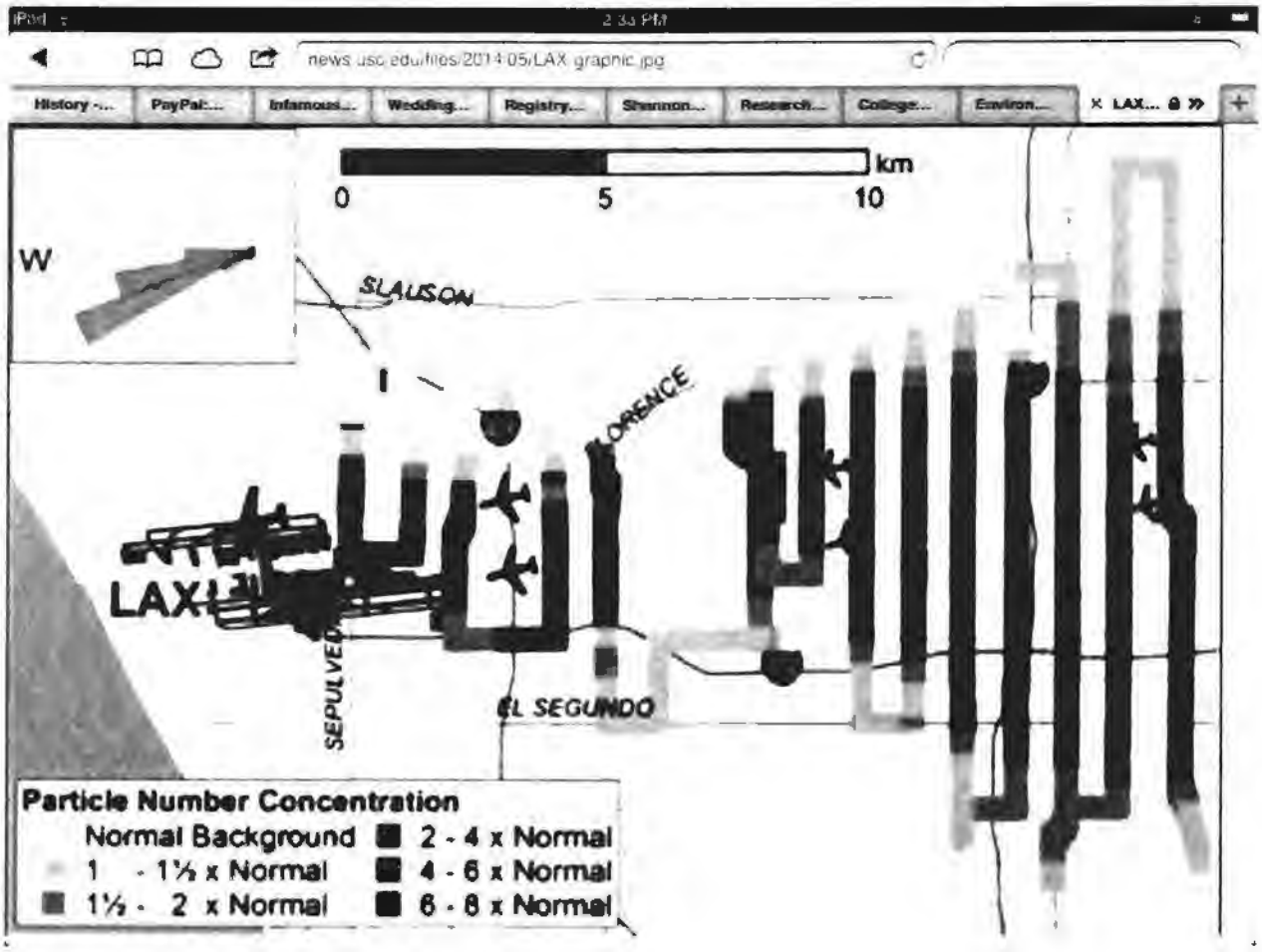
[9] Compilation of Air Pollutant Emission Factors, Volume II: Mobile Sources, AP-42, U.S. Environmental Protection Agency, September, 1985.

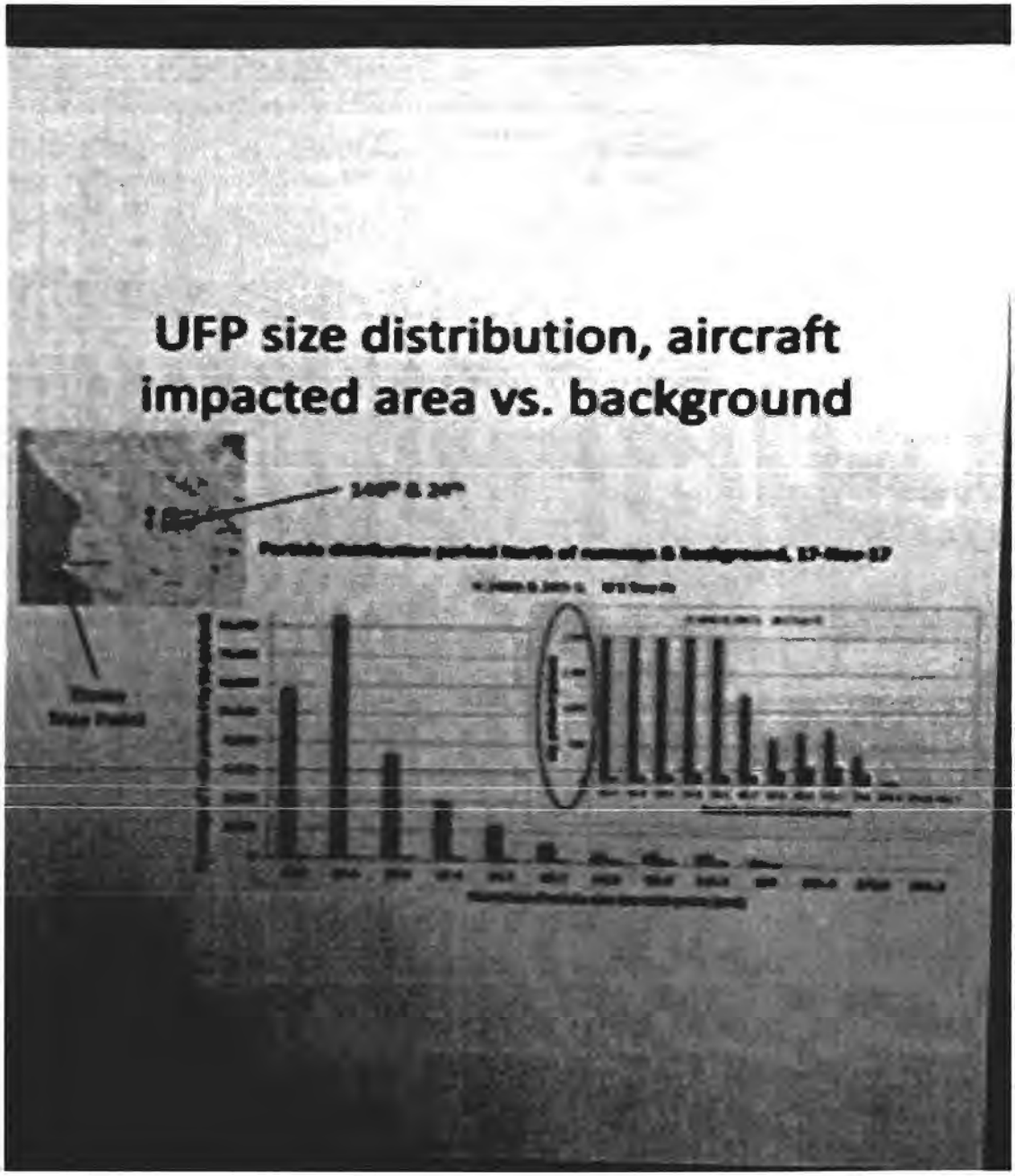
[10] Data provided by Mr. Darryl Stout, Operations Research Analyst, Aviation Capacity Branch, Federal Aviation Administration, October, 1994.

[11] Use of the EDMS model was confirmed with the USEPA, Ecology, PSRC, and PSAPCA May 17, 1994.

LAX significant contribution from overhead aircraft to ground level ultrafine particulate impacts



Sea-Tac Airport area experiencing the same high level of ultrafine particulate impacts of in flight paths similar to that discovered and monitored at LAX environ. The orange bars off the chart is the flight path impact compared to monitoring at Three Tree Point removed from flight path impact area

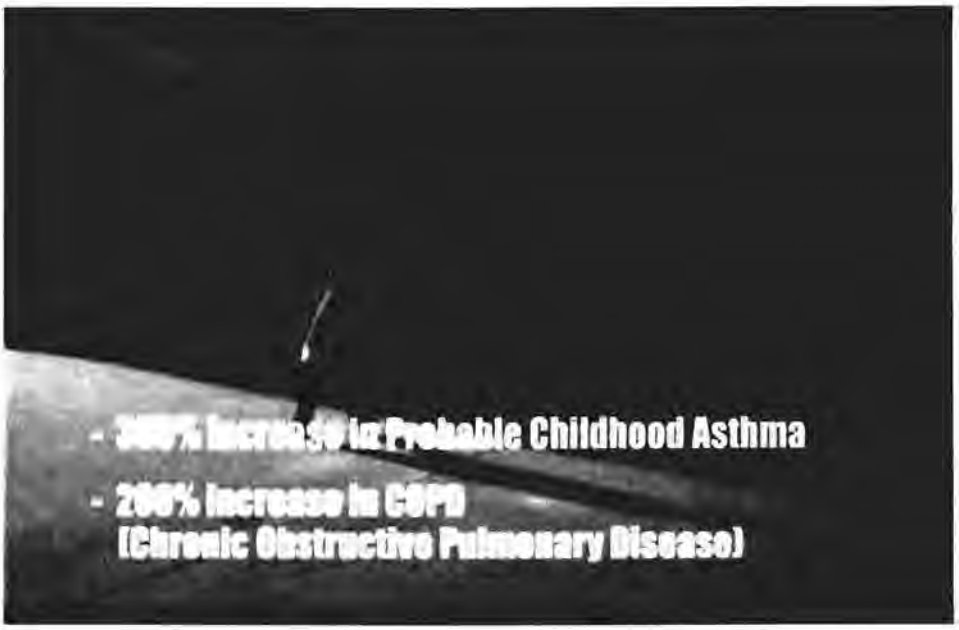


Statistically Significant Asthma and higher than average for King County cancer cases including respiratory and brain cancer from a recent zip code search of 98168 and 98198 by the State Department of Health Epidemiology

Hospitalization: Age Adjusted Rate

Diagnosis Group	Year	Geography	Count	Populatio	Age-Adj	Age-Ad	Age-Ad
##Malignant neoplasm of trachea bronchus	2011-2015	State Total	9168	34497650	23.74	23.25	24.25
##Malignant neoplasm of trachea bronchus	2011-2015	King	2326	10008810	23.27	22.31	24.26
##Malignant neoplasm of trachea bronchus	2011-2015	98168_Sea	34	172403	23.66	16.13	33.8
##Malignant neoplasm of trachea bronchus	2011-2015	98198_Sea	46	174919	24.59	17.94	33.12
##Malignant neoplasm of brain (191)	2011-2015	State Total	3373	34497650	9.03	8.72	9.35
##Malignant neoplasm of brain (191)	2011-2015	King	1011	10008810	9.68	9.08	10.31
##Malignant neoplasm of brain (191)	2011-2015	98168_Sea	18	172403	11.15	6.55	18.29
##Malignant neoplasm of brain (191)	2011-2015	98198_Sea	20	174919	10.44	6.26	16.58
##Asthma (493)	2011-2015	State Total	20274	34497650	58.78	57.96	59.6
##Asthma (493)	2011-2015	King	5847	10008810	61.98	60.38	63.62
##Asthma (493)	2011-2015	98168_Sea	128	172403	75.34	62.68	90.26
##Asthma (493)	2011-2015	98198_Sea	102	174919	58.19	47.27	71.01

The same elevated high and significant numbers of diseases are occurring around Boston Logan Airport. The same planes overfly communities throughout the US but Sea-Tac. LAX and Boston Logan along with other select airports are unique for how dense and close in proximity to the airport are the local residential communities (within a few blocks for residential areas on all sides of Sea-Tac Airport)



Destination: East Boston from Lucas La Battaglia on Vimeo.

The film appears to be connected to Airport Impact Relief, Inc., a nonprofit.

The following are examples summarized of some topics for investigation of EJ communities in NEPA reviews. See the Interagency Working Group on Environmental Justice https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf:

- Define the boundaries (GIS or mapping) of the affected population for both noise and emissions
- Define Exposure pathways

- Utilize citizen, organization and government data, science collection
- Define unique characteristics, i.e., human health vulnerabilities, health disparities, socio-economic vulnerabilities
- Explain methodologies and data
- Consider alternatives with the least impact on the low income and minority population
- Identify benefits and detriments
- Determine presence of high and adverse impacts (EJ community may be more susceptible to impacts than the general population)
- Utilize systems for data collection such as Health Department, Cancer Registry, National Birth Defects Registry, National Brain Tumor Registry, etc.
- Develop a health impact assessment (HIA) and Social Impact Assessment (SIA)
- Use a comparative population
- Monitoring plan to assure mitigation is successful
- Consider on balance compensatory mitigation to equalize detriments

Impact categories FAA must address in an EA:

Table 1: List of Environmental Impact Categories in FAA Order 10501.1F

	Environmental Impact Category
1	Air Quality
2	Biological Resources
3	Climate
4	Coastal Resources
5	Department of Transportation Act, Section 4(f)
	Environmental Impact Category
6	Farmlands
7	Hazardous Materials, Solid Waste, and Pollution Prevention
8	Historical, Architectural, Archeological and Cultural Resources
9	Land Use
10	Natural Resources and Energy Supply

	Environmental Impact Category
11	Noise and Noise-Compatible Land Use
12	Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
13	Visual Effects
14	Water Resources
15	Cumulative Impacts
16	Irreversible and Irretrievable Commitment of Resources

AIR QUALITY

Air quality has not been assessed. A Memorandum of Agreement between EPA, Department of Ecology, Puget Sound Clean Air Agency and the Port of Seattle in 1997 was to monitor the air quality of the Sea-Tac Airport area post 2010 (see attached) due to predicted modeled exceedances of the NAAQS. This was to occur prior to construction of conditioned elements of the ALP. These proposed future improvements such as the new terminal and landside developments are planned along with other segmented developments such as hardstands and international facility improvements and no compliance certifications have been issued. No monitoring is planned. This monitoring should include the analysis of chemical composition of the soot, debris that was included in the MOA but not completed due to funding restraint.

N10-11

N2-8

The consultant working on the Sustainable Airport Master Plan (SAMP) has provided air quality data from the EDMS and AEDT model. The EPA also models the same operations for each year analyzed. Below is a table created by EPA showing the consultant (in white) and EPA analysis (in yellow) for 2014 using the same model and FAA supplied operational numbers.

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)											
	NO_x	NO_x	VOC	VOC	CO	CO	SO_x	SO_x	PM_{10}	PM_{10}	$PM_{2.5}$	$PM_{2.5}$
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	53	8	52
APUs	72	48	5	4	48	43	9	7	22	6	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3	19	3
Stationary Sources	17		1		12		0		1		1	
TOTAL	2,019		326		3,681		188		51		50	

N2-8

The differences between these estimates have not been explained. For the third runway analysis, these same problems permeated the modeling. When looking at emission data input from the third runway analysis, it was clear the consultant had manipulated the data to obtain a predetermined outcome of compliance. The consultant failed to estimate any particulate data for all jet operations. All defaults were set to zero. The consultant cut emission data from EPA published rates and used lower than standard operations time in mode. It is not fully understood

N2-8

by me at this time, and to what degree, that falsified data has impacted public health and the environment that would have otherwise received mitigation.

CLIMATE CHANGE

N10-1 / N2-9

The consultant has provided data on carbon dioxide emissions in the Air Quality Baseline Preliminary Draft dated September 2017 for 2016 annual emissions. CO_2 is listed at 396,306 metric tons per year. Yet the Port of Seattle Energy and Sustainability Committee estimate from 2015 is 5.4 million metric tons per year. The difference between the two estimates are due to the consultant using a fraction of the Landing/Takeoff cycle rather than total fuel pumped. This leaves a majority of the carbon dioxide emissions unaccounted for. Since climate impact is a global concern, honesty and accuracy and taking responsibility for the total global climate impact is essential to understanding the significant impact the aviation sector has on planning and mitigation. While trees are the only current mitigation for aviation produced CO_2, it makes no sense the FAA has allowed the significant removal rather than topping 3,000 mature trees around the airport.

S3-1

The total climate change impact of the airport expansion will be significant. Sea-Tac is currently producing 25% of the county's climate change emissions. While the county is reducing emissions, the airport plans to double its impact. Ninety percent of the climate impact of the airport is due to jet operations. The Port of Seattle proposes reducing the remaining 10% of climate emissions by 3% or less over the next 18 years while doubling the 90%. None of the estimates consider the higher contributing emissions of nitrogen oxides, methane or black carbon. The imbalance in offsetting the impact could push Sea-Tac to half the county total by 2034 considering the increase in operations and reduction strategies in other sectors. This scenario will undo and even surpass all gains in every other sector.

Table 13
BASELINE (2016) CONDITION AEDT ANNUAL EMISSIONS

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2016)						
	NO_x	VOC	CO	SO_x	PM_{10}	$PM_{2.5}$	CO_2 *
Aircraft Engines	1,775	261	1,455	162	13	13	396,306
APUs	40	3	33	5	5	5	-
GSE	370	94	2,769	19	25	25	-
Stationary Sources	18	1	12	0	1	1	-

TOTAL	2,267	379	4,841	190	48	47	396,306

At the Highline College scoping meeting I asked Port staff at the Climate board why they are using only a small portion of the takeoff to estimate total climate impact. They said FAA has a regulation that requires this truncated figure. I asked for a copy of the regulation or a reference to where it can be found and they were unable to provide this. I followed up with a request of the FAA Environmental Specialist Cayla Morgan who was present at the scoping who invited follow-up questions along with her email. She did not provide an answer to my question or others I asked and referred me to the SAMP comment website link. This seems to be much more work than what should be necessary especially for citizens who are already experiencing injuries from excessive noise and airplane emissions.

ENVIRONMENTAL JUSTICE

S-1

Health disparities in the communities surrounding the airport have been evaluated by the State Department of Public Health. Findings of disproportionate, high and adverse consequences exist in these communities. Currently, respiratory and brain cancer cases are higher than average when compared to King County and asthma in 98168 is statistically significantly higher than average when compared to county, state and national levels.

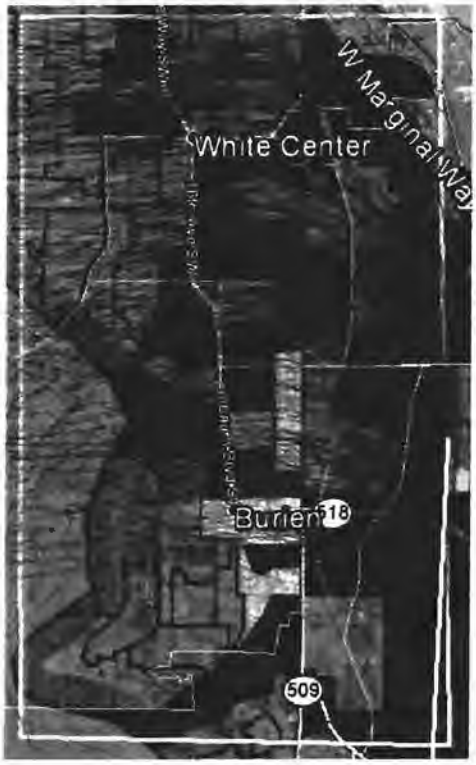
S-3

Environmental Justice (EJ) eligible community has been identified by FAA in their June 2017 Preliminary Environmental Analysis (PEA). The Interagency Working Group on EJ Methodologies March 2016 outlines numerous items for analysis that have not been discussed in any detail in the SAMP planning process. Cumulative impacts to these communities of noise and emissions along with health impacts have not been analyzed. Past, present and reasonably foreseeable impacts have not been addressed. Unknown risks should be evaluated.

(From the PEA)
Figures 5 and 6 shows the areas in which Environmental Justice (EJ) may be a concern within the Study Area. This data was pulled using the U.S Consensus 2015 data, through the Environmental Justice tool in AEDT. There are multiple areas of which exceed environmental justice thresholds within the Study Area. However, there are no reportable or significant noise impacts and the noise level of the No Action and Proposed Action Alternatives are less than 45 dBA DNL. Furthermore, there is no change to air quality. Therefore, the FAA has preliminarily determined that there are no high and disproportionate impacts to environmental justice communities.

Figure 5: EJ **areas with the No Action flight tracks**

Figure 6: EJ **areas with the Proposed Action flight tracks**



Key

- No Environmental Justice threshold exceeded
- Exceeds the 1 x poverty threshold level
- Exceeds the for minority threshold
- Exceeds both the 1 x poverty and minority thresholds
- Study Area
- No Action flight tracks
- Proposed Action flight tracks

The aforementioned analysis preliminarily indicates that there would be no direct or indirect or cumulative significant impact as a result of the implementation of the Proposed Action.

This analysis, above, ignores the significant impact that already exists with air quality impacts, violations of federal and state law, excessive noise through the night and health disparities discovered in the past and present. EPA EJ Screen tool can be used to assess the low income and minority populations around Sea-Tac and view the risk and negative health outcomes. Many of the census tracts in 98168 and 98198 typically overflown by departing and arriving aircraft exhibit *extreme* conditions. Some of the greatest poverty levels, language barriers, no access to healthcare deficiencies and health disparities in the county exist in these communities along with double the average for the county numbers per household of children. The Highline School

District that serves these communities has some of the highest poverty level families, and service needs of any school district in the state. See attached high noise area map and State Department of Health Washington Tracking Network health disparities map. Both exhibit similar areas of impact for high noise levels and negative health outcomes.

The State Board of Health on behalf of the State Department of Public Health finding statistically significant health disparities in the communities surrounding Sea-Tac Airport writing in The Washington State Committee on Environmental Justice, June 2001 "Final Report, State Board of Health Priority: Environmental Justice" states:

> "Airport community members living near the SeaTac Airport identified several concerns related to air pollution from operations at the airport (see Washington State Department of Health et al., February and December 1999. These reports can be accessed through: http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/ nicepubs.htm.)
>
> A March 2000 report prepared jointly by DOH, the Washington State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:
>
> • Lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
>
> • Oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;
>
> • Deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east and south of the airport (defined by census tracts) compared to King County; and
>
> • Hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south of the airport (defined by zip codes) compared to King County.

The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because of environmental justice concerns. The report states, "fundamental to the concept of environmental equity is the value that one group of people not incur environmental exposures from commercial activities from

which another group benefits. Those who use SeaTac Airport often derive great financial and other benefits from worldwide travel. **The extent to which these benefits come at the expense of environmental degradation affecting the people who live around the airport is unknown,** since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic" (Washington State Department of Health et al., 2000, p. 8). *[pages 14, 15] (Emphasis added)*

Regarding unknown risks the Federal Interagency Working Group (IWG) on Environmental Justice states in publication "Promising Practices for EJ Methodologies in NEPA Reviews" dated March 2016: https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf

"The degree to which an impact involves **unique or unknown risks** (see 40 CFR§1508.27(b)(5)) to minority populations and low-income populations in the affected environment can inform how agencies assess the significance of the impact. Minority populations and low-income populations could be uniquely susceptible to impacts from a proposed action due to: 1) **special vulnerabilities, e.g. pre-existing health conditions that exceed norms among the general population**; 2) unique routes of exposure, e.g. use of surface or well water in rural communities; or 3) cultural practices, e.g. subsistence fishing, hunting or gathering, access to sacred sites." IWG page 34

The FAA EA and Port of Seattle EIS must include the following:

S3-2

1) An air quality monitoring program must be completed which includes toxics and criteria pollutants and used as a validation for modeling
2) A risk analysis must be completed which evaluates all known chemicals released from the airport including air toxics, criteria pollutants, PAH, metals, soot analysis which might be affecting the poor public health outcomes

S3-3

3) A toxicology study must be completed to help plan mitigation. This should include analysis of people, plants, soil, and open water at a minimum.

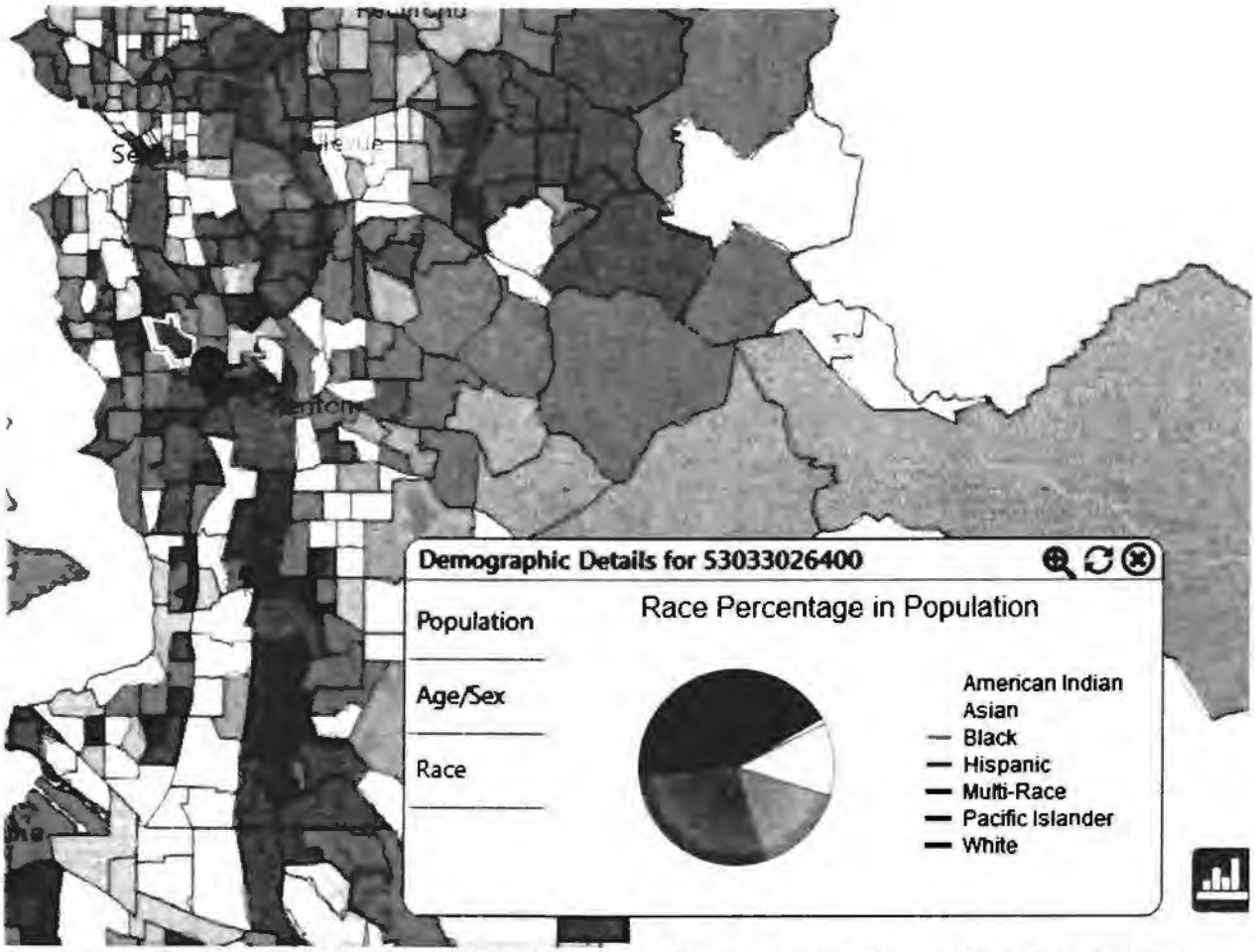
S3-1

4) Mitigation plans, programs and strategies should be planned and implemented along with the SAMP development not after
5) Any mitigation strategy must have a monitoring plan to assure success
6) A similar area must be used for comparison to evaluate health impacts (Kent Auburn area was used as a comparative population to Sea-Tac Airport communities by the State Department of Health zip code study in 2000. This area along with Tukwila is overflown by arriving aircraft to both Boeing Field and Sea-Tac Airport. Health disparities in these cities can clearly be seen as extreme on the enclosed map of poor health outcomes and should not be used as a comparison)

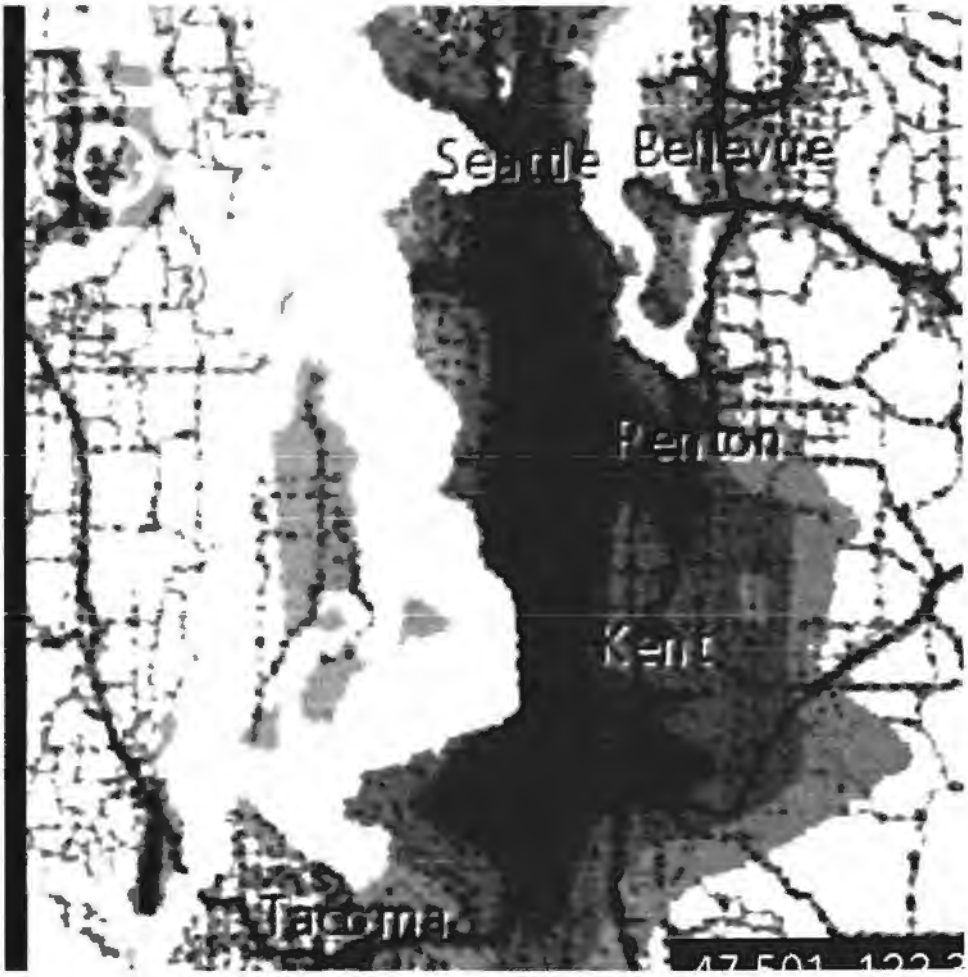
7) Areas of impact for emissions should be mapped along with noise.
   Consider for instance:
   a) New Jersey Institute of Technology has found a wide circular area around airports in the US experiencing toxic emissions 10 times greater than elsewhere
   b) State Department of Health found health impact areas to the west and east of Sea-Tac Airport experiencing health disparities
   c) EPA evaluating Midway Airport found risk threshold exceeded for 1,3 Butadiene to the northeast of the airport not typically in a noise contour band,
   d) McCulley Frick and Gilman Air Quality Survey found hydrocarbon levels exceeding state New Source regulations around Sea-Tac Airport outside of the noise contours
   e) Department of Commerce and LAX Ultrafine Particulate study found sooty debris typical of jet engine combustion discharge in flight paths for 10 miles out from runway ends
8) An epidemiological study should be conducted
9) All studies should show independence and be peer reviewed to assure objectivity
10) All analysis should include data input, assumptions and justification

In 1996 for the third runway EIS, wild and irresponsible predictions were made about air quality impacts. Some sources were estimated far too high and aircraft much lower than had been previously predicted by EPA and Department of Ecology. The Port of Seattle consultants Landrum & Brown predictions were accepted as state-of-the art. It was not until after 2011 that Russ Simonsen, environmental manager at the Port of Seattle admitted the figures were inaccurate. The high sources pales in severity to the elimination of data from the EDMS aircraft model, using too low time-in-mode values and falsified emission factors. The public health impacts we are now experiencing is a result of fraudulent, inaccurate and irresponsible data collection and dissemination.

Similarly, the forecasting of operations failed miserably to even come close to predicting what is happening today. The expanded airport facilities, once predicted to handle operations through 2030 and beyond, are now inadequate even in the existing condition less than 10 years after the opening of the third runway. Constraint and congestion caused by the introduction of the Delta Hub and the need for the SAMP expansion began as early as 2014, only six years after the opening of the most expensive runway in US history.



State Department of Health Washington Tracking Network Health Disparities for 98168 that follow flight path and match high noise area



Highest noise level in purple at the airport and surrounding red represents highest noise levels and matches the health disparities map from Department of Health

1997 EPA, PSCAA, DOE and Port of Seattle Memorandum of Agreement commitment for monitoring the airport area post 2010 due to predicted future scenario modeled violations of the federal National Ambient Air Quality Standard for carbon monoxide. Predicted future violations of the NAAQS for NO_2 were not carried forward although contained within the EDMS modeling for airport environment. PM 10 and PM 2.5 had been eliminated from the EDMS model for all jet aircraft LTO between 1993 and 1994.

Final

MEMORANDUM OF AGREEMENT

AIR QUALITY MONITORING PROGRAM ACTIVITIES RELATING TO THE SEATTLE-TACOMA INTERNATIONAL AIRPORT VICINITY

Introduction

For a number of years, residents in the vicinity of Seattle-Tacoma International Airport (Sea-Tac) have expressed concerns over air pollution. Several studies and small-scale air pollutant sampling programs have been conducted by the Port of Seattle (Port), the State Department of Ecology (Ecology) and the Puget Sound Air Pollution Control Agency (PSAPCA). Because of ongoing concerns about air quality in the vicinity of Sea-Tac, the undersigned agencies have agreed to work together to gather additional air quality baseline data.

In April 1995, the Federal Aviation Administration (FAA) and the Port issued a joint Draft Environmental Impact Statement (EIS) for the proposed Master Plan Update Improvements at Seattle-Tacoma International Airport. In February, 1996 the FAA and Port issued the Final EIS, which incorporated a draft air quality conformity determination. These environmental documents address, among other issues, potential air quality impacts associated with various Master Plan Update improvement projects (facility developments and operational changes) to be phased-in between 1996 and 2020 as part of the long-range airport vision (Exhibit A, attached to this agreement).

The Final EIS considered the available Sea-Tac air quality information from previous studies, updated the baseline and projection year emission inventories for five "criteria" pollutants of concern, performed area-wide dispersion screening modeling for volatile organic compounds (VOC) and oxides of nitrogen (NOX) (both ozone precursors) and conducted localized traffic intersection modeling analyses for carbon monoxide (CO).

The Port and FAA have identified future project build-out and operational conditions that result in modeled exceedences of the federal standard for CO. However, no monitored air quality data for the Sea-Tac vicinity currently exists with which to interpret the FEIS' "worst case" modeling results, which may overstate actual future air quality problems. Also, because the Master Plan Update project phase(s) that cause the modeled CO exceedences do not occur until approximately 2010, the issue of specifying appropriate mitigation measures prematurely has been raised.

In comments submitted by PSAPCA, Ecology and the US Environmental Protection Agency-Region 10 (EPA) to the FAA on the FEIS draft conformity finding, it was noted that in order to demonstrate conformity with the Central Puget Sound State Implementation Plan (SIP), there must be firm commitments made at this time by the Port and FAA to either (1) mitigate the modeled standard exceedences for CO or (2) delay inclusion of certain projects until future environmental reviews are completed for those elements and firm commitments to new mitigation measures are made, if necessary. Several options for achieving this outcome were specified. The comments also recommended a funded 24-month Sea-Tac area air quality monitoring program to better determine baseline conditions at and around the Airport; to inform model interpretation; and to provide better ambient air quality information with which to respond to public air quality concerns.

As a result of these FEIS comments and related interagency discussions, the Port, FAA, Ecology, PSAPCA and the EPA all concur that a Sea-Tac air quality monitoring program be established, focused on the following concerns in priority order:

- Carbon monoxide (CO) concentrations, specifically at those roadway intersections modeled in the FEIS as creating future exceedences of the National Ambient Air Quality Standard for CO;
- Oxides of nitrogen (NOX) concentrations associated with aircraft departure backup queues;
- Ground-level residue deposition associated with aircraft fuel particle discharges;
- Ground level residue-related toxic substances; and
- "Fugitive dust " particulate matter concentrations associated with Sea-Tac construction activity sites and dirt haul routes.

The parties agree that this monitoring program is in support of quantifying pollutant levels and not for the purpose of supporting the proposed improvements at Sea-Tac Airport.

Sufficient funding totaling $195,000 already has been identified by the parties to this agreement to conduct special field monitoring activities for the first three items listed above (CO, NOX and fuel particle discharge-related residue) within the next 24 months. Whether or not to fund monitoring of toxic substances in the Sea-Tac vicinity will depend on the results from ground-level residue monitoring data collection and analysis. For purposes of fugitive dust emissions, the Sea-Tac vicinity monitoring program will rely on PSAPCA's existing regulatory, inspection and enforcement authority rather than formal in-field monitoring.

The initial CO saturation study monitoring will be conducted during the upcoming winter season (1996-97), with the ability to continue some CO measurements in winter 1997-98. The monitoring of NOX is projected to occur in summer/fall 1997, with fuel particle discharge residue measurements occurring seasonally between fall, 1996 and summer, 1997. All field monitoring activities and data analyses are scheduled for completion no later than June, 1998.

Public involvement from the surrounding community will be sought in the monitoring program to facilitate public understanding of the monitoring results and the implications for long-term Sea-Tac air quality monitoring. To this end, establishment of a special working group comprised of both agencies and community representatives is contained in the proposed program's scope (Exhibit B, attached to this agreement).

Purpose

This Memorandum of Agreement (MOA) establishes an air quality monitoring program in the Sea-Tac International Airport vicinity designed to achieve the following goals:

- Characterize actual monitored air quality conditions, via in-field measurements conducted by independent environmental agencies and their contractors, in the general vicinity of Sea-Tac International Airport;
- Utilize actual monitored air quality baseline information to improve future Sea-Tac vicinity modeling and monitoring efforts; and to help identify the need for and design of appropriate mitigation measures whenever criteria pollutant modeling forecasts, or as shown by actual measurements, exceed a National Ambient Air Quality Standard (NAAQS), e.g., for CO and/or particulate matter;

- Allow actual monitored air quality baseline information to be incorporated into future environmental reviews for Master Plan Update project elements projected to worsen air quality (listed in Exhibit A) and to enable making commitments to more specific long-term mitigation measures, if necessary;
- Enable agencies to reference actual monitored air quality baseline data for the Sea-Tac Airport vicinity when responding to future questions and information requests from the public;
- Secure funding commitments to complete Sea-Tac CO, NO_x and residue monitoring data collection and analysis within the next 24 months, by July 1, 1998; and
- Determine the scientific justification, if any, for Sea-Tac toxic emissions monitoring and secure appropriate funding commitments by fall, 1997.

The programmatic scope of the proposed air quality monitoring for the Sea-Tac Airport vicinity is contained in Exhibit B, attached to this agreement.

THEREFORE, THE UNDERSIGNED PARTIES AGREE:

1. Additional air monitoring in the vicinity of Seattle-Tacoma International Airport is desirable for purposes of more accurately describing existing air pollutant levels, interpreting modeled results, identifying longer range monitoring requirements, promoting appropriate mitigation measures to protect the NAAQS whenever necessary, and responding to public inquiries related to Sea-Tac vicinity air quality.
2. All parties will participate in the design, conduct and reporting of air quality measurement activities in the Sea-Tac area over the next 24 months according to an approved monitoring plan. It is specifically desired that Ecology, EPA and PSAPCA will provide independent expertise to the air quality monitoring and analysis activity, which can then be incorporated into project-level environmental reviews conducted under SEPA and NEPA by the Port and other initiating agencies. The participation commitments of each agency are enumerated below:
   - Ecology, as overall technical program coordinator, will in consultation with EPA and PSAPCA develop a detailed monitoring and analysis plan and participate in the funding, monitor siting, conduct, and analysis/review of the air measurements. Ecology also will provide a final summary report on monitoring and data analysis activities for agency and public distribution concerning the results of the air measurements and recommendations for future monitoring activities.
   - The EPA will assist with the plan scoping, funding, monitor siting, conduct and analysis and review of the air measurements;
   - PSAPCA will participate in the scoping of the air monitoring plan and analysis, including development of the monitoring framework, establishment of monitoring locations, coordination with transportation agencies, technical assistance regarding collected data, and tracking of regional surface travel growth and associated project-level modeling efforts;
   - The Port of Seattle will assist with funding for monitoring and will participate as an observer in the monitoring plan's design, implementation and outcomes reporting.
3. Ecology ($35K), EPA ($30K) and the Port ($130K) together will provide a total of $195,000.00 to complete field monitoring data collection and analysis for CO, NOX and aircraft fuel discharge residue. In addition, other in-kind (non-cash) contributions from PSAPCA and the other signatories to this agreement will be provided.
4. The Port agrees that it will not proceed with Master Plan Update elements which are projected to create future CO exceedences or further worsen projected CO levels until CO field monitoring data collection and analysis is completed and, if necessary, appropriate mitigation commitments are identified. The Port further agrees that new information on actual monitored CO and NO_x levels shall be incorporated into future Master Plan Update-related environmental reviews and

air quality conformity determinations. Construction-related dust prevention and management activities will be directed by the Port in accord with the protocol described in Exhibit C, attached to this agreement.

5. To the maximum extent possible, all new program, plan and project-level air quality analyses conducted in the Sea-Tac Airport vicinity will reference and/or incorporate data obtained from the actual field measurements, once they are available, to help refine modeling approaches and interpret new modeling results and to identify appropriate mitigation measures for identified NAAQS exceedence problems.
6. A decision by Ecology regarding whether a permanent CO monitor (or monitors) should be established near Sea-Tac as part of the permanent CO monitoring network will be made based on the data obtained from the CO saturation sampling. Funding of long-term monitoring for CO will be determined at the time permanent monitoring decisions are made.

This Memorandum of Agreement reflects agreement by the undersigned responsible officials:

Mic Dinsmore, Executive Director
Port of Seattle

Date

Win Granlund, Board Chair
Puget Sound Air Pollution Control Agency

10-1-96
Date

Mary Riveland, Director
Washington State Department of Ecology

9/27/96
Date

Chuck Clarke, Regional Administrator
US Environmental Protection Agency-Region X

10/4/96
Date

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Exhibit A

Seattle-Tacoma International Airport
Master Plan Update Improvements

The following airport improvement projects were identified by the Master Plan Update Final Environmental Impact Statement (Final EIS) to be phased in between 1996 and 2020. Based on the air quality analysis presented in the Final EIS, only the terminal and landside improvements planned to occur post 2010 could result in increasing the severity of exceedances of the NAAQS. As a result, before the Port could implement these project, additional analysis and requisite mitigation would be required. These projects were identified based on project purpose and need and are categorized by the four (A through D) purpose and needs. Based on the Final EIS, the following projects would not increase the severity or frequency of exceedances of the NAAQS:

A. New Parallel Runway and associated operational procedures and taxiways (1996-2000)

B. Clearing and Grading off each runway end for runway safety area compliance (1996-2000)

C **Extension of Runway** 34R (2011-2015)

D. Terminal and Landside Improvements

1996-2000

New Parallel Runway and associated operational procedures and taxiways
Clearing and Grading the requisite lengths off each runway end for runway safety area compliance
Improvements to the Main Terminal roadway and recirculation roads
Development of the Des Moines Creek Technology Campus
Construction of the new air traffic control tower
Expansion or redevelopment of the cargo facilities in the north cargo complex
Development of a new snow equipment storage facility
Expansion of Concourse A
Development of on-airport hotel
Expansion of the main parking garage
Development of a new parking garage at the Doug Fox lot
Site preparation at SASA site
Overhaul and/or replacement of the STS

2001-2005

Dual taxiway 34L
Expansion of the Main Terminal to the South
Improved access and circulation roadway improvements at the Main Terminal
Additional expansion of the main parking garage
Expansion of the existing north employee parking
Further expansion of Concourse A
Development of a new airport maintenance building
Continued expansion of the north cargo facilities

2006-2010

Expansion of the dual taxiways A and B
Construct first phase parking structure north of SR 518
Additional Expansion of north employee lot
Further expansion or redevelopment of north cargo complex
Upper roadway transit plaza at Main Terminal

Based on the Final EIS, the following terminal and landside projects could increase the severity or frequency of exceedances of the NAAQS. The primary improvement project that would alter surface transportation, and thus air quality, is the North Unit Terminal development and related projects. The North Unit Terminal is slated for construction between 2011 and 2015. However, several items that are related to this project would occur earlier, such as the relocation of the ARFF which is located on the future site of the new terminal. Therefore, to ensure that earlier projects do not prejudice the outcome of the North Unit Terminal, these projects are identified separately.

2006-2010

Construction of the North Unit Terminal and roadway system, including the main terminal by-pass roadway system
Relocate the ARFF for North Unit Terminal

2011-2020

Completion and further expansion of the North Unit Terminal, parking & roadways
Development of additional taxiway exits on 16L/34R
Expansion of north parking structure and north employee parking lot
Further development of cargo in SASA
Develop connections to the RTA system at the east side of the garage
Develop cargo/warehouse site north of SR518

EXHIBIT B

Programmatic Scope of Proposed Air Monitoring
Seattle-Tacoma International Airport

The parties agree that the following steps should be undertaken to scope a specific air pollutant monitoring plan to be undertaken in the vicinity of Seattle-Tacoma International Airport:

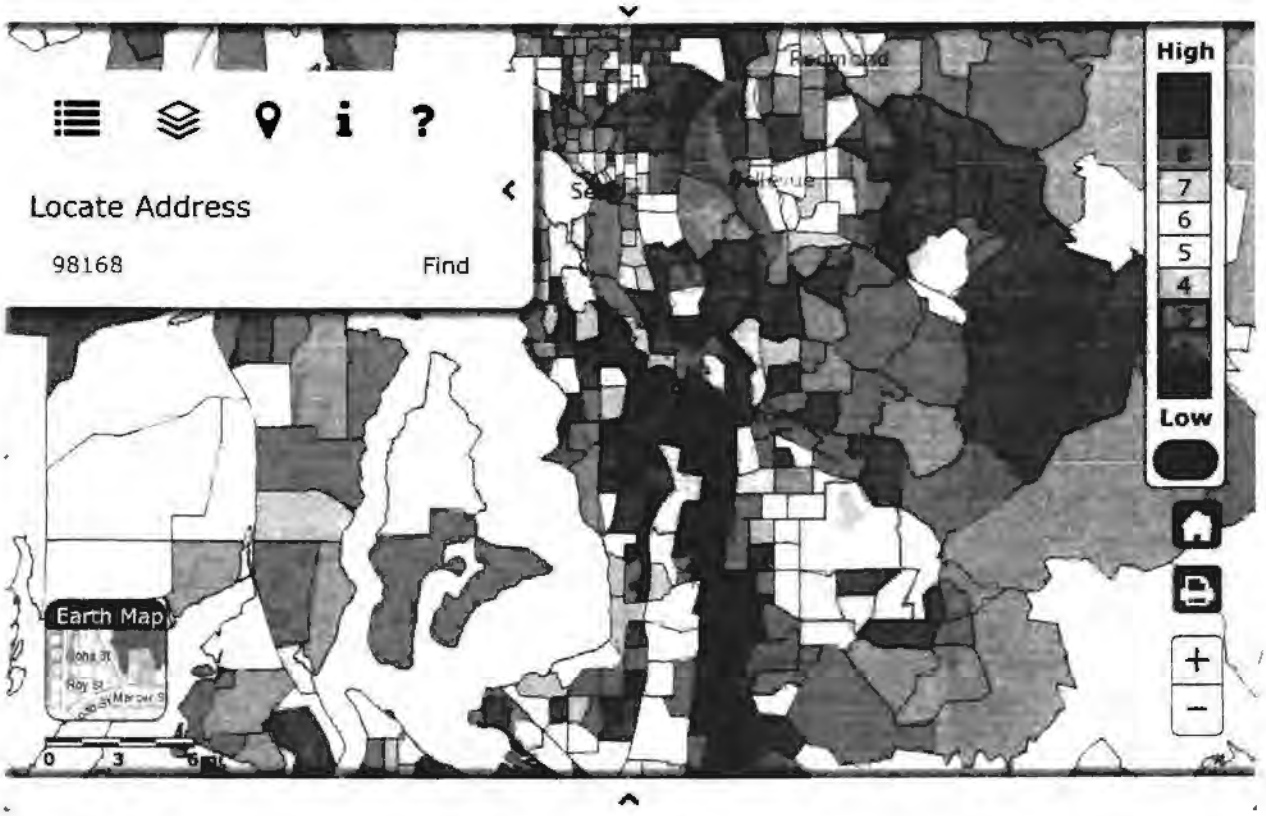
1. Establish the funding and staffing commitment levels available to conduct the air measurements. The air measurement plan should include the following:
   A. Development of an air monitoring work plan and definition of how the comparison of actual measurements to modeled data will be performed;
   B. Conduct of air measurements;
   C. Analysis of measurements;
   D. Conduct briefings for participating agencies; and
   E. Prepare a final report which responds to the goals of the effort.

2. The monitoring plan will be tailored such that it can be completed within the allocated funding and staffing levels and will reflect the following objectives:
   A. To interpret modeled data relative to measured data but not to conduct a model validation study;
   B. To use the measurements to improve:
      - Future modeling
      - Future monitoring
      - Mitigation of exceedances of the national ambient air quality standards
      - Responds to citizen comments and questions

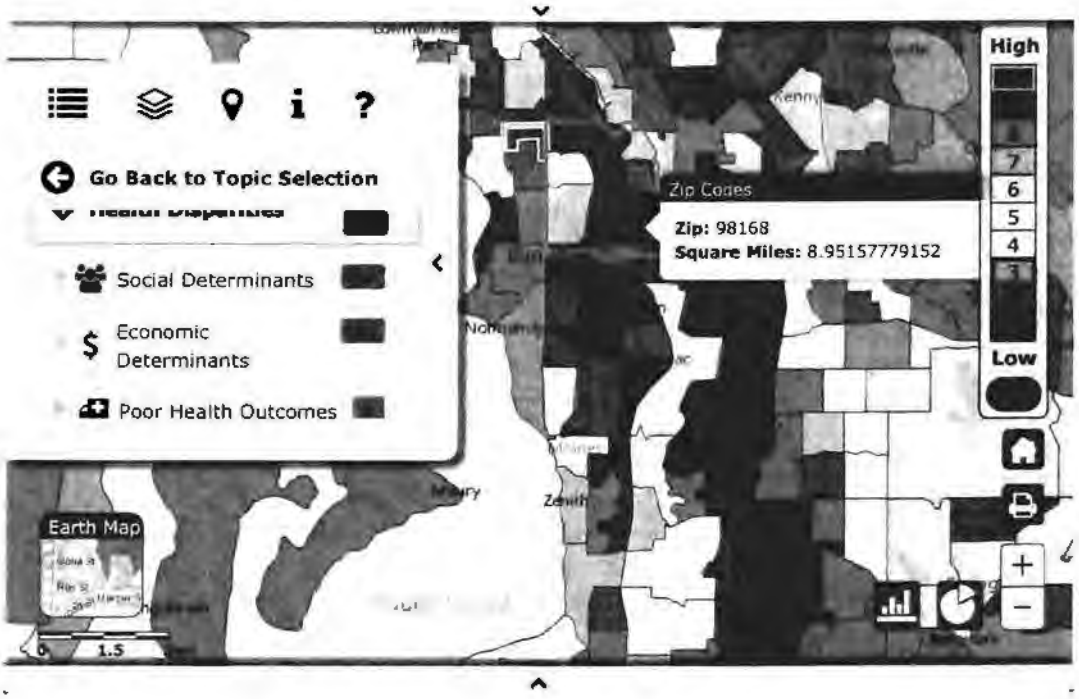
3. The funding level will dictate the specifics of the air measurement plan. However, the following priorities will be placed on specific air measurements that can be achieved within the allocated resources (in order of highest to lowest priority):
   A. Carbon Monoxide - measurements at roadway intersections in the airport vicinity;
   B. Nitrogen Oxides - at ends of runways, near aircraft departure queues;
   C. Engine Exhaust Residue - under flight paths of aircraft;
   D. If residue testing indicates that aircraft related emissions are a dominant source of collected residue, the parties will discuss and seek funding for the conduct of a air toxics measurements, which could include canister samples in the flight pattern;
   E. Fugitive Dust - at construction sites and near haul routes in the vicinity of construction. No funding has been allocated to this pollutant issue. Compliance with fugitive dust standards will rely on PSAPCA's existing regulatory, inspection, and enforcement authority.

4. Upon definition of the allocation of resources by the participating agencies, a working group will be established that includes representation from the participating agencies and the local community to monitor the progress of the air measurements. The Washington Department of Ecology will take the lead in coordinating the meeting schedule and agenda and will serve as the chair of the working group. The working group is being formed for the sole purpose of facilitating public understanding of the air monitoring results. The working group will be disbanded by December 31, 1998 or within 2 months of completion of the air monitoring effort.

Negative health outcomes from the State Department of Health Washington Tracking Network Map follow the flight path and show high rates for Kent Valley where emissions settle and where flights arriving at both Sea-Tac and Boeing Field overfly below 3,000 feet. Sea-Tac Airport is blue teardrop.



Example of a census tract (yellow highlight) from EPA EJ Screen tool where health disparities and risk is above the 90th percentile



June 2001 State Board of Health recommendation for a thorough air quality analysis as a result of findings of significant cancer and respiratory illnesses in zip codes around Sea-Tac Airport for study years 1992-1995 and 1992-1996 http://sboh.wa.gov/Portals/7/Doc/EJ/EJReport_2001.pdf

"EPA explains that "fair treatment means that no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden
of the negative human health or environmental impacts of pollution or other environmental consequences resulting from industrial, municipal, and
commercial operations or the execution of federal, state, and local and tribal programs and policies" (U.S. Environmental Protection Agency, 1998).
Of particular interest to the Committee is the specific claim that disproportionate exposures produce adverse health outcomes that are also borne
disproportionately by these populations. It has been well documented in the State of Washington that low-income and minority populations have
poorer health status than the overall population and have higher rates of a variety of diseases, including cancer and asthma. Many complex factors
interact to produce health disparities among populations. Environmental and occupational exposures, access to medical care, nutrition,behavioral
choices, and genetic variability, all contribute and are related. Where one lives and works is often less a matter of choice than the result of
socioeconomic status. It is usually the case that people in the lower socioeconomic strata are more likely to live in the most hazardous environments
and to work in the most hazardous occupations (Olden, 1998). *[page 7]*
Community Health Concerns around SeaTac Airport Community members living near the SeaTac Airport identified several concerns related to air
pollution from operations at the airport (Washington State Department of Health et al., February and December 1999). These reports can be accessed
through http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/ nicepubs.htm. A March 2000 report prepared jointly by DOH, the Washington
State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community
representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:
• lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
• oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;

• deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east
and south of the airport (defined by census tracts) compared to King County; and
• hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south
of the airport (defined by zip codes) compared to King County.
The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because
of environmental justice concerns. The report states, "fundamental to the concept of environmental equity is the value that one group of people not incur
environmental exposures from commercial activities from which another group benefits. Those who use SeaTac Airport often derive great financial and
other benefits from worldwide travel. The extent to which these benefits come at the expense of environmental degradation affecting the people who live
around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to
airplane emissions and airport-related traffic" (Washington State Department of Health et al., 2000, p. 8). *[pages 14, 15]*

Final Report
State Board of Health Priority: Environmental Justice

June 2001

Committee on Environmental Justice:

Carl Osaki, R.S., M.S.P.H.

Joe Finkbonner, R.Ph., M.H.A.

Urban Pollution Concentration

[redacted]

Community Health Concerns around Sea-Tac Airport

[redacted]

A March 1988 report prepared jointly by [redacted] the Washington State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community representatives found that, in the Sea-Tac Airport area, there are statistically significantly higher rates of the following conditions:

- lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
- oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;
- deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and south and one mile to the east and south of the airport (defined by census tracts) compared to King County; and
- hospital admissions for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south of the airport (defined by zip codes) compared to King County.

[redacted]

The Committee heard from a number of residents and community leaders concerned about the proximity of residential housing to industrial and waste facilities.

the expense of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic" (Washington State Department of Health et al., 2000, p. 8).

Implementing the Committee's Work Plan

As described above, the Committee used a variety of methods to inform its work on environmental justice. This section describes how the Committee responded to each of the tasks in its work plan.

Raise Consciousness about the Issue

In the process of collecting information and speaking with the relevant players, the Committee was also achieving one of the primary goals of its work plan— to raise awareness about environmental justice issues. The Committee focused its efforts on raising awareness about these issues in government. The Committee participated in a number of community forums, meetings, and events in an effort to achieve this end.

In addition, the Committee published articles on environmental justice in the EPA Environmental Justice and the Washington Environmental Health Association newsletters. The Committee also presented its work at the Washington Public Health Association meeting in October 2000.

Create a Clearinghouse of Environmental Justice Information Housed on the SBOH Web site

The Committee launched its Web site in July 2000 at www.doh.wa.gov/sboh/publications/equity/equjustice.htm. This site serves as one clearinghouse of information on environmental justice. It also links users to a number of relevant other sites. Topical areas on the Web site include:

- What is Environmental Justice?
- History of Environmental Justice
- Literature Review
- Links
- Link to Board's Health Disparities Site

Set Guidelines for Practice in State Government and within the Public Health Community to Encourage That Environmental Justice Principles Be Incorporated into Practice

To encourage state agencies and local health departments to incorporate environmental justice principles into their activities, the Environmental Justice Committee quickly discovered the need to inform agency staff about the relevance of this issue in their work and to collaborate with those already working on this issue.

The Committee convened an Interagency Workgroup on Environmental Justice. This workgroup served as another vehicle for education and an opportunity to influence agency practice. The workgroup met twice during the year to discuss issues of mutual concern and interest. In December 2000, the Committee convened an educational forum for interested agency representatives. This forum brought together a number of community and agency experts to discuss opportunities to incorporate environmental justice principles into practice. A videotape of this forum is available through the State Board of Health or through the Department of Health's lending library.

Statistically significant Cancer Cases in communities surrounding Sea-Tac Airport for years 1992-1996

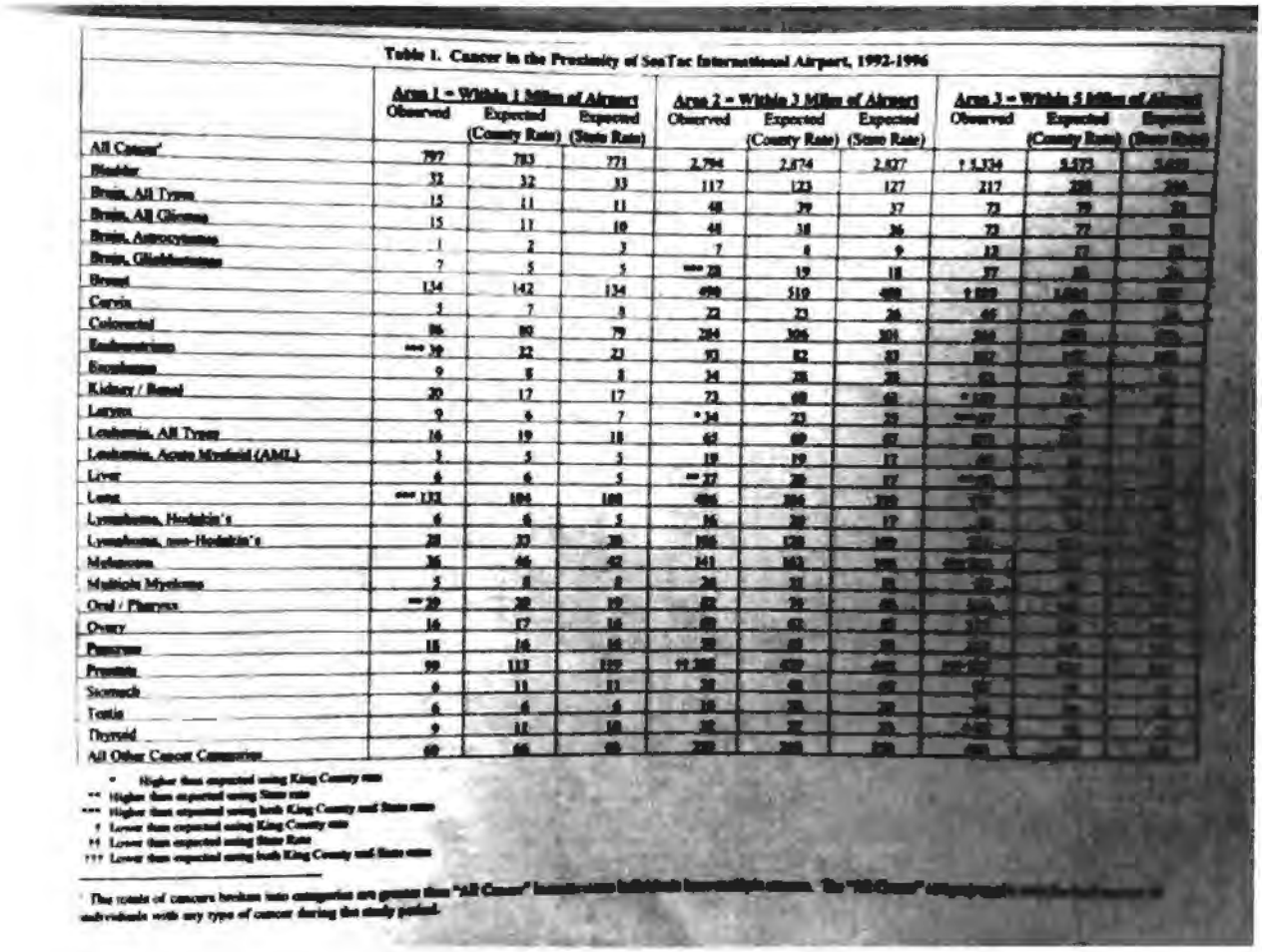


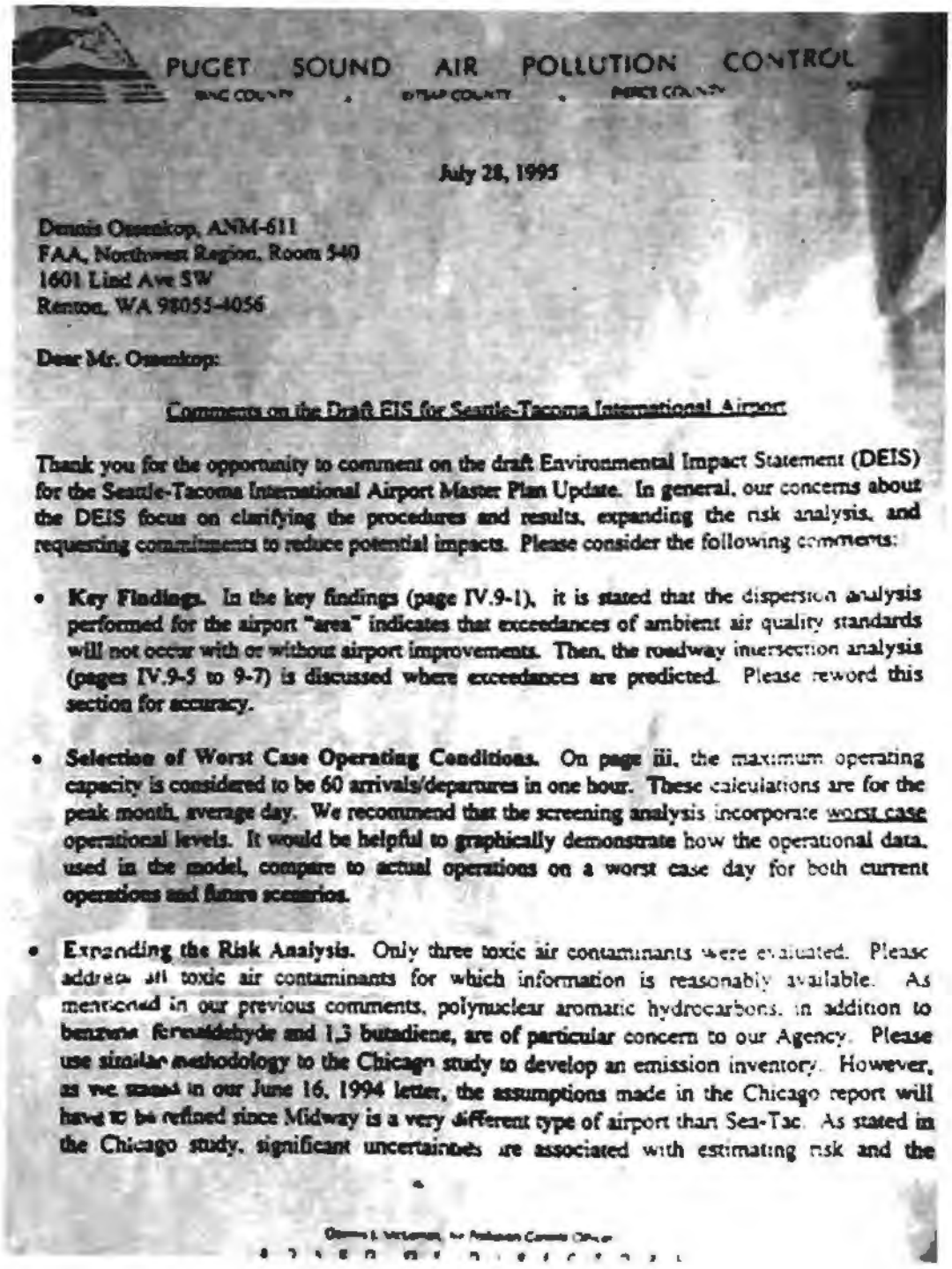
Table 1. Cancer in the Proximity of SeaTac International Airport, 1992-1996

	Area 1 = Within 1 Miles of Airport			Area 2 = Within 3 Miles of Airport			Area 3 = Within 5 Miles of Airport		
	Observed	Expected (County Rate)	Expected (State Rate)	Observed	Expected (County Rate)	Expected (State Rate)	Observed	Expected (County Rate)	Expected (State Rate)
All Cancer*	797	783	771	2,794	2,874	2,927	† 5,334	5,475	5,600
Bladder	32	32	33	117	123	127	217	208	206
Brain, All Types	15	11	11	48	39	37	73	79	75
Brain, All Gliomas	15	11	10	44	38	36	73	77	73
Brain, Astrocytomas	1	2	3	7	8	9	13	17	18
Brain, Glioblastomas	7	5	5	*** 28	19	18	37	35	34
Breast	134	142	134	490	519	488	† 889	1,001	937
Cervix	5	7	8	22	23	26	46	46	51
Colorectal	86	80	79	284	306	301	564	580	570
Endometrium	*** 39	32	23	93	82	63	167	147	108
Esophagus	9	8	8	34	28	28	61	47	47
Kidney / Renal	20	17	17	73	60	60	* 139	111	111
Larynx	9	6	7	* 34	23	25	*** 57	42	46
Leukemia, All Types	16	19	18	65	69	67	103	131	127
Leukemia, Acute Myeloid (AML)	3	5	5	19	19	17	40	36	32
Liver	6	6	5	*** 27	20	17	*** 58	38	32
Lung	*** 132	104	108	406	386	399	737	737	757
Lymphoma, Hodgkin's	6	6	5	16	20	17	40	37	32
Lymphoma, non-Hodgkin's	28	33	28	106	120	100	211	227	189
Melanoma	36	46	42	141	163	155	*** 301	312	293
Multiple Myeloma	5	8	8	28	31	31	62	60	59
Oral / Pharynx	*** 29	20	19	68	73	66	*** 136	140	125
Ovary	16	17	16	60	63	61	117	120	115
Pancreas	18	16	16	58	61	58	122	112	110
Prostate	99	113	119	††† 395	459	466	*** 870	872	916
Stomach	6	11	11	38	41	40	87	78	76
Testis	6	6	6	16	26	25	46	50	49
Thyroid	9	11	10	36	37	35	*** 82	71	67
All Other Cancer Categories	69	66	66	230	268	259	496	509	508

* Higher than expected using King County rate
** Higher than expected using State rate
*** Higher than expected using both King County and State rates
† Lower than expected using King County rate
†† Lower than expected using State Rate
††† Lower than expected using both King County and State rates

* The totals of cancers broken into categories are greater than "All Cancer" because some individuals have multiple cancers. The "All Cancer" category counts each individual with any type of cancer during the study period.

PSCAA made a scoping request for a risk analysis in 1994 for the Third Runway Draft Environmental Impact Statement (EIS) and again asking for the Final EIS to provide a risk analysis that includes all chemicals. This request was from Dennis McClerran who was recently Region X EPA Administrator.



PUGET SOUND AIR POLLUTION CONTROL

KING COUNTY • KITSAP COUNTY • PIERCE COUNTY

July 28, 1995

Dennis Ossenkop, ANM-611
FAA, Northwest Region, Room 540
1601 Lind Ave SW
Renton, WA 98055-4056

Dear Mr. Ossenkop:

Comments on the Draft EIS for Seattle-Tacoma International Airport

Thank you for the opportunity to comment on the draft Environmental Impact Statement (DEIS) for the Seattle-Tacoma International Airport Master Plan Update. In general, our concerns about the DEIS focus on clarifying the procedures and results, expanding the risk analysis, and requesting commitments to reduce potential impacts. Please consider the following comments:

- **Key Findings.** In the key findings (page IV.9-1), it is stated that the dispersion analysis performed for the airport "area" indicates that exceedances of ambient air quality standards will not occur with or without airport improvements. Then, the roadway intersection analysis (pages IV.9-5 to 9-7) is discussed where exceedances are predicted. Please reword this section for accuracy.

- **Selection of Worst Case Operating Conditions.** On page iii, the maximum operating capacity is considered to be 60 arrivals/departures in one hour. These calculations are for the peak month, average day. We recommend that the screening analysis incorporate worst case operational levels. It would be helpful to graphically demonstrate how the operational data, used in the model, compare to actual operations on a worst case day for both current operations and future scenarios.

- **Expanding the Risk Analysis.** Only three toxic air contaminants were evaluated. Please address all toxic air contaminants for which information is reasonably available. As mentioned in our previous comments, polynuclear aromatic hydrocarbons, in addition to benzene, formaldehyde and 1,3 butadiene, are of particular concern to our Agency. Please use similar methodology to the Chicago study to develop an emission inventory. However, as we stated in our June 16, 1994 letter, the assumptions made in the Chicago report will have to be refined since Midway is a very different type of airport than Sea-Tac. As stated in the Chicago study, significant uncertainties are associated with estimating risk and the

Below is the Final EIS response to PSCAA Scoping request for a risk analysis:

Draft EIS analysis also
cancer risk assessment. Cancer
defined based on population,
concentration for a particular air toxic,
known cancer risk conversion factors. The
number of potential cancer cases was
based on the probability that an individual
would develop cancer when continuously
exposed to a pollutant at an ambient
concentration of one microgram per cubic
meter (ug/m3) for 70 years (the average
lifetime). As indicated in the Draft EIS,
less than one cancer case might be
attributable to all pollutant sources
(roadway and air traffic) at the modeled
receptor locations.

However, in consultation with the air
quality agencies, it was determined that
insufficient information is available to
adequately conduct a meaningful risk
assessment. Therefore, for the Final EIS
risk analysis was not conducted.

Environmental Impact analysis should include the following considerations:

1) Full disclosure of data used for model input
2) Worst case predictions year by year of increases in emissions and noise
3) Worst-case predictions year by year of increases in operations
4) Airspace constraints, i.e., how many operations can FAA reasonably manage in the airspace
5) On the ground congestion, i.e., how many operations can the airport reasonably manage in peak hour/day/month
6) Timeline for sunsetting Sea-Tac as the only regional airport
7) Plans for mitigating potential worst-case predictions of operations/impacts to human health, environment, congestion
8) Local roadway capacity and congestion considering 30% increase in cargo
9) Who is primarily responsible for the financial impact of construction and operation activities on local, state and interstate road damage
10) How will the financial impact of loss on regional worktime and productivity be compensated for by Port of Seattle related traffic congestion

Debi Wagner

U.S. ENVIRONMENTAL PROTECTION AGENCY

Cooperative Agreement

GRANT NUMBER (FAIN): 01J27101 **MODIFICATION NUMBER:** 0 **PROGRAM CODE:** EC	**DATE OF AWARD** 08/29/2016
TYPE OF ACTION New	**MAILING DATE** 09/05/2016
PAYMENT METHOD:	**ACH#** PEND

RECIPIENT TYPE:
Not for Profit

Send Payment Request to:
Las Vegas Finance Center
FAX # 702-798-2423

RECIPIENT:
El Centro de la Raza
2524 16th Avenue, S
Seattle, WA 98144-5104
EIN: 91-0899927

PAYEE:
El Centro de la Raza
2524 16th Avenue, S
Seattle, WA 98144-5104

PROJECT MANAGER	EPA PROJECT OFFICER	EPA GRANT SPECIALIST
Estela Ortega 2524 16th Avenue, S Seattle, WA 98144-5104 **E-Mail:** eortega@elcentrodelaraza.org **Phone:** 206-957-4613	Catherine Vila 1200 Sixth Avenue, Suite 900, ETPA-202-6 Seattle, WA 98101 **E-Mail:** Vila.Catherine@epa.gov **Phone:** 206-553-1544	Mary Gutierrez 1200 Sixth Avenue, Suite 900, OMP-173 Seattle, WA 98101 **E-Mail:** gutierrez.mary@epa.gov **Phone:** 206-553-6056

PROJECT TITLE AND DESCRIPTION

Environmental Justice Collaborative

The Beacon Hill Environmental Health Collaboration aims to improve the neighborhood's environmental health through educational outreach, engagement and capacity building. The project will be implemented in a cross-culturally and linguistically-competent manner to ensure inclusive engagement for improving the health of its residents. The project approach incorporates all seven elements of the Environmental Justice Collaboration Problem Solving Model.

BUDGET PERIOD	PROJECT PERIOD	TOTAL BUDGET PERIOD COST	TOTAL PROJECT PERIOD COST
10/01/2016 - 09/30/2018	10/01/2016 - 09/30/2018	$150,000.00	$150,000.00

NOTICE OF AWARD

Based on your Application dated 08/23/2016 including all modifications and amendments, the United States acting by and through the US Environmental Protection Agency (EPA) hereby awards $120,000. EPA agrees to cost-share 80.00% of all approved budget period costs incurred, up to and not exceeding total federal funding of $120,000. Recipient's signature is not required on this agreement. The recipient demonstrates its commitment to carry out this award by either: 1) drawing down funds within 21 days after the EPA award or amendment mailing date; or 2) not filing a notice of disagreement with the award terms and conditions within 21 days after the EPA award or amendment mailing date. If the recipient disagrees with the terms and conditions specified in this award, the authorized representative of the recipient must furnish a notice of disagreement to the EPA Award Official within 21 days after the EPA award or amendment mailing date. In case of disagreement, and until the disagreement is resolved, the recipient should not draw down on the funds provided by this award/amendment, and any costs incurred by the recipient are at its own risk. This agreement is subject to applicable EPA regulatory and statutory provisions, all terms and conditions of this agreement and any attachments.

ISSUING OFFICE (GRANTS MANAGEMENT OFFICE)	AWARD APPROVAL OFFICE
ORGANIZATION / ADDRESS	**ORGANIZATION / ADDRESS**
EPA Region 10 Mail Code: OMP-173 1200 Sixth Avenue, Suite 900 Seattle, WA 98101	U.S. EPA, Region 10 Regional Administrators Division 1200 Sixth Avenue, Suite 900 Seattle, WA 98101

THE UNITED STATES OF AMERICA BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY

Digital signature applied by EPA Award Official Paula VanHaagen - Manager - Grants Unit	**DATE** 08/29/2016

EPA Funding Information

FUNDS	FORMER AWARD	THIS ACTION	AMENDED TOTAL
EPA Amount This Action	$	$ 120,000	$ 120,000
EPA In-Kind Amount	$	$	$ 0
Unexpended Prior Year Balance	$	$	$ 0
Other Federal Funds	$	$	$ 0
Recipient Contribution	$	$ 30,000	$ 30,000
State Contribution	$	$	$ 0
Local Contribution	$	$	$ 0
Other Contribution	$	$	$ 0
Allowable Project Cost	$ 0	$ 150,000	$ 150,000

Assistance Program (CFDA)	Statutory Authority	Regulatory Authority
66.306 - Environmental Justice Collaborative Problem-Solving Grants Program	Clean Air Act: Sec. 103(b)(3)	2 CFR 200 2 CFR 1500 40 CFR 33 and 40 CFR 35 Subpart A

Fiscal

Site Name	Req No	FY	Approp. Code	Budget Organization	PRC	Object Class	Site/Project	Cost Organization	Obligation / Deobligation
-	1610UZG001	1617	B	10U	301E57	4183	-	-	120,000
									120,000

Budget Summary Page

Table A - Object Class Category (Non-construction)	Total Approved Allowable Budget Period Cost
1. Personnel	$33,179
2. Fringe Benefits	$3,011
3. Travel	$1,328
4. Equipment	$0
5. Supplies	$1,280
6. Contractual	$16,099
7. Construction	$0
8. Other	$91,785
9. Total Direct Charges	$146,682
10. Indirect Costs: % Base	$3,318
11. Total (Share: Recipient 20.00 % Federal 80.00 %.)	$150,000
12. Total Approved Assistance Amount	$120,000
13. Program Income	$0
14. Total EPA Amount Awarded This Action	$120,000
15. Total EPA Amount Awarded To Date	$120,000

Administrative Conditions

1. **General Terms and Conditions - Effective 03/29/2016**

The recipient agrees to comply with the current EPA general terms and conditions available at: https://www.epa.gov/grants/epa-general-terms-and-conditions-effective-march-29-2016-or-later. These terms and conditions are in addition to the assurances and certifications made as part of the award and terms, conditions or restrictions cited below.

The EPA repository for the general terms and conditions by year can be found at: http://www2.epa.gov/grants/grant-terms-and-conditions.

2. **General Terms and Conditions - Consultant Cap - Additional Information**

In addition to the General Terms and Conditions #6 "Consultant Cap", as of January 1, 2016, the limit is $614.48 per day $76.81 per hour.

NOTE: For future years' limits, the recipient may find the annual salary for Level IV of the Executive Schedule on the following Internet site: http://www.opm.gov/oca. Select "Salary and Wages", and select "Rates of Pay for the Executive Schedule". The annual salary is divided by 2087 hours to determine the maximum hourly rate, which is then multiplied by 8 to determine the maximum daily rate.

3. **General Terms and Conditions – Cybersecurity**

The recipient agrees to comply with the current EPA general terms and conditions "Cybersecurity". The terms and conditions can be found on the EPA Grants Terms and Conditions Website.

For STATE:
http://www2.epa.gov/sites/production/files/2015-07/documents/state_grant_cyber_security_condition.pdf.

For TRIBE:
http://www2.epa.gov/sites/production/files/2015-07/documents/tribal_grant_cyber_security_condition.pdf.

For Other Recipients:
http://www2.epa.gov/sites/production/files/2015-07/documents/cyber_security_grant_condition_for_other_recipients.pdf.

4. **General Terms and Conditions - Indirect Costs - EPA 10% Default Rate**

In addition to the General Terms and Conditions "Indirect Cost Rate Agreements", as agreed to by the recipient, the indirect costs funded by this award are limited to 10% of salaries and wages only. **By accepting this assistance agreement, the recipient agrees to use this rate for the life of the agreement.**

When the actual costs for this period have been determined, any overpayment of indirect costs from this assistance agreement shall be repaid to EPA at the time of the close out of this agreement and submission of the final Federal Financial Report (SF-425). Repayments shall be sent to:

US Environmental Protection Agency

Las Vegas Finance Center

Box 979087

St. Louis, MO 63197-9000

The recipient also acknowledges that permission to use this rate is contingent on taking significant steps to obtain a current indirect cost rate agreement.

5. **General Terms and Conditions - Indirect Costs for Non-Profit Organizations**

The cost principles of 2 CFR 200 Subpart E are applicable, as appropriate, to this award.

In addition to the General Terms and Conditions "Indirect Cost Rate Agreements", recipients may not draw down indirect costs unless they: (1) have a current rate agreement; (2) have been approved for a flat 10% rate; or (3) have submitted, within 90 days of award, an indirect cost rate proposal to their cognizant federal agency for review and approval and a final rate has been determined by the cognizant agency.

The recipient agrees to comply with the audit requirements in accordance with OMB Circular 2 CFR 200 Subpart F.

6. **UTILIZATION OF SMALL, MINORITY AND WOMEN'S BUSINESS ENTERPRISES (MBE/WBE)**

GENERAL COMPLIANCE, 40 CFR, Part 33
The recipient agrees to comply with the requirements of EPA's Disadvantaged Business Enterprise (DBE) Program for procurement activities under assistance agreements, contained in 40 CFR, Part 33.

REPORTING PROVISION
MBE/WBE reporting is required annually for assistance agreements where there are funds budgeted for procuring construction, equipment, services and supplies, including funds budgeted for direct procurement by the recipient or procurement under subawards or loans in the "Other" category, that exceed the threshold amount of $150,000, including amendments and/or modifications.

Based on EPA's review of the planned budget, this award does not meet the condition above and is not subject to the reporting requirements of the Disadvantaged Business Enterprise (DBE) Program. However, if during the performance of the award the total of all funds expended for direct procurement by the recipient and procurement under subwards or loans in the "Other" category exceeds $150,000, annual reports will be required in accordance with the reporting paragraph below and you are required to notify your grant specialist for additional instructions.

The recipient also agrees to request prior approval from EPA for procurements that may activate DBE Program reporting requirements.

This provision represents an approved deviation from the MBE/WBE reporting requirements as described in 40 CFR, Part 33, Section 33.502; however, the other requirements outlined in 40 CFR Part 33 remain in effect, including the Good Faith Efforts requirements as described in 40 CFR Part 33 Subpart C and Fair Share Objectives negotiation as described in 40 CFR Part 33 Subpart D and explained below.

MBE/WBE REPORTING, 40 CFR, Part 33, Subpart E
When required, MBE/WBE reports must be submitted annually. The recipient agrees to complete and submit a "MBE/WBE Utilization Under Federal Grants, Cooperative Agreements and Interagency Agreements" report (EPA Form 5700-52A) on an annual basis. All procurement actions are reportable, not just that portion which exceeds $150,000.

When completing the annual report, recipients are instructed to check the box titled "annual" in section 1B of the form. For the final report, recipients are instructed to check the box indicated for the "last report" of the project in section 1B of the form. Annual reports are due by October 30th of each year. Final reports are due by October 30th or 90 days after the end of the project period, whichever comes first.

The reporting requirement is based on total procurements. Recipients with expended and/or budgeted funds for procurement are required to report annually whether the planned procurements take place during the reporting period or not. If no budgeted procurements take place during the reporting period, the recipient should check the box in section 5B when completing the form.

The current EPA Form 5700-52A can be found at the EPA Office of Small Business Program's Home Page at http://www.epa.gov/osbp/dbe_reporting.htm

SIX GOOD FAITH EFFORTS, 40 CFR, Part 33, Subpart C
Pursuant to 40 CFR, Section 33.301, the recipient agrees to make the following good faith efforts whenever procuring construction, equipment, services and supplies under an EPA financial assistance agreement, and to require that sub-recipients, loan recipients, and prime contractors also comply. Records documenting compliance with the six good faith efforts shall be retained:

(a) Ensure DBEs are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State and Local and Government recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.

(b) Make information on forthcoming opportunities available to DBEs and arrange time frames for contracts and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes, whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.

(c) Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State and local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.

(d) Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.

(e) Use the services and assistance of the SBA and the Minority Business Development Agency of the Department of Commerce.

(f) If the prime contractor awards subcontracts, require the prime contractor to take the steps in paragraphs (a) through (e) of this section.

CONTRACT ADMINISTRATION PROVISIONS, 40 CFR, Section 33.302
The recipient agrees to comply with the contract administration provisions of 40 CFR, Section 33.302.

BIDDERS LIST, 40 CFR, Section 33.501(b) and (c)
Recipients of a Continuing Environmental Program Grant or other annual reporting grant, agree to create and maintain a bidders list. Recipients of an EPA financial assistance agreement to capitalize a revolving loan fund also agree to require entities receiving identified loans to create and maintain a bidders list if the recipient of the loan is subject to, or chooses to follow, competitive bidding requirements. Please see 40 CFR, Section 33.501 (b) and (c) for specific requirements and exemptions.

FAIR SHARE OBJECTIVES, 40 CFR, Part 33, Subpart D

1. **For Grant Awards $250,000 or Less**

This assistance agreement is a Technical Assistance Grant (TAG); or the award amount is $250,000 or less; or the total dollar amount of all of the recipient's financial assistance agreements from EPA in the current Federal fiscal year is $250,000 or less. Therefore, the recipient of this assistance agreement is exempt from the fair share objective requirements of 40 CFR, Part 33, Subpart D, and is not required to negotiate fair share objectives/goals for the utilization of MBE/WBEs in its procurements.

2. **For Recipients Accepting Goals**

A recipient must negotiate with the appropriate EPA award official, or his/her designee, fair share objectives for MBE and WBE participation in procurement under the financial assistance agreements.

In accordance with 40 CFR, Section 33.411 some recipients may be exempt from the fair share objectives requirements as described in 40 CFR, Part 33, Subpart D. Recipients should work with their DBE coordinator, if they think their organization may qualify for an exemption.

Accepting the Fair Share Objectives/Goals of Another Recipient
The dollar amount of this assistance agreement, or the total dollar amount of all of the recipient's financial assistance agreements in the current federal fiscal year from EPA is $250,000, or more. The recipient accepts the applicable MBE/WBE fair share objectives/goals negotiated with EPA. The Region 10 fair share objectives/goals can be found: http://www.epa.gov/osbp/pdfs/r10_fair_share_goals.pdf.

By signing this financial assistance agreement, the recipient is accepting the fair share objectives/goals and attests to the fact that it is purchasing the same or similar construction, supplies, services and equipment, in the same or similar relevant geographic buying market.

Negotiating Fair Share Objectives/Goals, 40 CFR, Section 33.404
The recipient has the option to negotiate its own MBE/WBE fair share objectives/goals. If the recipient wishes to negotiate its own MBE/WBE fair share objectives/goals, the recipient agrees to submit proposed MBE/WBE objectives/goals based on an availability analysis, or disparity study, of qualified MBEs and WBEs in their relevant geographic buying market for construction, services, supplies and equipment.

The submission of proposed fair share goals with the supporting analysis or disparity study means that the recipient is **not** accepting the fair share objectives/goals of another recipient. The recipient agrees to submit proposed fair share objectives/goals, together with the supporting availability analysis or disparity study, to the Regional MBE/WBE Coordinator within 120 days of its acceptance of the financial assistance award. EPA will respond to the proposed fair share objective/goals within 30 days of receiving the submission. If proposed fair share objective/goals are not received within the 120 day time frame, the recipient may not expend its EPA funds for procurements until the proposed fair share objective/goals are submitted.

3. For Recipients with Established Goals

The recipient must negotiate with the appropriate EPA award official, or his/her designee, fair share objectives for MBE and WBE participation in procurement under the financial assistance agreements.

In accordance with 40 CFR, Section 33.411 some recipients may be exempt from the fair share objectives requirements described in 40 CFR, Part 33, Subpart D. Recipients should work with their DBE coordinator, if they think their organization may qualify for an exemption.

Current Fair Share Objective/Goal
The dollar amount of this assistance agreement or the total dollar amount of all of the recipient's financial assistance agreements in the current federal fiscal year from EPA is $250,000, or more. The Region 10 fair share objectives/goals can be found: http://www.epa.gov/osbp/pdfs/r10_fair_share_goals.pdf.

Negotiating Fair Share Objectives/Goals
In accordance with 40 CFR, Part 33, Subpart D, established goals/objectives remain in effect for three fiscal years unless there are significant changes to the data supporting the fair share objectives. The recipient is required to follow requirements as outlined in 40 CFR Part 33, Subpart D when renegotiating the fair share objectives/goals.

Region 10 DBE Coordinator

Andrea Bennett at (206) 553-1789 or email: Bennett.Andrea@epa.gov. The coordinator can answer any MBE/WBE reporting questions you may have. MBE/WBE reports should be sent to the EPA Region 10, Grants and Interagency Agreements Unit, 1200 Sixth Avenue, Suite 900, OMP-173, Seattle, WA 98101 or FAX to (206) 553-4957.

7. **FY12 or Later Unpaid Federal Tax Liabilities/Felony Convictions for Non-Profit and For-Profit Organizations**

This award is subject to the provisions contained in the Consolidated Appropriations Act, 2014, Public Law 113-76, Division G, Title IV, Sections 422 and 423 regarding unpaid federal tax liabilities and federal felony convictions, which also have been included in prior appropriations acts. Accordingly, by accepting this award the recipient acknowledges that it: (1) is not subject to any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, and (2) has not been convicted of a felony criminal conviction under any Federal law within 24 months preceding the award, unless EPA has considered suspension or debarment of the corporation based on these tax liabilities or convictions and determined that such action is not necessary to protect the Government's interests. If the recipient fails to comply with these provisions, EPA will annul this agreement and may recover any funds the recipient has expended in violation of Sections 422 and

Programmatic Conditions

Environmental Justice Conditions

1. **Semi-annual Performance Reports**

The recipient shall submit one copy of a short written summary report for each six month period throughout the duration of the project period. The semi-annual report should include an overview of the activities that have taken place during the six month period. Refer to 40 CFR 30.51(d) for guidance on information that should be included in the reports. Reports are due to the EPA Project Officer 30 days after the six month period and are based on the start date of the project period shown in the assistance agreement.

If the project period ends at a six month period, a final report will be accepted in lieu of that semi-annual report.

In addition to the semi-annual performance reports, the recipient shall immediately notify the EPA Project Officer of developments that have a significant impact on the award-supported activities. Also, notification shall be given in the case of problems, delays, or adverse conditions which materially impair the ability to meet the objectives of the award. This notification shall include a statement of the action taken or contemplated, and any assistance needed to resolve the situation.

2. **Final Performance Report**

Within 90 days after the end of the project period the recipient agrees to submit **two** copies of the final project report to the EPA Project Officer. The report must clearly address the items below:

a. An abstract or overview of the project in terms of its overall process and outcomes. Indicate which eligible activities and or EPA criteria were addressed and how these were fulfilled.

b. Include information on the target audience, such as (local residents, community activists, businesses, etc.), and demographics of the target audience.

c. What findings or information were gained that could contribute to addressing environmental injustices.

d. Description of evaluation measures and results. Include evaluation tools where applicable.

e. Plans for dissemination of project results in terms of method of dissemination and target audience (i.e., conference presentations, educator networks, community forums, etc.).

f. Were any problems encountered that prohibited the completion of the project goals or objectives? If yes, how were they overcome?

g. Provide an overview of expenditures and budget. What changes were made to the budget, if any? Were expenditures made as planned?

h. What benefits were gained from this program?

i. How could EPA have been more effective in assisting you with this project? For example, were EPA's priorities and directives in the solicitation notice clearly stated?

After review of the final report, the EPA Project Officer may request additional information from the recipient. Once the EPA Project Officer receives an acceptable final report, the Project Officer will keep one copy and send a copy to a national clearing house of environmental justice materials. In addition to the report, the recipient should also supply **two** copies to EPA of all tangible final products that were created for the purposes of the funded project (i.e., videos, research findings, curriculum, presentations, etc.). If an exhibit, slide show, or other item was created that is too large and/or expensive to duplicate, photos or transcripts of the product may be substituted.

3. **Use of Data - Intangible Property**

The recipient agrees to comply with the provisions of 40 CFR 30.36 or 40 CFR 31.34, as applicable.

4. **Acknowledgment of Sponsorship**

EPA encourages recipients to include an acknowledgment of the sponsoring program, when appropriate, on fliers, agendas, and at meetings, etc. A suggested statement is: "This project is sponsored through or in part by an Environmental Justice Grant from the Environmental Protection Agency under assistance agreement (number) to (recipient)."

5. **Substantial Involvement**

The EPA will be substantially involved in this project by participating in the following activities : (1) Within the first nine months of the project, the EPA reserves the right to negotiate work plan and budget; (2) monitor the project management and execution throughout the assistance agreement's project and budget period; (3) provide technical assistance and coordination as requested or needed by the recipient; and (4) review and approve technical deliverables.

6. **Light Refreshments**

Unless the event(s) and all of its components (i.e., receptions, banquets and other activities that take place after normal business hours) are described in the approved workplan, the recipient agrees to obtain prior approval from EPA for the use of grant funds for light refreshments and/or meals served at meetings, conferences, training workshops, and outreach activities (events). The recipient must send requests for approval to the EPA Project Officer and include:

(1) An estimated budget and description for the light refreshments, meals, and/or beverages to be served at the event(s);
(2) A description of the purpose, agenda, location, length and timing for the event.
(3) An estimated number of participants in the event and a description of their roles.

Recipients may address questions about whether costs for light refreshments, and meals for events are allowable to the recipient's EPA Project Officer. However, the Agency Award Official or Grant Management Officer will make final determinations on allowability. Agency policy prohibits the use of EPA funds for receptions, banquets and similar activities that take place after normal business hours unless the recipient has provided a justification that has been expressly approved by EPA 's Award Official or Grants Management Officer.

Note: U.S. General Services Administration regulations define light refreshments for morning, afternoon or evening breaks to include, but not be limited to, coffee, tea, milk, juice, soft drinks, donuts, bagels, fruit, pretzels, cookies, chips, or muffins. (41 CFR 301-74.11)

7. **Competency of Organizations Generating and/or Using Environmental Measurement Data**

In accordance with Agency Policy Directive Number FEM-2012-02, Policy to Assure the Competency of Organizations Generating Environmental Measurement Data under Agency-Funded Assistance Agreements, recipient shall maintain competency for the duration of the project period of this agreement and this will be documented during the annual reporting process. A copy of the Policy is available online at http://www.epa.gov/fem/lab_comp.htm or a copy may also be requested by contacting the EPA Project Officer for this award.

Federal Assistance Agreement Funds Up To $200,000

Recipient agrees that if the total federal funding obligated on this award exceeds $200,000 (resulting from subsequent amendments to this agreement) and will involve the use or generation of environmental data it will (unless it has otherwise done so) demonstrate competency prior to carrying out any activities involving the generation or use of environmental data under this agreement.

Federal Assistance Agreement Funds Exceed or Expect to Exceed $200,000

Recipient agrees, by entering into this agreement, that it has demonstrated competency prior to award, or alternatively, where a pre-award demonstration of competency is not practicable. Recipient agrees to submit documentation and demonstrate competency prior to carrying out any activities under the award involving the generation or use of environmental data.

R10 Quality Assurance Team Contact: Donald M. Brown at (206) 553-0717 or email: brown.donaldM@epa.gov.

8. **Electronic and Information Technology Accessibility**

Recipients and subrecipients are subject to the program accessibility provisions of Section 504 of the Rehabilitation Act, codified in 40 CFR Part 7, which includes an obligation to provide individuals with disabilities reasonable accommodations and an equal and effective opportunity to benefit from or participate in a program, including those offered through electronic and information technology ("EIT"). In compliance with Section 504, EIT systems or products funded by this award must be designed to meet the diverse needs of users (e.g., U.S. public, recipient personnel) without barriers or diminished function or quality. Systems shall include usability features or functions that accommodate the needs of persons with disabilities, including those who use assistive technology. At this time, the EPA will consider a recipient's websites, interactive tools, and other EIT as being in compliance with Section 504 if such technologies meet standards established under Section 508 of the Rehabilitation Act, codified at 36 CFR Part 1194. While Section 508 does not apply directly to grant recipients, we encourage recipients to follow either the 508 guidelines or other comparable guidelines that concern accessibility to EIT for individuals with disabilities. Recipients may wish to consult the latest Section 508 guidelines issued by the US Access Board or W3C's Web Content Accessibility Guidelines (WCAG) 2.0 (see http://www.access-board.gov/sec508/guide/index.htm).

9. **Sufficient Progress**

EPA may terminate the assistance agreement for failure of the recipient to make sufficient progress so as to reasonably ensure completion of the project within the project period, including any extensions. EPA will measure sufficient progress by examining the performance required under the workplan in conjunction with the milestone schedule, the time remaining for performance within the project period, and/or the availability of funds necessary to complete the project.

END OF DOCUMENT

JC

From:	Steve Pilcher
To:	SAMP Public Comments
Cc:	Rybolt, Steven; Purcell, Arlyn (Env&Sus); "Susan Cezar"; "Michael Matthias"; Bonnie Wilkins; Chip Davis; "Brian Wilson"; David Nemens; "Mark Hoppen"; Joseph Scorcio
Subject:	Sustainable Airport Master Plan Near-Term Projects Environmental Review Scoping Comments
Date:	Friday, September 28, 2018 2:13:33 PM
Attachments:	1685_001.pdf

Attached please find comments submitted jointly by the Cities of Burien, Des Moines, Normandy Park and SeaTac. You may receive additional comments individually from one or more of the four cities.

Thank you for the extended opportunity to provide comments; we look forward to seeing our concerns addressed as the Port prepares and issues environmental documents.

Steve Pilcher, SEPA Responsible Official
Director,Community & Economic Development
City of SeaTac
4800 S. 188th St.
SeaTac, WA 98188-8605
206-973-4832
spilcher@seatacwa.gov

JC

September 28, 2018

Mr. Steve Rybolt
Aviation Environment and Sustainability
Port of Seattle
P. O. Box 68727
Seattle, WA 98618

Re: Sustainable Airport Master Plan Near Term Projects NEPA EA and SEPA EIS Scoping Comments

The Port of Seattle (the Port) has prepared a Sustainable Airport Master Plan (SAMP) for Seattle-Tacoma International Airport (Airport). It is understood that the purpose of the SAMP is to develop a facilities plan that will allow the Airport to satisfy the region's air transportation needs through 2034 and identify measures that enable the Port to build, manage, and operate the Airport's facilities in ways that meet the Port's sustainability goals and objectives.

The airport has experienced substantial growth in aircraft operations, passenger enplanements, and air cargo. Forecasts for the planning period suggest that growth will continue, exceeding the capacity of the current airfield, terminal, and cargo processing facilities.

The SAMP process resulted in both a vision for comprehensive long-range Airport development and a Near-Term plan, with projects to be constructed by 2027. The planning constraints included using airport-owned property (not acquiring new land) and not adding to the airport's current three runways.

The SAMP addresses five operational areas: airfield (runways and taxiways), terminal, access and parking, air cargo, and airport/airline support functions. The main goals for each, is to improve efficiency, increase airport capacity, reduce delay, and do this while supporting the Port's sustainability goals. The environmental analysis to be conducted needs to address the impacts of proposed improvements for each of these operational areas to the surrounding communities.

The cities of SeaTac, Burien, Normandy Park, and Des Moines, are the closest communities to the airport, and while the airport provides social and economic benefits to the region, our four cities are disproportionately impacted by airport operations. These impacts will only increase with the planned growth in flights, passengers, and air cargo.

Aircraft noise is of primary concern for our communities, especially those located in close proximity to flight paths. We are also heavily impacted by air emissions and reduced air quality, increased traffic congestion, and expanded industrial activity that occurs near residential neighborhoods.

JC

After careful review of the SAMP, with a focus on the Near-Term projects, we have compiled the following comments and concerns related to potential impacts for our communities and areas which must be included in the NEPA and SEPA reviews and considered by the Port as part of managing the long-term operation and growth of Seattle-Tacoma International Airport.

JC-1

Aviation forecasts call for a 60% increase in aircraft operations and a 75% increase in annual passengers through 2034, and the Port's long-term goals include doubling international passengers, international destinations, and tripling air cargo processed through the airport. The increase in overflights alone will result in a substantial increase in noise exposure to our communities and will be especially impactful for those areas located below arrival and departure paths.

JC-2

The Port has committed to adopting a "sustainable" airport master plan which includes pledging to be a "responsible environmental steward" and a "good neighbor." In doing so, the Port must objectively assess benefits and impacts, understanding that regional benefits may not offset local community impacts. To fulfill its commitment to be a good neighbor, the Port must carefully analyze and acknowledge both the current impacts, as well as the increased impacts and reduction of quality of life that will result from the planned growth assumed in the SAMP.

Joint Comments from the Cities of Burien, Des Moines, Normandy Park and SeaTac

JC-3

The issues raised in this letter need to be considered within the scope of the environmental reviews being conducted for the proposed projects derived from the SAMP. Although during the Agency Scoping meeting on September 6, 2018, some of the following issues were characterized as "Long Term" and therefore beyond the scope of the upcoming environmental review process, we find them to be current and relevant. They are not issues for future analysis, but have arisen from recent, ongoing, and planned changes to the facilities and airspace surrounding the Airport in an ongoing effort to enhance airport capacity. These efforts are intrinsically linked to the proposed projects and cannot be ignored by segmenting the environmental review through limiting the analysis to the near term projects, and ignoring the remainder of the SAMP.

These issues are a derivative of the actions taken by the airport and FAA to increase capacity to meet growing demand. More gates, expanded cargo facilities, improved airspace and procedures, etc., have and will lead to more traffic, more overflights, more noise events, and other impacts. Air Traffic Control (ATC) procedures have already changed within the past few years to accommodate the projected increase in air traffic.

General issues:

JC-4

1. The environmental analysis must address what has recently been implemented as part of the overall growth planned and projected at the airport to have a true assessment of the impacts to the communities. The cumulative effect of the changes added to the proposed near and long-term changes (including continued double-digit growth in operations) will have substantial and lasting impacts on our cities. The environmental analysis needs to address these impacts as well as reasonable and attainable mitigations measures.

JC-5

2. The environmental review process must include the entire SAMP rather than only the near-term projects from the SAMP for the following reasons:

JC

a. Previous project approvals outside of the SAMP are now proposed to be included as part of the baseline. (Reference the attached letter from the City of Des Moines expressing concerns and the Port's response letter assuring the City that no additional capacity projects would be completed outside of the SAMP.) By including only the near term projects in the environmental review, this pattern of increasing capacity outside of the SAMP and associated environmental review is proposed to be inappropriately continued.

b. The SAMP has been completed and includes a long term vision, but only the short term projects are proposed to be included in the environmental review. This is an inappropriate use of the phased review provisions of WAC 197-11-60. Phased review could be utilized when the scope is from a broad policy document (the SAMP) to a narrower scope (the near term projects of the SAMP) as provided under state law. The near term projects environmental review is proposed to precede the broader scope policy document upon which the near term projects are based.

TC-3

c. The "proposal" is improperly defined as the SAMP near-term projects, while the SAMP itself is complete. The proposal is the SAMP (which contains the near-term projects) and analysis should occur to the extent feasible.

d. Implementing the near term projects outside of the SAMP, would establish the development pattern and preclude consideration of options when the SAMP eventually undergoes environmental review.

e. Environmental review is starting late in the process of the development of the SAMP and near-term project list. Reference the entirety of WAC 197-11-400 - Purpose of EIS. Note particularly that, "...An environmental impact statement is more than a disclosure document. It shall be used by agency officials in conjunction with other relevant materials and considerations to plan actions and make decisions." Including the entire SAMP will allow decision-makers more appropriate information related to environmental impacts, options and mitigation on which to base decisions.

3. The baseline activity for environmental assessment and review is proposed to be 2018. Our concern is that the very significant growth that has occurred at Sea-Tac during the period 2012-2018 is relegated to a foregone conclusion without sufficient environmental review or analysis. The baseline impacts need to be from 2012-2018.

TC-4

a. The revisions to agreements that established usage of the third runway, and that now operates at higher capacity levels, have substantially increased operations without sufficient environmental review.

b. The most recent Part 150 submitted to the FAA for their Record of Approval (2013), preceded very significant year over year growth. This Part 150 has not accounted for noise impacts occurring in this dynamic, steadily increasing growth environment over the last six years.

TC-5

4. The analysis should include as an alternative, the use and/or siting of other airports.

JC

Operational issues:

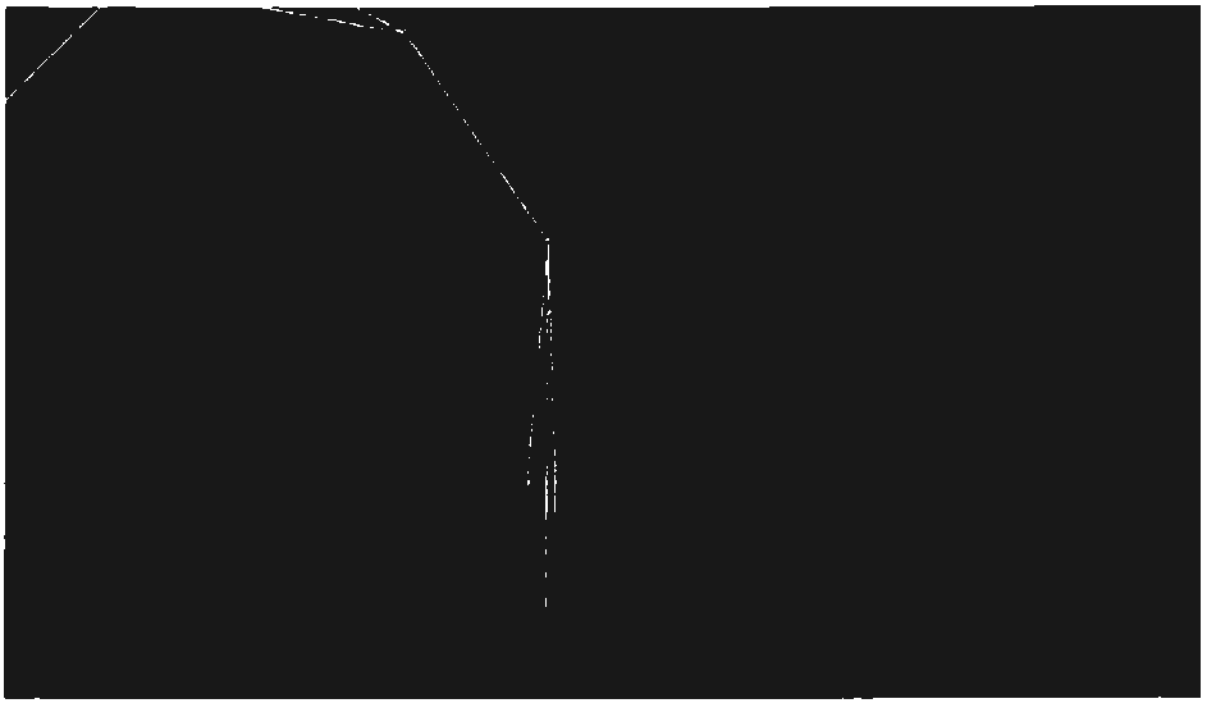
TC-9

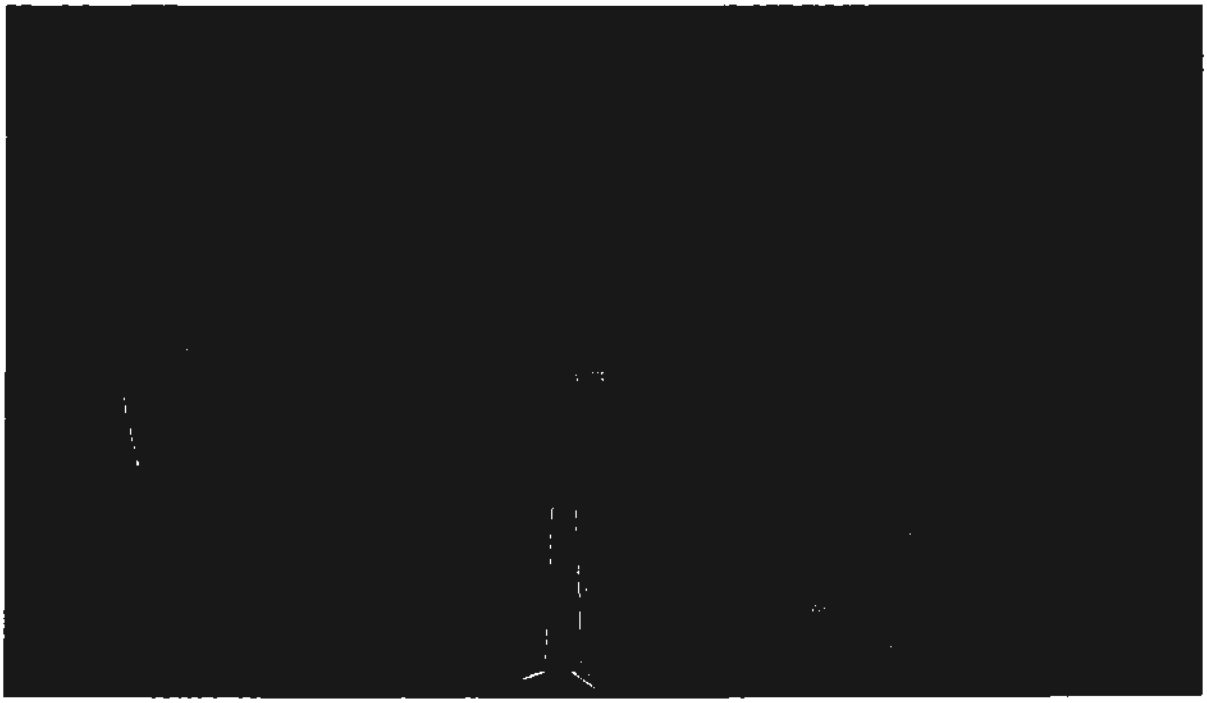
1. Any Airport Modeling Data and TAM Simulation Results from the past ten (10) years needs to be included in the EA/EIS.
2. AEDT Modeling Data also needs to be included.
3. The existence of the current FAA Performance Based Navigation Implementation Process (FAA Order 7100.41A) Full Working Group and the Notional Procedures that were being considered before the suspension of the Working Group in 2017, needs to be included in the EA/EIS. Specifically, the following Notional Procedures:

    a. South Flow proposed departure track changes as depicted below:

JC

b. North Flow Proposed departure track changes as depicted below:





4. The EA/EIS needs to include further evaluation of the "Automated Turnouts" westbound over Burien including alternative headings available, frequency of use, and potential mitigation strategies. JC-7
5. The EA/EIS needs to address the impact of Wake RECAT on residents under the flight paths due to increased number of events.
6. Existing and Proposed Run-Up Pads need to be addressed in the EA/EIS due to the ongoing and potential disturbance caused to communities in close proximity to these facilities. Mitigation measures for noise generated by these facilities need to be identified. JC-8
7. The Baseline of the EA/EIS should not be the airport configuration in 2018, but rather the airport configuration that existed in 2012, as major changes have been implemented since that time without appropriate environmental analysis. Facility changes at the airport since 2012 need be included in the EA/EIS. JC-4
8. The EA/EIS needs to address those ATC procedures that were implemented via a Categorical Exclusion (CATEX) over the last decade. These procedures, including Greener Skies, were implemented based upon existing and projected traffic at the time. Since growth and current traffic levels exceed the projected amounts of traffic when implemented, the impacts due to the number of events has increased and will continue to increase as procedures such as Wake RECAT and Equivalent Lateral Spacing Operations (ELSO) are implemented. JC-7
9. The EA/EIS needs to evaluate impacts and measures (such as Point-Merge) to mitigate noise for residents living underneath the final approach course, JC-9

Other Issues:

1. An increase in operations and current levels of congestion suggest an increase in nighttime operations are likely. Additionally, the Port's stated intention to expand cargo operations will likely further increase nighttime operations which are the most impactful for communities, at the time they are most sensitive to noise. Many citizens mention a middle-of-the-night flight to Asia as well as night cargo flights. JC-1
2. The increase in operations (close to 70% over the SAMP planning period) will result in significant increases in noise and emissions.
3. The increase in operations will result in an increase in health effects for communities, especially those close-in to the airport. Health impacts have been associated with aircraft noise, air pollution, and water quality affected by aircraft and airport operations. Include the potential for increased jet fuel releases over water and homes. JC-2
4. Sustainable growth requires adequate and effective mitigation to offset or reduce impacts. These should be identified and prioritized in collaboration with affected communities. JC-9
5. Regarding noise, the EIS needs to specifically analyze ground noise and address mitigation measures, such as sound absorption walls. JC-9
6. The document should clearly delineate those impacts the Port can address vs. those subject to FAA purview. JC-10

JC

7. Address and mitigate impacts of noise exposure and air emissions on children's learning and environmental justice populations adjacent to the airport.

8. Address and mitigate congestion impacts associated with increased commercial truck traffic on off-airport roadways as a result of expanded cargo operations at the airport.

9. Quantify and mitigate for climate change impacts resulting from Green House Gas (GHG) emissions resulting from expanded airport operations.

10. Ensure all SAMP documents and review processes conform to the Limited English Proficiency and Environmental Justice provisions of Title VI of the Civil Rights Act of 1964.

11. The EA/EIS needs to specifically address impacts associated with development of the "L-Shaped parcel" for air cargo processing (Site #3 in the table below).

Figure 5-6
Cargo Sites Round 1 Screening Matrix
Seattle-Tacoma International Airport

Criteria	Site #1 North Cargo Area	Site #2 North of Cargo 1	Site #3 L-Shaped Parcel	Site #4 SASA
Potential to meet PAL 4 area requirements	-1	-1	-1	1
Site development cost	1	1	0	-1
Potential direct airfield access	1	1	-1	1
Potential to improve access and congestion	1	-1	-1	1
Potential to promote optimum utilization	1	1	0	1
Site availability	1	0	1	-1
Phasing	0	1	1	0
[illegible]	0	0	-1	0
[illegible]	1	1	-1	-1
[illegible]	0	0	-1	-1
Proximity to noise and light sensitive land uses	0	0	-1	0
Consistency with zoning	1	1	1	1
Consistency with public expectations	1	0	1	1
Score summary	7	4	-3	2
	-1	poor/undesirable	1	good
	0	neutral		

Source: Logplan and LeighFisher, 2016.

Although this site scored poorly and was not selected in the final screening, Development of Site #3 is selected for the Near-Term project portfolio.

12. The SAMP notes that off-airport roadways are outside the scope of the SAMP itself, however, SEPA requires consideration of transportation impacts including increased roadway use and congestion. The EA/EIS needs to address congestion and increased traffic on local surface streets.

JC

TC-17

Issue: Impacts to NEPA 4(f) areas, including recreational resources.

There are several parks and recreational resources in proximity to SEA and within the current DNL 65 dBA contours for the airport. The increase in aircraft overflights and resulting increase in noise exposure and air emissions will substantially diminish intended use and enjoyment of these properties. The EA/EIS needs to analyze both indirect and cumulative impacts of the air traffic levels enabled by implementation of the near-term projects, as well as those included in the long-term vision for airport.

TC-18

Issue: Maintenance of existing noise abatement program and procedures.

A number of elements in the Current Part 150 appear to be inconsistent with the plans included in the near-term projects within the SAMP. These include:

1. Voluntary rescheduling of nighttime flights (10PM-7AM). The forecasted operational level, particularly the substantial increase in cargo operations suggests an increase in nighttime operations may be required.
2. Preferential runway system. A preferential runway system was established to minimize community noise impacts during nighttime hours. This program was limited to nighttime hours due to the relatively low(er) volume of operations during this time. Increased operations at night, combined with impacts to the preferential runway system will increase community noise impacts when residents are most sensitive.
3. The EA/EIS needs to evaluate the increased level of operations enabled through implementation of the SAMP Near-Term projects and whether they may result in modification or elimination of the noise abatement corridors. The environmental analysis needs to address impacts to the elements included in the SEA Fly Quiet program and subsequently, the SEA noise abatement program.

TC-19

Issue: Include supplemental noise metrics.

Public annoyance and sensitivity to aircraft noise is changing. This has been acknowledged by the FAA and others and has prompted a great deal of research by the FAA, Airport Cooperative Research Program, and others. Despite the reduction in numbers of people exposed to DNL 65 dBA, noise complaints are skyrocketing across the United States. Though the FAA has recently completed an aircraft annoyance study, the findings have yet to be released. However, most expect the results will confirm annoyance levels are different than they were in the 1970s when DNL was initially adopted as the standard for predicting annoyance.

While DNL remains the federal standard for assessing aircraft noise impacts, supplemental metrics have been used around the country to help the public better understand the expected changes associated with airport projects and procedure changes. This also helps inform decision-makers and public-authorities who participate in the planning process including airport master planning, compatibility planning, and local land-use planning. While DNL is mandated, reporting a change in DNL alone is less informative than supplementing the DNL values with supplemental metrics such as the Number-of-Events-Above and Time-Above metrics, especially for non-industry experts.

The EA/EIS needs to include use of supplemental metrics to include exposure beyond DNL 65 (i.e. down to the DNL 55 dBA levels of exposure), such as Number of Events Above and Time Above.

We appreciate the opportunity to comment on the scoping for the near term project environmental review. We look forward to receiving the SEPA Draft EIS and NEPA EA upon issuance of those documents.

Sincerely,

Steve Pilcher, AICP
SEPA Responsible Official
City of SeaTac

Charles W. "Chip" Davis, AICP
SEPA Responsible Official
City of Burien

Susan Cezar, LEG
SEPA Responsible Official
City of Des Moines

David Nemens
SEPA Responsible Official
City of Normandy Park

PS

From: Erika Harris
To: SAMP Public Comments
Cc: Josh Brown; Ben Bakkenta; Sheila Rogers; Rick Olson; Gallagher, Clare
Subject: PSRC Scoping Comment Letter on the Sustainable Airport Master Plan
Date: Wednesday, September 26, 2018 2:41:39 PM
Attachments: PSRC SAMP Scoping Letter.pdf

PSRC is pleased to submit the attached scoping comment letter on the Sustainable Airport Master Plan. We appreciate the opportunity to provide input in the development of this important plan. Please contact me if you have any questions about our comments.

Sincerely,

Erika Harris, AICP
Senior Planner, SEPA Responsible Official

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035
(206) 464-6360

Puget Sound Regional Council

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Puget Sound Regional Council

September 26, 2018

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

Dear Mr. Rybolt,

The Puget Sound Regional Council (PSRC) appreciates the opportunity to comment on scoping for the Sustainable Airport Master Plan (SAMP). The Port of Seattle is commended for thinking regionally about how the airport serves our communities and emphasizing sustainability in the SAMP. The scoping notice reflects a thorough consideration of the appropriate range of environmental issues to be addressed in the forthcoming Draft Environmental Impact Statement (EIS). The following comments underscore the importance of the SAMP in implementing our regional plans.

PSRC-1

Commercial aviation is a cornerstone of the region's economy and Seattle-Tacoma International Airport is its aviation powerhouse. Recognizing this importance, the region's economic strategy, *Amazing Place* (2018), includes a goal to compete globally and an implementing strategy to sustain and grow commercial air travel connections domestically and globally. The SAMP and its implementation will help to advance this important regional goal.

The newly adopted *Regional Transportation Plan* (2018) embraces the strategies and recommendations contained in the state's *Long-Term Air Transportation Study in the Puget Sound* completed in 2009. It recommends that future regional system planning processes be joint efforts between PSRC, the state, and other key stakeholders.

PSRC-2

As stated in the *Regional Transportation Plan* (pp. 53-54) planning for the future regional airport system is guided by the following regional policies:

- The region should maximize aviation capacity within the existing regional airport system before constructing new airports.
- The state will play a lead role in addressing aviation capacity needs and place a priority on funding and planning the state's air transportation system.
- When additional capacity is forecast to be needed, and no feasible airport capacity is available within the region, the state will take the lead role in addressing capacity needs, including by funding a site selection study for the placement of new airport(s) if no sponsor is available.

Discussion of Seattle-Tacoma International Airport's regional context in the SAMP should acknowledge and consider these regional aviation system policies.

With the recent award of a planning grant from the Federal Aviation Administration, PSRC will lead the development of a new Regional Aviation Baseline Study that will build on master planning processes underway at many of the region's airports, including the SAMP. The study will provide a clear picture of the aviation activities and needs in the central Puget Sound region and set the stage for future planning efforts. The study, to be launched in fall 2018 and likely completed in early 2020, will examine the dynamics of the region's growing aviation activity, the unique role of the regional aviation system in supporting our region's global center for aerospace manufacturing, the economic impact of the region's airports, and community issues and concerns with airport activities. PSRC looks forward to working with the Port of Seattle as it conducts this parallel regional aviation study.

PS-4 / PS-3

The *Regional Transportation Plan* provides a long-term, regional strategy for expanding the regional network of roads and transit to serve our growing communities and includes a constrained list of transportation projects that are anticipated to be completed by the year 2040. It will be important for the SAMP to consider the transportation and transit connections to the airport and look at opportunities to enhance access between the regional transit system and the passenger terminals and employment concentrations at the airport. Please consider alternatives that provide convenient access to Link light rail and other components of the regional transit system. Benefits and impacts of the plan to transit, nonmotorized facilities, local roadways, and state highways should be studied in the EIS.

PS-5

VISION 2040 provides a policy basis for transportation planning and the *Regional Transportation Plan*. It identifies a group of regionally-designated growth and manufacturing industrial centers intended to accommodate a large share of the region's anticipated growth. Like other regional growth centers, the SeaTac Regional Growth Center has an important role in providing jobs, housing, services and mobility in the region. Please acknowledge its role in the region's growth management plan and study potential support for or impacts to the center and its continued development. Coordination with the City of SeaTac and other local jurisdictions will be crucial in understanding the benefits and impacts to these communities and planning for a sustainable airport.

The SAMP is an important long-range plan for our region. We commend the Port of Seattle for the comprehensive planning and environmental review being undertaken. We appreciate the opportunity to comment and participate, as well as the Port of Seattle's ongoing coordination and participation in regional planning at PSRC. If you have any questions regarding our comments, please contact our Director of Regional Planning, Ben Bakkenta, at bbakkenta@psrc.org or our SEPA Responsible Official, Erika Harris, at eharris@psrc.org.

Sincerely,

J. W. Brown

Josh Brown
Executive Director

ST

From: Hale, Kent
To: SAMP Public Comments
Cc: Weinberg, Perry; Billen, Don
Subject: SAMP Environmental Scoping Comments - Sound Transit
Date: Wednesday, September 26, 2018 8:54:07 AM
Attachments: image001.png
PortofSEattleScopingLetter_ST_20180926.pdf

Good morning,

Attached please find Sound Transit's environmental scoping comments on the Port of Seattle's SAMP. Hard copy to Steve Rybolt will follow via regular mail.

Many thanks,

Kent Hale
Environmental Planning Manager
Planning, Environment & Project Development
W (206) 398-5103 | C (206) 715-4974

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SOUNDTRANSIT

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September 26, 2018

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

Subject: Sustainable Airport Master Plan (SAMP) EIS Scoping Comments

Dear Mr. Rybolt:

Thank you for the invitation to comment on the scope of the SEPA EIS and NEPA EA the Port of Seattle will prepare for the Sustainable Airport Master Plan (SAMP). Sound Transit appreciates the ongoing partnership between our agencies.

Sound Transit reviewed the scoping materials provided at www.SAMPenvironmentalreview.org. We understand the environmental review will focus on the list of Near-Term Projects, anticipated to be operational by 2027. We offer the following comments on the scope of the environmental review:

ST-1

- **Cumulative Impact Analysis**: Major transportation infrastructure projects are planned for construction in the vicinity of Sea-Tac Airport within the timeframe for the SAMP Near-Term Projects. Sound Transit's Federal Link Extension will build a light rail extension from the Angle Lake Station to the Federal Way Transit Center between 2020-2024. WSDOT's construction of Phase 1 of the SR 509 Extension will likely occur during this period as well. Sound Transit's Bus Rapid Transit service is scheduled to begin operations in 2024, and will include improvements in the SR 518 corridor near Sea-Tac Airport. The SAMP EIS should evaluate the potential for cumulative construction period effects during construction of the Near-Term Projects. Sound Transit looks forward to working together with the Port to manage and minimize potential impacts from our respective construction projects in the area.

ST-2

- **Transportation / Transit Impact Analysis**: Evaluation of the Near-Term Projects should consider potential effects on existing transit operations, including Sound Transit's light rail service at Sea-Tac Airport. As required by the Airport Station Operations and Maintenance Agreement (December 2016) between ST and the Port, we will need to "coordinate and jointly review proposed changes that may affect the physical and/or operational

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CHIEF EXECUTIVE OFFICER
Peter M. Rogoff

characteristics of [our] respective facilities." Sound Transit looks forward to working closely with the Port as you proceed with the SAMP to better understand how those plans could impact operations, maintenance and security at SeaTac/Airport station, Angle Lake station and along the light rail guideway located on Port property.

Finally, we would appreciate receiving additional information about the SAMP throughout the environmental review process. Please send such information to my attention via email at kent.hale@soundtransit.org, or by mail at Sound Transit, 401 S. Jackson Street, Seattle, WA 98104. Please feel free to contact me at 206-398-5100 with any questions.

Sincerely,

Kent Hale
Environmental Planning Manager

cc: Don Billen, Sound Transit
Perry Weinberg, Sound Transit

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

TU

From: Brandon Miles
To: SAMP Public Comments
Cc: Gallagher, Clare; Milanese, Marco
Subject: SAMP Scoping Public Comment Letter
Date: Friday, September 28, 2018 2:06:54 PM
Attachments: SAMP Scoping Letter.pdf
Strander 2-pager.pdf
Fehr and Peers TIB Rechannelization Study Jan 2018.pdf

Good Afternoon-

Please find attached the City of Tukwila's official letter for the SAMP Scoping.

Best Regards,

Brandon

Brandon J. Miles

Business Relations Manager| City of Tukwila
6200 Southcenter Blvd | Tukwila, WA 98188

office: (206) 431-3684 cell: (206) 731-9071
Brandon.Miles@Tukwilawa.gov| www.tukwilawa.gov

Tukwila

City of Tukwila

Allan Ekberg, Mayor

Mayor's Office – David Cline, City Administrator

September 27, 2018

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
PO Box 68727
Seattle, WA 98168

RE: SEPA Determination of Significance
Scoping
City of Tukwila Comments

Dear Mr. Rybolt:

Thank you for meeting with City of Tukwila (City) staff on September 26 and providing an outline of the Port of Seattle's (Port) proposed Sustainable Airport Master Plan (SAMP). The expansion of the Sea-Tac Airport (Airport) is vital to the overall economic well-being of the State of Washington. While the City understands that an expansion is needed, it is important that any expansion mitigate impacts to surrounding communities.

While the City is impacted by noise, pollutants, and other impacts associated with operations at the Airport, given that Tukwila does not directly border the Airport and is not directly under the approaches to the runways, the City is narrowly focusing its scoping request. The City of Tukwila requests that the following items be examined as part of the Environmental Impact Statement (EIS).

Transportation

Green River Valley Traffic Concerns

I-405 from Renton to the I-5/SR 518 interchange already experiences considerable delays due to the high traffic volume on this critical freeway route. I-405 services the Green River Valley, which is the second largest warehousing district on the west coast of the United States and fifth largest in the nation. Due to freeways, railroad tracks, and the Green River, this area has very few east-west connections, with I-405 being used to move goods and people between the adjacent communities. This stretch of I-405 has significant bottlenecks and congestion, which delays goods and people getting to vital transportation hubs such as I-5, the Airport, BNSF's South Seattle Intermodal Yard and the seaports in Tacoma and Seattle.

TU-1

As the Airport grows to accommodate more passengers it will result in more people on this part of I-405, increasing delays. The City requests that the Port examine the traffic impacts of the Airport in the EIS. The City asks that the Port's traffic analysis extend at least ten miles out from the footprint of the Airport, with specific emphasis on I-405 and east-west connections in the Green River Valley. Aside from just looking at average daily vehicle trips, the City also requests that the traffic analysis examine increased delay times for freight movements.

TU-2

As possible mitigation for impacts on I-405, the City would suggest the Port invest in capital projects to improve east-west mobility between the Cities of Tukwila and Renton. Specifically, the City suggests the Port provide funding for the Strander Multi-Modal Connector (see attached). The City of Renton has already completed phase 1 and 2A of this project and provided an underpass below the BNSF railroad. Phase 3A will complete the project and construct an underpass below the Union Pacific railroad. The current connection is inefficient and does not accommodate freight vehicles. While the City of Tukwila has already provided or secured $15.6 million for phase 3A, the total estimated construction cost is $83.7 million.

When completed, this connected roadway between Tukwila and Renton will improve cross-valley freight movement by creating an alternate truck route. It is estimated that the project will remove 55,000 vehicles from I-405 and SR-167. Removing traffic from I-405 will increase reliability for users of the freeway. Finally, it will allow Airport patrons to get to and from the Airport more quickly and safely.

Tukwila International Blvd Traffic

TU-3

Over 25 years ago the City annexed the area formerly known as Pacific Hwy or old 99. Since annexation the City has spent millions of dollars to transform the area from a regional roadway into a pedestrian-friendly neighborhood. It should be noted that in 2003 the City successfully petitioned the State of Washington to hand over control of the roadway from the State to the City. The roadway is no longer part of the State highway system. The City has installed sidewalks, worked in partnership with private developers on the Tukwila Village project, worked with King County Library system on a new library, and purchased and closed several motels that were contributing to criminal activity. In 2019, the City will break ground on its new Justice Center building in the neighborhood.

As a part of our neighborhood planning, the City hired transportation consultant Fehr and Peers to study traffic patterns on Tukwila International Boulevard just north of Southcenter Boulevard. As part of the Fehr and Peers' study, the City learned that 50% of the traffic on Tukwila International Blvd was pass through trips, with the majority of these trips starting or ending at the Airport. Since 2010 the number of trips on the roadway has increased between 10% to 15% despite limited development near the roadway. Thus, the increase in traffic was likely due to spillover from congested regional routes as drivers sought out less congested alternatives.

As the Airport continues to grow, the regional routes in the area will face more traffic pressure, with drivers looking for alternatives by driving on Tukwila International Blvd. This traffic hinders the City's vision of converting Tukwila International Blvd into the main street and of a pedestrian friendly neighborhood. As part of the traffic analysis for the EIS requested above, the City asks that the Port include the review how to best divert Airport traffic from traveling on Tukwila International Blvd. If traffic from the Airport cannot be redirected from Tukwila International Blvd then the City would request mitigation, including financial assistance with pedestrian and other neighborhood improvements, both on Tukwila International Blvd and surrounding streets.

Air Quality

TU-4

Please ensure that the examination of air quality in the EIS not just be limited to operations at the Airport and air traffic using the Airport. Almost all people going to and from the Airport drive through freeways that go through the City of Tukwila. These freeways are adjacent to Tukwila's residential neighborhoods. The City requests that the EIS examine air quality issues associated with motorists and freight traffic going to and from the Airport.

TU-5

The City was disappointed that the "Airport Communities Ecology Partnership" excluded the City of Tukwila. Future mitigation for air quality issues associated with the Airport should also account for impacts within the City of Tukwila.

Transit

TU-6

The City requests that the EIS examine impacts associated with transit demand and usage within south King County, including examining usage and parking at the Tukwila International Blvd Light Rail Station. Parking at this station is already at peak capacity, even with the opening of the Angle Lake Station. There is growing evidence that Airport workers park at this station to avoid paying for parking at the Airport. The City requests that the Port examine ways to prevent Airport employees from parking at the Light Rail station to simply avoid paid parking.

Social and Economic Justice

TU-8 / TU-7

Communities closer to the Airport are disproportionally impacted by more negative impacts form the Airport than the benefits those communities receive. The Port for several years has highlighted the benefits that Tukwila and other communities received from the Airport. Yet, it's unclear how the Port measures the benefit received by the City. Please ensure that the EIS examines social justice issues, specifically ensuring that south King County residents have access to living wage jobs and career development opportunities at the Airport and in the aviation industry. The City requests to see specific job numbers, including average salaries, for Tukwila residents who might be working at the Port.

The City of Tukwila looks forward to working in partnership with the Port in a manner that mitigates impacts to surrounding communities. If you have any questions regarding this letter, please contact me at (206) 431-3684 or send an email to Brandon.Miles@Tukwilawa.gov. Please consider the City of Tukwila a party of record for all future notices regarding the EIS process.

Sincerely,

Brandon J. Miles
Business Relations Manager

cc. Allan Ekberg, Mayor
Tukwila City Councilmembers
City of SeaTac
City of Renton

STRANDER MULTI-MODAL CONNECTOR

A project reducing congestion on critical freight corridors, anticipating future growth, and leveraging future employment opportunities in the region.

THE CASE FOR

Supporting regional economics, the Green River Valley is the **second largest warehousing district** on the West Coast and the **fifth largest in the nation.**

As the valley has grown over the last 20 years, very few east-west connections exist due to freeways, railroad tracks and the river. This creates **bottlenecks and congestion** between the major warehouse/manufacturing centers in the valley and critical transportation and freight hubs such as I-5, the airports and seaports.

Extending Strander Boulevard will improve cross-valley freight movement by creating an alternate truck route. It **removes 55,000 vehicles from nearby I-405 and SR-167**, as well as 40% of traffic on the parallel route of South 180th Street, providing **increased reliability** for manufacturers and clients.

This project supports employment growth in the area, **projected to grow between 25,000–35,000 employees by 2030**, which could also further constrict freight movement in the area.

THE HISTORY

The City of Renton undertook Phases 1 and 2A, **investing $30,000,000 to** extend SW 27th Street to four lanes from Oaksdale Avenue SW to Naches Avenue SW, and two lanes to the west with expansion capability under the BNSF rail lines.

Phase 3A – to construct Strander Boulevard between West Valley Highway and SW 27th Street with **four lanes under the Union Pacific lines** and **finish the east-west connection** – remains unfunded, with a total construction cost of $83.7 million.

The City of Tukwila has provided funds and received grants for $15.6 million, and is currently seeking federal BUILD funding. The project team is exploring opportunities to value engineer savings to the project budget.

THE PARTNERS

City of Renton • King County • Port of Seattle

Freight Action Strategy Partners

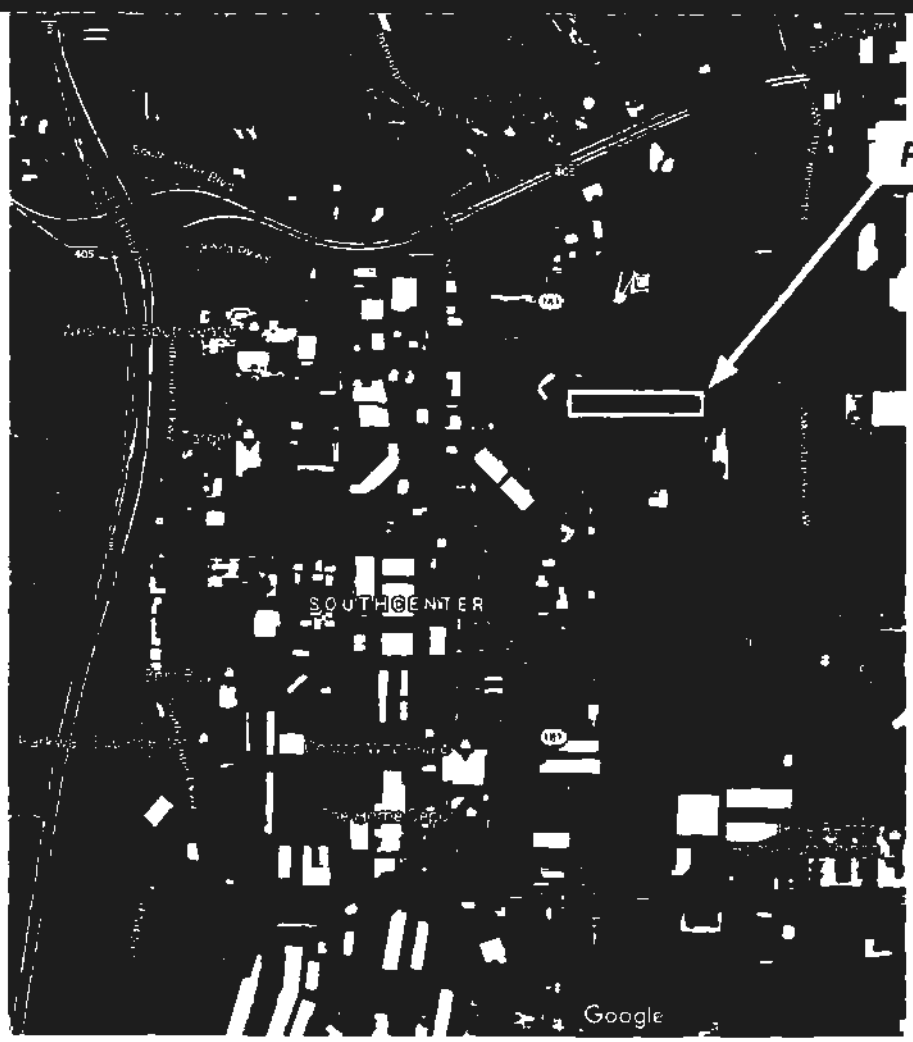
The Boeing Company • Union Pacific Railroad

BNSF Railroad • Sound Transit

Included in the State Highway Plan, Metropolitan Transportation Plan, and State Transportation Improvement Program

One of top two projects supported by the Statewide Freight Mobility Strategic Investment Board

STRANDER PROJECT LOCATION



The Strander Multi-Modal Connector is a **significant regional project** that:

- Connects two cities with a combined **27.7 million square feet** of warehouse and industrial space.
- Is less than one mile from the **largest mall in the Pacific Northwest.**
- Provides important freight route from local seaports – **Port of Seattle,** 10 miles; **Port of Tacoma,** 22 miles.
- Is three miles from BNSF's South Seattle Yard, primarily a domestic intermodal facility **operating 24/7.**
- Is within 10 miles of two major airports, **Sea-Tac International** and **King County Airport** (Boeing Field).
- Provides connection to **regional employment centers,** including Boeing's Longacres site that is permitted for additional 2.5 million square feet of commercial space.

STRANDER MULTI-MODAL CONNECTOR BENEFITS

The Strander Multi-Modal Connector will:

- Increase **freight connectivity** with the Ports of Tacoma and Seattle and the 110-million square feet of warehouse space in the Green River Valley.
- Support **employment growth** in the region, expected to grow by 25,000–35,000 by the year 2030.
- Reduce congestion on existing interstate and state highways with the opening of a **new strategic freight route** and missing east-west connection.
- **Stimulate local economy** by providing construction jobs.
- **Make non-motorized transportation in the area safer** through construction of new bicycle and pedestrian facilities that will connect the Tukwila Station, two regional trails, and nearby businesses and neighborhoods in both Renton and Tukwila.

ADDRESSING SAFETY

The new roadway will increase safety for vehicles and the railroads by providing a **grade-separated crossing** between vehicular traffic and the freight and passenger trains.

Installation of coordinated traffic signals along the corridor will reduce the number of stops, **improving safety** for drivers, bicyclists and pedestrians.

The new arterial will provide an alternative route to existing parallel routes, **eliminating many left-turn movements** at several key intersections.

Tukwila International Boulevard Rechannelization Study

Prepared for:
City of Tukwila

January 2018

SE17-0561

FEHR & PEERS

Table of Contents

Chapter 1. Introduction **1**

Chapter 2. Existing Conditions **3**

2.1 Intersection Traffic Counts 4

2.2 Travel Times 4

2.3 Field Observations 5

2.4 Travel Behavior Data 6

Chapter 3. Microsimulation Analysis **8**

3.1 Existing Scenario 8

3.2 Future Baseline 10

3.3 Project Scenarios 11

3.4 Demand Sensitivity Tests 13

Chapter 4. Diversion Analysis **14**

4.1 Traffic Diversion 14

4.2 Traffic Calming Toolbox 15

Chapter 5. Conclusion **21**

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Chapter 1. **Introduction**

The City of Tukwila is considering a rechannelization project on Tukwila International Boulevard (TIB) between S 144th Street and S 152nd Street. The current configuration of the ½ mile corridor is a 5-lane cross section with 2 northbound lanes, 2 southbound lanes, and a two-way left turn lane. The proposed project would remove a travel lane in each direction to allow for on-street parking and striped bicycle lanes. In addition, new mid-block pedestrian crossings could be constructed along the corridor and the rechannelization would decrease the required crossing distance and associated risk for pedestrians. The rechannelization is intended to increase the mobility and safety foster an attractive and inviting environment for all users of TIB. This type of project is sometimes referred to as a "road diet" since the number of travel lanes are reduced.

The potential effects of reducing the number of travel lanes on TIB were first analyzed using microsimulation software to evaluate vehicular operations and second with the City's travel demand model to investigate potential traffic diversion. The microsimulation analysis focuses on the TIB corridor and reports changes in travel time, queuing, and intersection level of service (LOS) for existing and future conditions. The diversion analysis explores the alternative routes that drivers could use to avoid TIB and traffic calming measures the City could implement to reduce diversion onto residential streets.

This report is organized as follows:

- *Chapter 1. Introduction*
- *Chapter 2. Existing Conditions:* This chapter documents existing conditions along the study section of the TIB corridor and includes vehicular volumes, travel times, field observations, and travel behavior data.
- *Chapter 3. Microsimulation Analysis:* This chapter discusses the development and validation of the microsimulation model and the analysis results for the project under both existing and future demand scenarios.
- *Chapter 4. Diversion Analysis:* This chapter provides an analysis of potential traffic diversion due to the project and a suite of traffic calming strategies that could be used by the City to mitigate impacts on residential streets.
- *Chapter 5. Design Options:* This chapter outlines a series of design options that can reduce the significance of the traffic congestion and/or diversion related to the road diet. Pros and cons of each option are described.

- *Chapter 6. Conclusion:* This chapter summarizes the results from the microsimulation and diversion analyses and recommends further actions the City consider related to the rechannelization project.

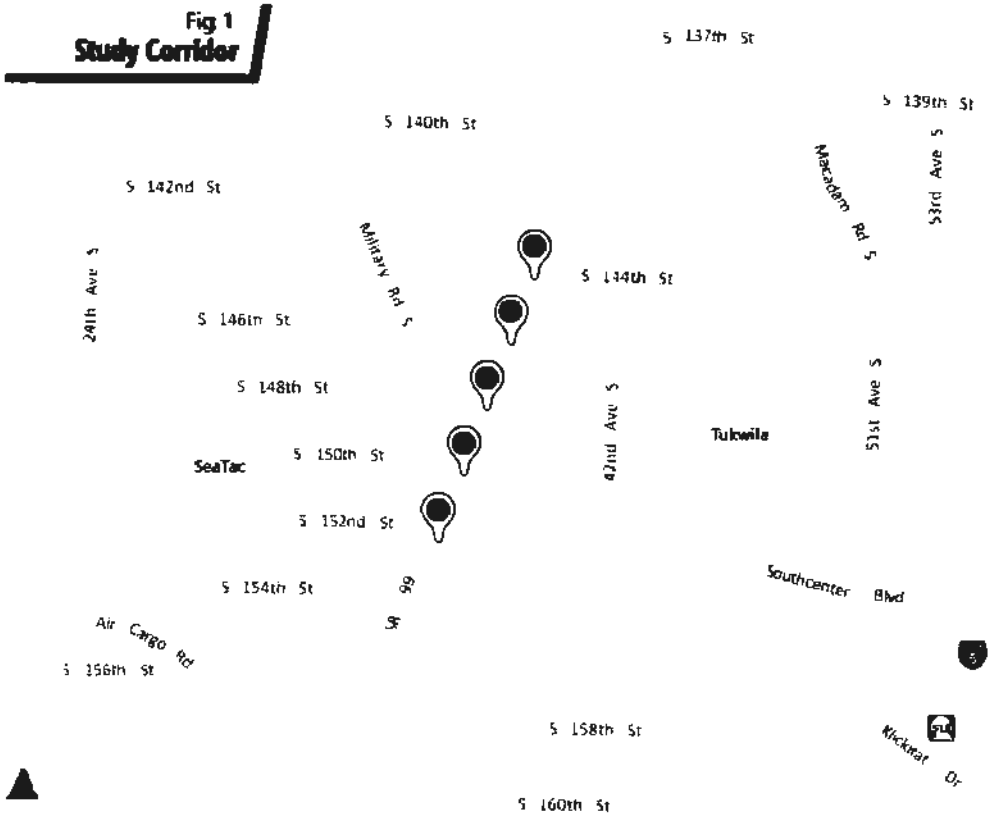
Chapter 2. **Existing Conditions**

Existing travel behavior data (intersection traffic counts, corridor travel time, and origin-distribution travel data) and corridor infrastructure data (lane geometries, pedestrian crossing locations, and traffic signal timings) were collected along the study corridor during May 2017. The study corridor, shown in **Figure 1**, includes the following intersections along Tukwila International Boulevard.

1. S 144th Street
2. S 146th Street
3. S 148th Street
4. S 150th Street
5. S 152nd Street

The intersections at S 144th Street and S 152nd Street are signalized while the other three intersections are side-street stop-controlled. There is one mid-block signalized crossing for pedestrians between S 150th Street and S 152nd Street that is activated with a push button.

Fig 1
Study Corridor



The following information was not only used to understand current operating conditions along the TIB corridor, but also to calibrate and validate the microsimulation travel model. Since traffic volumes are higher during the evening peak hour than the morning peak hour, the data collection effort and subsequent analyses focused on the evening peak period. Traffic volumes collected during the City's Comprehensive Plan Update in 2010 show that the morning peak hour volumes on TIB are 40% lower than the evening peak hour volumes. The significantly lower volumes in the morning suggest that any impacts from the proposed rechannelization would be substantially less during the morning than in the evening.

2.1 Intersection Traffic Counts

Traffic counts at the five study intersections along the corridor were collected on May 15th during the PM peak period between 4:00 and 6:00 PM and included vehicular, pedestrian, and bicycle volumes. The peak hour at all intersections occurred between 4:15 and 5:15 PM. There were approximately 700 northbound vehicles and 900 southbound vehicles that travelled along Tukwila International Boulevard during the peak hour. The number of observed bicycle users was less than five at any of the approaches at all study intersections and the number of pedestrians crossing TIB at the unsignalized locations was also minimal. The traffic counts are included in Appendix A.

The 2017 traffic volumes at the two signalized intersections were compared with the intersection volumes collected for the Comprehensive Plan update. Since those counts were collected, volumes have increased by 10 to 15% in the study corridor with the majority of increases occurring on TIB (as opposed to the east-west streets crossing TIB). The cause of the increased volumes could be spillover from congested regional routes since limited land use development has occurred near the study corridor in the last decade.

2.2 Travel Times

Travel time data along the study corridor was collected using advanced sensors that track the unique identifiers of internet connected devices (cell phones, GPS devices, and Bluetooth electronics). A sensor was placed at each end of the corridor and using paired device IDs the travel time can be estimated for each device that travelled through the corridor.

A total of 81 southbound pairs and 60 northbound pairs were collected between 4:00 and 6:00 PM. 3 minutes was determined to be an appropriate threshold to separate vehicles that travelled through the corridor from those that stopped at a destination along TIB. Approximately 65% of southbound trips and 55% of northbound trips met this criteria for pass-through travel. **Table 1** summarizes the travel time data for these trips.

Table 1: Observed Travel Time Summary

Direction	Northbound	Southbound
Total Observed Pairs (Pass-through and Local)	60	81
Pass-through Observed Pairs (<3 minutes travel time)	34 (56%)	52 (64%)
Average Observed Travel Time (minutes)	1:45	1:45
Average Observed Travel Speed (mph)	18 mph	18 mph
Observed Travel Time Standard Deviation (minutes)	0:40	0:35

Source: Fehr & Peers.

The average travel time both northbound and southbound through the study corridor is approximately 1 minute 45 seconds which corresponds with an average travel speed of 18 mph. The fastest observed travel time was less than 1 minute in each direction with an average travel of approximately 40 mph northbound and 50 mph southbound. Vehicles that were able to travel through the corridor at this speed likely had green lights at both ends of the corridor and did not need to slow down. The traffic signals at S 144th Street and S 152nd Street are operated by the Cities of Tukwila and SeaTac and do not have coordinated timing plans. If the traffic signals were coordinated, higher vehicle speeds northbound and southbound on TIB throughout the study corridor could likely be achieved.

2.3 Field Observations

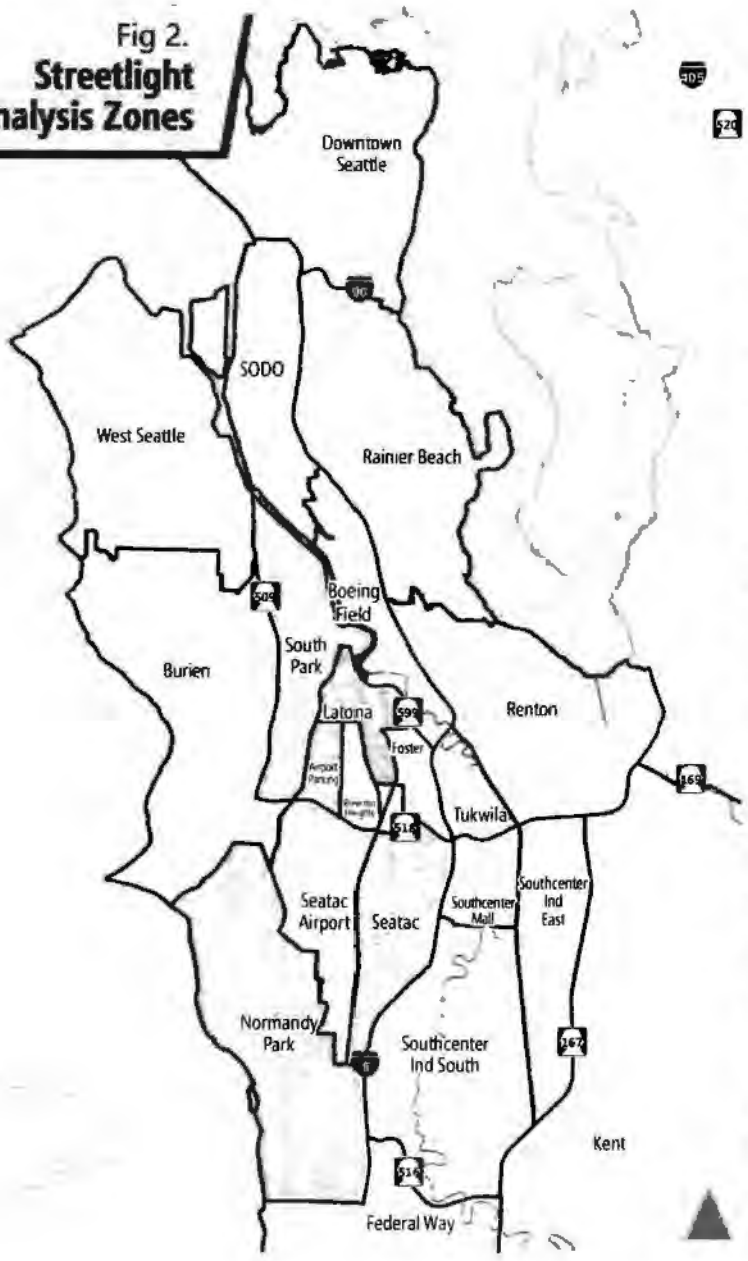
Fehr & Peers conducted field observations on May 30th during the PM peak hour to verify intersection geometry, traffic signal timing and phasing, pedestrian volumes, vehicular travel behavior, and any existing congestion and queuing throughout the corridor. During our observations, there was no recurring or sustained congestion at any of the signalized or unsignalized intersections along the corridor. While vehicle queues were present at the traffic signals, there was sufficient green time to serve all of the queued demand at each of the approaches and most vehicles were able to travel through the intersection during one cycle. The available storage in the turn pockets was also sufficient to store the existing demand without spilling back into the through lanes.

At the side-street stop-controlled intersections there were sufficient gaps in traffic for vehicles to enter on to and exit from TIB. There was also no sustained congestion or queuing at the driveways along TIB to any of the local businesses. The vehicle compliance rate at the signalized mid-block pedestrian crossing between S 150th Street and S 152nd Street was also very high. The observed demand at this crossing location was approximately 40 pedestrians per hour.

2.4 Travel Behavior Data

Origin-distribution (OD) data for vehicles travelling on TIB through the study corridor was collected from Streetlight travel behavior data. Streetlight aggregates and normalizes travel behavior data from a wide variety of internet connected devices (cell phones, GPS devices, connected cars, fitness trackers, and commercial fleet management systems) to generate an OD matrix that represents average travel conditions within a study area.

Fig 2. **Streetlight Analysis Zones**



A custom zone system was developed for this project which is shown in **Figure 2**. The zone system uses smaller zones closer to the study corridor and larger, more aggregate zones further away.

The Streetlight data provides a summary of average travel patterns from data collected between April 2016 and March 2017, the most recent months available. The data was filtered to personal (not commercial) vehicle trips occurring on a Tuesday, Wednesday, or Thursday between 3:00 and 6:00 PM. Only vehicle trips which travelled on TIB within the study corridor were recorded and analyzed.

The Streetlight OD data was used to characterize the origin and destination location of travelers on TIB as well as to estimate the percentage of pass-through trips during the

PM peak period. The analysis zones were aggregated by approximate distance from the study corridor to calculate how far away driver's origins and destinations are. The results are shown in **Table 2**.

Table 2: Origin and Destination Distance from TIB

Distance from Study Corridor	Trip Origins	Trip Destinations
< 1 mile	33%	25%
< 5 miles	26%	31%
< 10 miles	17%	16%
< 20 miles	10%	16%
> 20 miles	13%	13%

Source: Fehr & Peers.

According to the Streetlight data only 60% of the driver's origins or destinations are within 5 miles of the study corridor. For 40% of drivers on TIB, their origin or destination is more than 5 miles from the study corridor and for almost 15% of drivers, their trip starts or ends more than 20 miles away. This pattern of travel behavior is more consistent with a regional roadway than a local arterial.

The percentage of pass-through trips was estimated by calculating the number of trips that do not start or end within one mile of the study corridor. Approximately 45% of trips fall into this category, with the largest trip pairs occurring between SeaTac and Central Seattle. The Streetlight data and travel time data suggest that approximately 50% of the travel through the study corridor on TIB is pass-through and that 40% of trips start or end more than five miles from the study corridor.

Chapter 3. Microsimulation Analysis

A microsimulation model of the TIB study corridor was developed using PTV's Vissim software (version 9.00-06). For congested and oversaturated conditions, a microsimulation analysis is preferable to a static analysis (using Synchro software for example) because microsimulation better captures the interaction of closely spaced intersections along a corridor. The primary metrics used to evaluate the proposed rechannelization project are changes in travel time, vehicular queuing, and intersection LOS along the study corridor.

The following four scenarios were evaluated using the microsimulation model:

- 2017 Existing
- 2030 Baseline
- 2017 with Project
- 2030 with Project

When reporting results from Vissim, 10 different simulation runs with different random seeds are used. Each simulation run includes a 15 minute loading period and four 15-minute analysis periods. Detailed LOS and queuing results for each scenario are included in Appendix B.

3.1 Existing Scenario

The existing conditions PM peak hour model was calibrated and validated using the collected travel data described in the Existing Conditions chapter. The model also included the transit stops and scheduled arrivals for King County Metro Routes 124 and 128 which have 15 minute and 30 minute headways respectively. Intersection geometries and signal timings at each of the study intersections were confirmed during field observations and the vehicular and pedestrian volumes at each study location were taken directly from the observed counts. However, the westbound approach at S 144th Street was closed due to construction activity when counts were collected, so the missing turning movements were estimated from the available 2010 count data and increased based on the observed growth rate at adjacent intersections along TIB.

The microsimulation model was calibrated to match existing travel volumes, travel times, and observed queues. The model is considered validated when each of these metrics are within an acceptable range of the observed values.

Table 3 shows the intersection LOS results calculated using the HCM 2010 methodology and the percent demand served at each of the study intersections. For signalized intersections, the LOS grade is determined using the average control delay for the entire intersection while at side-street stop-controlled locations the average control delay for the worst movement is used. The percent demand served is calculated using the observed hourly demand at each location and the number of vehicles that were served in the microsimulation model. Acceptable values are greater than 95%. As shown in the table, the model is serving 100% of the demand at each study intersection.

Table 3: 2017 Existing – Intersection LOS and Demand served

Study Intersection	Intersection Control	LOS / Average Control Delay (sec)	Percent Served / Demand (veh)
1. TIB / S 144th St	Signal	D / 40	100% / 2,282
2. TIB / S 146th St	Side-street stop	C / 21	100% / 1,846
3. TIB / S 148th St	Side-street stop	C / 17	100% / 1,709
4. TIB / S 150th St	Side-street stop	C / 17	100% / 1,762
5. TIB / S 152nd St	Signal	C / 30	100% / 2,030

Source: Fehr & Peers.

Table 4 shows a comparison of corridor travel time and average speed calculated from the microsimulation model with observed data. The model's estimate are within an acceptable range of 15% of the observed values. The average travel speed through the corridor is less than 20 mph.

Table 4: 2017 Existing – Corridor Travel Time

Direction	Observed (minutes) / Average Speed (mph)	Modeled (minutes) / Average Speed (mph)	Percent Difference
Northbound	1:45 / 18 mph	01:55 / 18 mph	9%
Southbound	1:45 / 18 mph	01:50 / 19 mph	5%

Source: Fehr & Peers.

Table 5 shows the average and maximum northbound and southbound queue lengths at the two signalized intersections along TIB. Theses calculated values from the microsimulation model are measured in vehicles and are consistent with observed conditions. The average queue lengths during the PM peak hour at all four approaches is not greater than five vehicles.

Table 5: 2017 Existing – Intersection Queuing

Intersection	Northbound: Average / Maximum Queue Lengths (veh)	Southbound: Average / Maximum Queue Lengths (veh)
1. TIB / S 144th St	2 vehicles / 9 vehicles	5 vehicles / 17 vehicles
5. TIB / S 152nd St	2 vehicles / 10 vehicles	3 vehicles / 14 vehicles

Source: Fehr & Peers.

Based on the comparison of results from the microsimulation model with collected data and observed conditions, the model is considered validated to existing conditions.

3.2 Future Baseline

Travel conditions along the study corridor were evaluated for future 2030 conditions using the City's travel demand model to forecast changes in traffic demand volumes. The land use in the City's model near the study corridor was updated based on adjustments provided by City staff. The updated land use forecast includes approximately 800 new housing units and 700 new jobs by 2030. Compared with the 2010 estimates in the model, these represent a 40% increase in residential land use and a 55% increase an employment along the study corridor.

The resulting 2030 intersection forecasts are between 20% and 25% higher than the 2017 existing counts. The northbound and southbound volumes on TIB through the corridor increase by approximately 200 vehicles per hour in each direction. The study corridor geometry and signal timing data in the 2030 Baseline scenario are consistent with the existing conditions model.

Table 6 summarizes the intersection LOS and demand served for the 2030 Baseline scenario. As shown in the table, all intersections operate at LOS D or better and 100% of the vehicular demand is served at the signalized intersections. Compared with existing conditions, average intersection delay increased by approximately five seconds per vehicle at the two signalized intersections.

Table 7 shows the corridor travel time and average speed estimates calculated from the microsimulation model. Compared with the existing conditions model, travel times increase by approximately five seconds in each direction with no significant change in average travel speed.

Table 8 shows the average and maximum northbound and southbound queue lengths at the two signalized intersections along TIB. Compared with existing conditions, the average queue lengths increased by one to two vehicles while the maximum queue increased by at most five vehicles.

Table 6: 2030 Baseline – Intersection LOS and Demand served

Study Intersection	Intersection Control	LOS / Average Control Delay (sec)	Percent Served / Demand (veh)
1. TIB / S 144th St	Signal	D / 44	100% / 2,690
2. TIB / S 146th St	Side-street stop	D / 26	99% / 2,240
3. TIB / S 148th St	Side-street stop	C / 24	99% / 2,140
4. TIB / S 150th St	Side-street stop	D / 26	99% / 2,160
5. TIB / S 152nd St	Signal	D / 36	100% / 2,520

Source: Fehr & Peers.

Table 7: 2030 Baseline – Corridor Travel Time

Direction	Travel Time (minutes) / Average Speed (mph)
Northbound	02:00 / 18 mph
Southbound	01:55 / 18 mph

Source: Fehr & Peers.

Table 8: 2030 Baseline – Intersection Queuing

Intersection	Northbound: Average / Maximum Queue Lengths (veh)	Southbound: Average / Maximum Queue Lengths (veh)
1. TIB / S 144th St	3 vehicles / 13 vehicles	6 vehicles / 20 vehicles
5. TIB / S 152nd St	3 vehicles / 12 vehicles	5 vehicles / 19 vehicles

Source: Fehr & Peers.

The results for the 2030 Baseline scenario show that there is sufficient capacity along the study corridor to accommodate increased growth while maintaining the same operating conditions that exist currently. Vehicular delay, corridor travel time, and queue lengths are all relatively consistent with the results from the 2017 Existing scenario.

3.3 Project Scenarios

The proposed rechannelization along TIB removes one travel lane in each direction and adds bicycle lanes and on-street parking while preserving the two-way left turn lane for accessing businesses along the corridor. Three additional signalized mid-block pedestrian crossings, similar to the existing crossing

between S 150th Street and S 152nd Street, are also proposed. This rechannelization was evaluated under both 2017 and 2030 demand conditions.

Table 9 shows the resulting intersection LOS and demand served at each study intersection for the rechannelization scenario using 2017 and 2030 demand volumes. Under both scenarios, the delay significantly increases at S 144th Street and the demand served falls to approximately 85% with 2030 demand. The total southbound demand at S 144th Street increases to 1,100 vehicles in the 2030 forecast and this demand greatly exceeds the capacity of single traffic lane, which is assumed to be approximately 600 vehicles per hour. While only two intersections operate at LOS F in the 2017 scenario, four of the five are overcapacity and operate with LOS F conditions in the 2030 scenario.

Table 9: 2017 and 2030 Project – Intersection LOS and Demand Served

Study Intersection	2017: LOS / Average Delay (sec)	2017: Pct. Served / Demand (veh)	2030: LOS / Average Delay (sec)	2030: Pct. Served / Demand (veh)
1. TIB / S 144th St	F / >150	90% / 2,282	F / >150	83% / 2,690
2. TIB / S 146th St	D / 25	90% / 1,846	F / >120	82% / 2,240
3. TIB / S 148th St	C / 23	91% / 1,709	F / >120	84% / 2,140
4. TIB / S 150th St	F / 53	92% / 1,762	F / >120	84% / 2,160
5. TIB / S 152nd St	D / 42	95% / 2,030	E / 75	86% / 2,520

Source: Fehr & Peers.

Table 10 shows the travel time results on TIB between S 144th Street and S 152nd Street for the 2017 and 2030 demand scenarios. In the 2017 scenario, travel times only increase by 20 to 30 seconds with the average speed decreasing by 1 to 2 mph compared with existing conditions. These results show that once vehicles enter the study corridor, vehicular travel speeds are similar to existing conditions. However, the excessive southbound delay experienced by drivers before entering the corridor (more than 8 minutes) is not included in these travel times. Under the 2030 conditions, the travel time for southbound vehicles within the study corridor more than doubles and drivers experience more than 10 minutes of additional delay before even entering the corridor.

Table 10: 2017 and 2030 Project – Corridor Travel Time

Direction	2017: Travel Time (min.) / Speed (mph)	2030: Travel Time (min.) / Speed (mph)
Northbound	02:15 / 16 mph	04:35 / 8 mph
Southbound	02:05 / 17 mph	02:50 / 12 mph

Source: Fehr & Peers

Table 11 shows the average and maximum queue lengths for the northbound and southbound approaches at the two signalized intersections. Southbound queues longer than 50 vehicles at S 144th Street extend past S 140th Street and northbound queues longer than 20 vehicles at S 152nd Street will spillback into the intersection at Southcenter Boulevard. Consistent with the results shown in the previous tables, the rechannelization has a significant impact on southbound travelers on TIB. Under both 2017 and 2030 scenarios, the average southbound queue at S 144th Street (during the entire PM peak hour) is longer than 50 vehicles. In the 2017 scenario, the maximum northbound queue at S 152nd will spill back into the intersection at Southcenter Boulevard. By 2030, the average queue length would also spillback to this intersection. Within the study corridor on TIB, average vehicles queues are approximately 10 vehicles long in 2017 but are four to seven times longer by 2030. The maximum southbound queue at S 152nd Street extends almost the entire length of the study corridor on TIB in the 2030 scenario.

Table 11: 2017 and 2030 Project – Intersection Queuing

Intersection	2017 NB: Avg. / Max Queue Lengths	2017 SB: Avg. / Max Queue Lengths	2030 NB: Avg. / Max Queue Lengths	2030 SB: Avg. / Max Queue Lengths
1. TIB / S 144th St	5 veh / 24 veh	>50 veh / >50 veh	38 veh / 60 veh	>50 veh / >50 veh
5. TIB / S 152nd St	6 veh / >20 veh	12 veh / 36 veh	>20 veh / >20 veh	79 veh / 104 veh

Source: Fehr & Peers.

3.4 Demand Sensitivity Tests

Fehr & Peers performed additional sensitivity tests to determine the volume of traffic that would need to shift to an alternative route for the performance on TIB in the 2030 Project scenario to be similar to performance in the 2017 Existing scenario.

If approximately 450 southbound vehicles and 350 northbound vehicles per hour were to shift to alternate routes, the intersection LOS, travel time and queuing along TIB would be similar to existing conditions. This volume is approximately 50% of the demand travelling through the study corridor today, and represents the estimated pass-through volume: non-local traffic that does not have an origin or destination near the study corridor.

Chapter 4. **Diversion Analysis**

The results from the microsimulation analysis show that under both 2017 and 2030 demand scenarios, TIB will be overcapacity with the rechannelization, especially in the southbound direction during the PM peak hour. The high traffic volumes coupled with the single lane will result in significant delays, even under existing conditions, and as a result, drivers will likely divert to alternate routes including 42nd Avenue S, Military Road S, and Interstate 5 (I-5). Of particular concern to the City is the potential for parallel residential streets (42nd Avenue S and 51st Avenue S) to see significant increases in traffic due to the rechannelization. Based on the available 2010 counts, the daily volumes on these nearby residential streets are 75 to 85% lower than the daily volumes on TIB.

4.1 Traffic Diversion

The City's travel demand model was used to assess what facilities traffic is likely to divert to in response to the increased congestion along TIB after the rechannelization. The results were estimated from the 2030 model scenario since regional facilities are likely to be more congested in the future and this would result in more drivers choosing to divert from TIB to local streets, rather than choose the congested I-5 route, for example. **Figure 3** shows which parallel facilities drivers chose as alternatives to TIB.

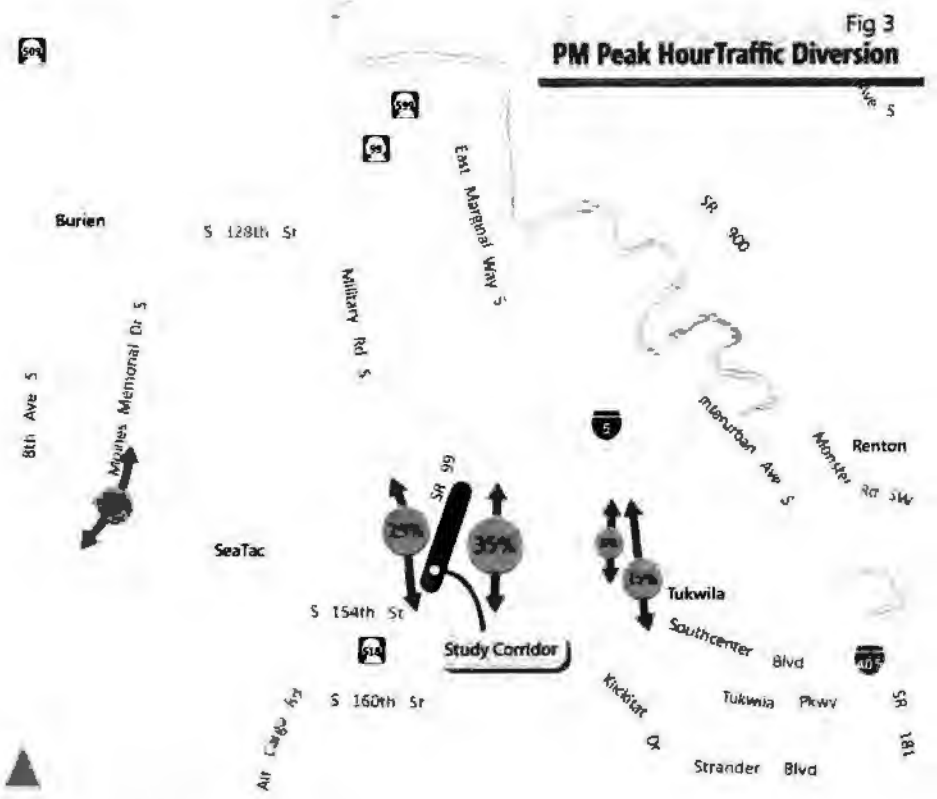
The results from the model show that a majority of trips avoiding congestion on TIB (approximately 65%) choose to divert to streets within the City of Tukwila. Specifically, the results indicate the following distribution to the main north-south streets in the area:

- Military Road S (25%)
- 42nd Avenue S (35%)
- Macadam Road/51st Avenue S (5%)

Approximately 10% of diverted trips used Des Moines Memorial Drive S via S 133rd Street and 15% of diverted trips used I-5 via State Route 599. The remaining 10% of diverted trips use a combination of SR 509, 1st Avenue S, 8th Avenue S, or 24th Avenue S.

If approximately 800 vehicle trips are diverted during the PM peak hour, this would result in an increase of 280 vehicles on 42nd Avenue S and 200 vehicles on Military Road S. Based on the forecasted intersection volumes from the City's Comprehensive Plan, this would increase the traffic on 42nd Avenue S by 40% and on Military Road S by 30% in 2030.

Fig 3
PM Peak HourTraffic Diversion

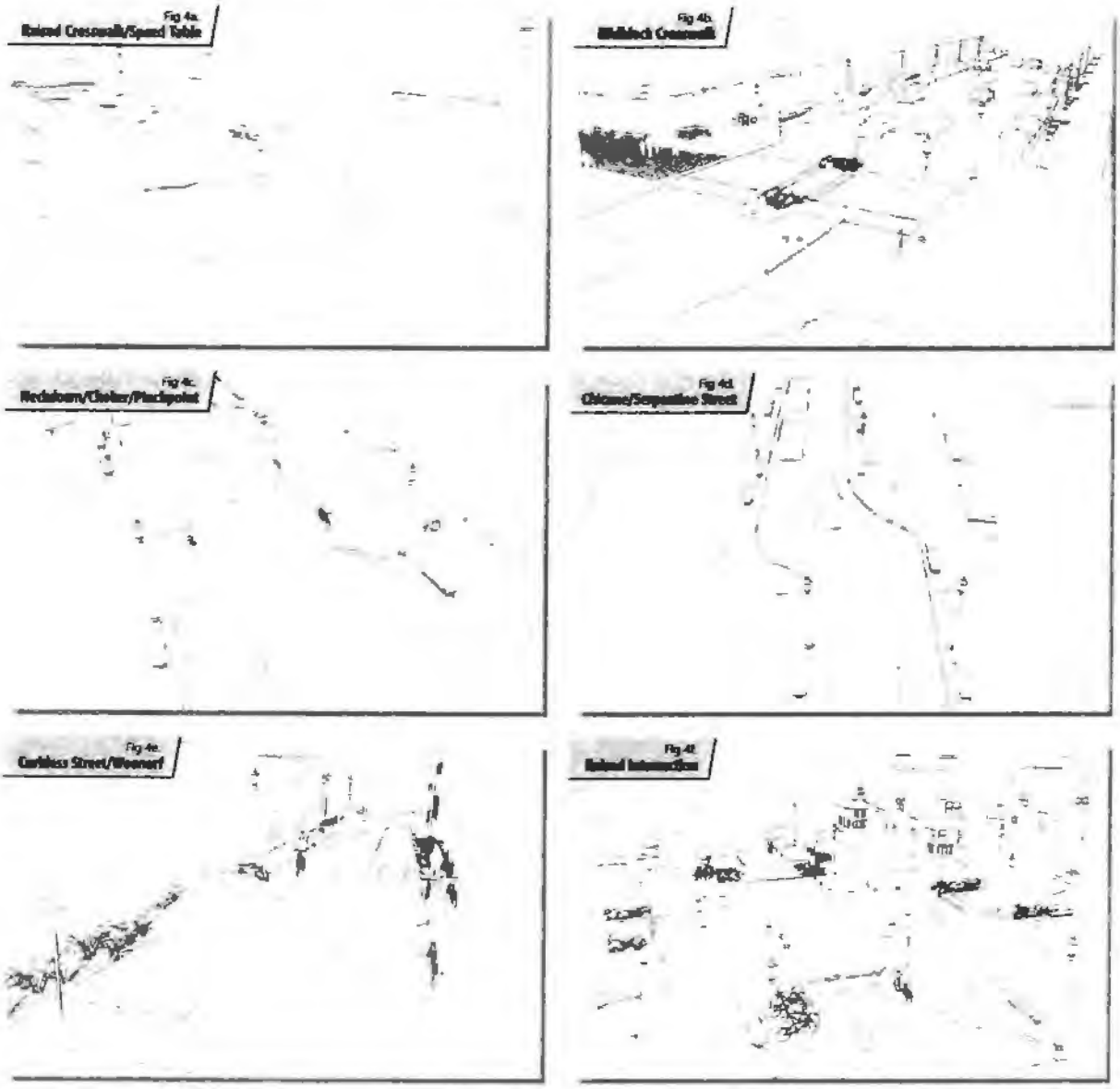


4.2 Traffic Calming Toolbox

One common strategy to combat diversion of regional traffic onto local streets is to employ traffic calming. The *Urban Street Design Guide* from the National Association of City Transportation Engineers (NACTO) provides a blueprint for designing streets that are safer, more livable, and economically vibrant. The guide provides strategies for how cities can reduce vehicular travel speeds/volumes through physical changes to a roadway or psychological changes to how drivers perceive a roadway. The six images in **Figure 4** from NACTO's guide show some of the commonly used strategies for calming traffic on urban streets. These approaches work by introducing vertical or horizontal deflections into the roadway, narrowing a vehicle's travel way, or increasing the likelihood of vehicles yielding to pedestrians and bicyclists on the street. The effectiveness of these strategies in reducing vehicle speeds range from approximately 5-15%. The percentage reduction in traffic volumes due to the implementation of these traffic calming measures would be less than the percent reduction in travel speeds.

The diversion of traffic from the rechannelization of TIB onto parallel roadways could be partially mitigated using any of these traffic calming strategies to decrease the travel speeds on the nearby roadways. However, since drivers would be saving over 5 minutes of travel time compared with travelling through the TIB corridor, the traffic calming measures would need to decrease the average travel speed by over 50% on

42nd Avenue S and Military Road S to remove the travel time advantages of these facilities. The current speed limits of the roads are 30mph and 35mph, respectively. The combinations of measures that would be required to reduce the travel speed to 15mph for 8 blocks would likely be impractical on a minor arterial/collector street. In general, the common traffic calming measures shown in Figure 4 are designed to encourage vehicles to travel at the posted speed limit rather than to dramatically reduce speeds to a level less than is typically seen on a residential street.



To significantly discourage traffic diverting from TIB, more significant countermeasures would be required, likely in addition to some of the traffic calming strategies documented above. Strategies cities use to

explicitly deter cut through traffic involve the prohibition of certain traffic movements at key locations along the corridor. Two different approaches that would prohibit northbound and southbound through trips would be intersection diverters or short one-way travel segments. The implementation of these mitigations could be less expensive than other traffic calming treatments since the installations would be limited to key intersections or segments of Military Road or 42nd Avenue S near the vicinity of S 144th Street. Special consideration would need to be provided for transit vehicles to ensure that existing or planned traffic routes could still be accommodated. Some cities have had limited success with signage that restricts movements for all vehicles except bicycles and buses, but regular enforcement is required for this strategy to be successful.

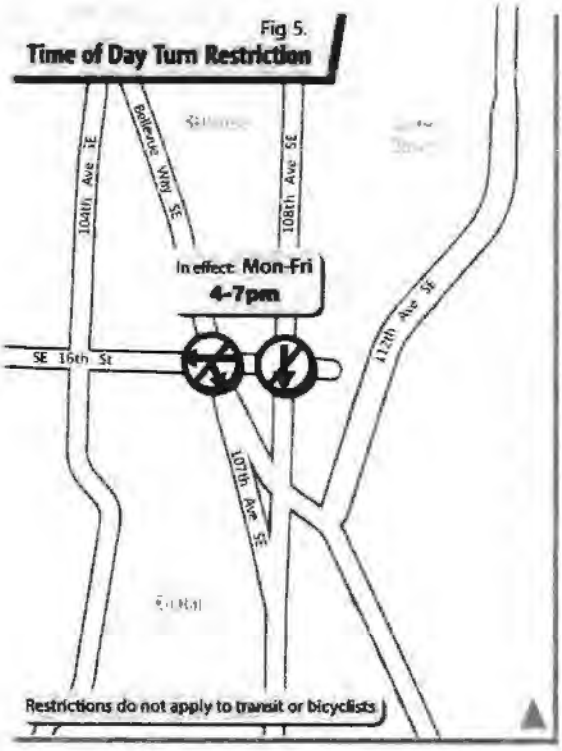


Fig 5.

An example of a current pilot study in Bellevue is shown in **Figure 5** where there are time of day restrictions in place on 108th Avenue SE, a collector arterial street (not dissimilar to 42nd Avenue S) to deter traffic from Downtown Bellevue traveling through a residential area and encouraging traffic to stay on regional routes like Bellevue Way or 112th Avenue SE. Like in Tukwila, the degree of diversion is partially dependent on traffic congestion on the adjacent freeway (I-405 in this case). In discussions with Bellevue staff, this approach has been successful in reducing traffic on 108th Avenue SE, but there still tends to be a substantial violation rate of people making the prohibited movements. This violation has frustrated area residents who view the treatment as unsuccessful even though overall volumes have decreased.

Chapter 5. **Alternative Design Options**

Based on the results of the traffic operations and diversion analysis, it is clear that reducing the number of travel lanes on TIB without addressing the southbound PM peak hour congestion or potential diversion to other streets would result in an unacceptable outcome. Working with Tukwila staff, our team identified three potential options to reduce the width of TIB while mitigating or redirecting the traffic congestion and diversion impacts. The options are listed below:

1) Road diet between 144th Street and 152nd Street with traffic calming mitigation on 42nd Avenue S
2) Road diet between 116th Street (SR 599) and 152nd Street
3) Hybrid road diet between 144th Street and 152nd Street with two southbound and one northbound lane

Characteristics of each option are described below.

Road Diet with Traffic Calming on 42nd Avenue S

This option would maintain the general road diet design described in Chapter 1 (one travel lane in each direction with turn lanes at intersections) between 144th and 152nd Street. To address the likely traffic diversion onto 42nd Avenue S, traffic calming measures are recommended to ensure vehicles travel at a reasonable speed. Given the residential nature of the street and the proximity to Foster High School, we recommend a targeted speed of 25mph on 42nd Avenue S. There are a number of traffic calming devices that can encourage lower speeds, including chokers, and chicanes as shown in the previous section. Below is a picture of a low-cost chicane in Bellevue that is used to manage speed (note that only one car at a time can comfortably pass through the chicane, which is also coupled with a speed cushion. In addition to traffic calming on 42nd Avenue S, traffic calming on Military Road may also be prudent, however, this traffic calming would need to be coordinated with the City of SeaTac.

[insert picture]

After talking with Tukwila staff, more restrictive traffic calming measures that would prohibit certain movements through physical barriers (half street closures, diagonal diverters) were not selected due their impacts to all users throughout the day. There is the potential for time-of-day movement restrictions, but

as noted in the previous chapter, these require occasional enforcement to be successful, which is a draw of police resources.[1]

Benefits:

- Implements the rechannelization as originally designed
- Provides opportunities for mid-block crossings
- Slows down vehicles on 42nd Avenue S (and potentially Military Road), may slightly reduce diversion

Drawbacks:

- Does not reduce the substantial southbound delays at 144th Street
- Diversion to 42nd Avenue and Military Road will still be an option for people who wish to save time and avoid the southbound delay at 144th Street

Extended Road Diet between 116th Street and 152nd Street

As noted earlier, as much as half of the traffic on TIB during the PM peak hour is regional traffic that does not have an origin or destination in the City of Tukwila. The largest share of this traffic is travel between Seattle and the Sea-Tac Airport area. The idea behind this option is to discourage regional traffic from using TIB by beginning the road diet at 116th Street, which is also the southbound onramp to SR 599. By constraining capacity at SR 599, southbound regional trips will be encouraged to use SR 599 and I-5 rather than TIB. Any bottleneck associated with the reduced southbound capacity would be concentrated at this intersection, where there is much more capacity to divert traffic (and reduce overall delays for travelers along TIB) to SR 599.

While this option has advantages for Tukwila, it presents a less-desirable option for the regional travelers who would need to eventually merge on the congested I-5 south corridor. Travelers who are on TIB to access areas in SeaTac or Burien will be inconvenienced with a potentially longer and less direct path, unless they are willing to sit through congestion at the 116th Street intersection. This option also shifts the diversion/congestion problem from Tukwila to WSDOT. In discussions with City staff, there was some concern that regional partners might be less willing to support funding/grant applications for this and other Tukwila projects if they are negatively impacted from the rechannelization.

[1] Some cities have investigated whether traffic safety enforcement cameras can be used to issue citations for people violating movement restrictions. However, current Washington Law clearly limits the use of such cameras to the following conditions:(i) Intersections of two arterials with traffic control signals that have yellow change interval durations in accordance with RCW 47 36.022, which interval durations may not be reduced after placement of the camera; (ii) railroad crossings; and (iii) school speed zones. Using the cameras for other purposes would require a change to the law.

One other downside to this option is that it would require a substantial area of rechannelization, along which there are large stretches without any adjacent land uses or developable parcels to capitalize on the improved streetscape. The costs of fully implementing this rechannelization are likely to be higher than other options due to the length of the corridor.

Benefits:

- More likely to reduce diversion issues within Tukwila
- Better location to divert traffic that would likely result in less delay than the lane drop at 144th Street
- May allow for some additional redevelopment potential north of 144th Street

Drawbacks:

- May be substantially more costly to implement due to the length of the corridor
- Sections of TIB would likely not benefit from the rechannelization because there are no adjacent land uses
- Other cities and regional partners may not be as supportive of funding city projects if they feel they are negatively impacted by this project
- Shifts traffic to the congested I-5 corridor

Hybrid Road Diet between 144th Street and 152nd Street

This option focuses on preserving the southbound capacity while still achieving the general goals of the rechannelization of TIB. In general, this design would feature two southbound lanes and a single northbound lane, with a turn lane at key intersections like 144th and 152nd Street. The benefit of this configuration is that it avoids the PM peak hour congestion and diversion issues since two southbound lanes are preserved. Given that the AM peak hour is of substantially lower magnitude and duration, an additional northbound lane is not needed to maintain adequate operations.

Some downsides of this design option include greater difficulty in accommodating mid-block crossings since a median island is not feasible without eliminating on-street parking or other amenities. The additional southbound lane may also result in higher off-peak speeds, making the road somewhat less desirable to walk or bicycle along. In addition, to accommodate the turn lanes at the intersections, the crossing distances would be larger under this option than the other two options, although still less than today's condition.

Chapter 6. **Conclusion**

The rechannelization of Tukwila International Boulevard between S 144th Street and S 152nd Street to remove one northbound and southbound travel lane and to install bicycle lanes and on-street parking would result in significant congestion for southbound vehicles entering the corridor under both 2017 and 2030 demand scenarios. The existing demand for vehicles travelling through the entire study corridor on TIB exceeds 700 vehicles in both directions during the PM peak hour. This demand is forecasted to increase by over 20% by 2030 due to new residential and commercial development near the study corridor. Removing a travel lane in each direction results in overcapacity conditions, especially for southbound drivers at S 144th Street. Delay, travel times, and vehicular queuing increase substantially in both 2017 and 2030 scenarios and would likely result in drivers choosing parallel routes as alternatives to TIB.

The travel time data and Streetlight OD data provide information on travel behavior for drivers currently using TIB. An analysis of the data suggests that at least 50% of existing travel on the roadway is pass-through trips. These trips represent non-local travel: trips that pass through the corridor without stopping or those not related to nearby residential or commercial land uses. Popular origins and destinations are SeaTac and Central Seattle. Since 2010, the traffic volumes on TIB have increased by 10% to 15% despite limited land use development near the study corridor. The increases in traffic volumes are likely due to spillover from congested regional routes as drivers seek less congested alternatives. If the existing volume of pass-through travel, approximately 800 vehicle trips during the PM peak hour, were to shift to alternative routes, the TIB corridor could accommodate the growth in traffic from planned development with the rechannelization and operate with a similar quality of service to that experienced today.

The traffic calming measures that would need to be implemented to prevent traffic from diverting onto 42nd Avenue S and Military Road S after the rechannelization of Tukwila International Boulevard would need to reduce vehicle speeds by at least 50%, compared with posted speed limits. This is beyond the range of effectiveness of most common traffic calming treatments and would require average travel speeds of 15mph on these facilities which would significantly impact local residents who live along these streets.

Alternatives to traffic calming measures are physical barriers or turn restrictions that prevent vehicles from using these parallel routes as alternatives to TIB: intersection diverters or short one-way segments. The most effective locations for installation of these preventative measures would likely be in the vicinity of S 144th Street. While these barriers occupy a small area, they are still an inconvenience for residents who are accustomed to traversing the area on Military Road or 42nd Avenue S.

If the proposed rechannelization is pursued, the City could further investigate the optimal design and placement of these devices which would prevent cut-through traffic while maintaining as much connectivity

as possible for local residents as well as students travelling to Foster High School or Thorndyke Elementary School. As part of a larger outreach program to promote this project, the City could also consider a temporary installation of the lane conversion on TIB to bicycle lanes and traffic calming devices on nearby streets to demonstrate to the local community how the project would be implemented and its potential benefits to all users. This "tactical urbanism" approach would also allow the City to quickly assess traffic operations conditions before and after implementation of the project.

The proposed rechannelization of TIB would necessitate a change in usage and perception for this facility. While the route today serves a high percentage of regional pass-through traffic, the reduction in vehicular capacity would likely limit the facility's usage to local residents and employees. Even with the existing travel demand, a significant volume of trips would shift to alternate parallel routes to avoid the increased congestion along TIB. However, the removal of two travel lanes would allow for the installation of bicycle lanes and on-street parking which would contribute to a more amenable environment for all users.

Appendix A:
Traffic Counts

Appendix B:
Vissim Worksheets

AA

From: Zaleski, Joseph
To: SAMP Public Comments
Cc: Jack.Rossi@alaskaair.com; Megan.Quellette@AlaskaAir.com; Steenland, Peter R.
Subject: Alaska Airlines Comments on SAMP Environmental Assessment Scope
Date: Friday, September 28, 2018 6:46:05 AM
Attachments: image001.png
Alaska Airlines Comments_SAMP Scoping (9.28.2018).pdf

Dear Mr. Rybolt,

Attached please find comments by Alaska Airlines regarding the scope of the Seattle-Tacoma Airport Sustainable Airport Master Plan proposed environmental assessment. Thank you for your consideration of these comments.

Best,

Joe

JOSEPH T. ZALESKI
Associate*
**Admitted only in California; pending approval of application for admission to the DC Bar, practicing law in the District of Columbia under the supervision of principals of the firm who are members in good standing of the DC Bar.*
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If you are not the intended recipient, please delete the e-mail and any attachments and notify us immediately.

****

Alaska

September 27, 2018

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

Re: Scope of Seattle-Tacoma Airport Sustainable Airport Master Plan proposed environmental assessment

Alaska Airlines submits these comments in response to the Port of Seattle's ("the Port") request for public comment during the scoping process for the proposed actions contained in the Sustainable Airport Master Plan ("SAMP").

Alaska Airlines appreciates this opportunity to participate in the scoping phase of the Seattle-Tacoma ("Sea-Tac") Airport's proposed implementation of the SAMP. Our comments fall into three categories: *how* the Port should proceed with the environmental analysis of the SAMP; *what* that environmental review should include with respect to alternatives; and, *whether* some of the action items are needed so urgently they should be approved while the environmental review of the SAMP is underway.

Alaska Airlines is headquartered at Sea-Tac, and the airline along with its wholly-owned subsidiary Horizon Airlines has more operations at Sea-Tac than any other carrier. Alaska Airlines is firmly rooted in this community and fully committed to the success of Sea-Tac. We are also committed to staying engaged in this process to its conclusion. As the Puget Sound region continues to expand, and projections for airline traffic continue to grow, a smoothly functioning, properly equipped, operationally efficient and environmentally sustainable Sea-Tac Airport is critical for our community, area residents, and the regional economy.

First, Alaska Airlines asks the Port to reconsider *how* these proposals should be examined in order to ensure compliance with all applicable environmental statutes. We believe the scoping phase of the SAMP is a step in the right direction in preparing Sea-Tac for the implementation of this ambitious program. At the same time, we are concerned that the Port and the Federal Aviation Administration ("FAA") may be jeopardizing the SAMP's implementation by proposing to meet the rigorous requirements of the National Environmental Policy Act ("NEPA") with an environmental assessment ("EA") rather than an environmental impact statement ("EIS"). Alaska Airlines believes this is a mistake and strongly encourages the Port to reconsider. Instead, we believe it is in the best interest of the SAMP, the community, the environment, and all stakeholders concerned about the future of this airport for the Port to meet its legal requirements under NEPA with an EIS, rather than an EA. Anticipating the heightened scrutiny this project will likely face, we believe that the Port should take the time and effort to develop a full EIS. Making this decision now will help ensure the most rigorous standard of environmental review, and be more cost-effective and efficient over the long term.

AA-1

While preparing an EIS may require more upfront time and effort than if the Port were to develop an EA, Alaska Airlines believes this additional time would ultimately be an effort well spent. Preparing an EIS eliminates the need to make a finding of no significant impact (FONSI) which in a project of this magnitude could be more difficult than demonstrating procedural compliance with the EIS process. In addition, preparing an EIS could produce more substantive stakeholder feedback and fully effectuate the stated goals of the SAMP projects. As a result, an EIS may ultimately be more cost-effective than generating an EA, as any major litigation delay will almost certainly drive up the total cost of the project as construction deadlines are impacted.

What is more, if the Port decides to proceed with an EA, there may be a strong likelihood that the Port may only be able to justify a finding of no significant impact if it straps a host of massive mitigation projects to the FONSI. Such mitigation proposals could have the potential to saddle the Port and Sea-Tac operations with numerous, potentially onerous obligations that may never have been contemplated within the SAMP. These obligations may not end with approval of the proposed actions. If project opponents conclude at some point in the future that there has been a failure to continue to honor ongoing mitigation commitments, they could initiate additional litigation risk assailing the effectiveness of mitigation measures adopted in the FONSI. This uncertainty could continue years after project approval, for as long as mitigation measures remain in place. As a result, an EA/FONSI that requires extreme mitigation may well be more difficult to implement than taking the time to prepare an EIS, which would not require such mitigation proposals.

AA-1

Second, Alaska Airlines urges the Port to expand *what* the forthcoming environmental analysis should consider. At present, the range of alternatives slated for detailed consideration is inadequate. In NEPA analysis, if an alternative satisfies the project's Purpose and Need and is feasible, that alternative warrants close scrutiny in the EIS or EA. Here, the Port has stated that the Purpose and Need for the projects identified in the SAMP is to address concerns that are applicable to the entire airport. As a result, the Port's decision to address future airport-wide demands by considering only North Terminal alternatives is both ill-advised and legally inadequate, especially when another feasible alternative is available.

AA-2

Alaska Airlines has demonstrated that an alternative involving extensions and/or modifications to existing concourses in the Main Terminal is a viable, feasible alternative that can satisfy the SAMP's Purpose and Need when paired with certain roadway and other improvements considered in the SAMP – and others in the main terminal and transportation access that would be ancillary to this work. The alternative proposed by Alaska Airlines would address inefficiencies in the existing terminal, inadequacies which would be unaffected by the proposals in the SAMP. Alaska Airlines' alternative merits detailed consideration in the NEPA process.

AA-2

There are at least several benefits that could result if the alternative proposed by Alaska Airlines is given detailed consideration in the NEPA process. Alaska Airlines has shown that the proposal advanced in the SAMP poses a substantial risk of overbuilding. The SAMP ignores already approved construction projects, including the North Satellite Modernization Project, the International Arrival Facility, and Concourse D Annex project. These projects will add approximately 25% more aircraft parking positions by 2022 than existed in 2017. Even with conservative utilization of these additional facilities, this added capacity will accommodate the 2027 demand forecast.

Also, detailed consideration of a more modest alternative would provide the Port and stakeholders with beneficial flexibility in selecting an alternative tbat meets the SAMP's Purpose and Need without overbuilding. If the concerns of Alaska Airlines are validated and the Port concludes at the conclusion of the NEPA process that the actions proposed by the SAMP are not

needed, failure to consider a more modest alternative now would require beginning the NEPA process anew, which would be an unfortunate waste of time and resources.

Additionally, and separate from the SAMP environmental assessment, the Port plans to conduct an in depth study of the most significant factor contributing to delay at the airport: the limitations on current airspace capacity. Clearly, the overall impact of significant improvement in the region's airspace can play a role in addressing airport delay. The failure to make adequate airspace revisions could compromise the expected benefits of the SAMP. Therefore, it is unclear how the proposed environmental analysis could objectively evaluate the SAMP without incorporating the findings of an airspace study or why the two are not part of the same work stream.

AA-3

Notably, the timing for conducting the airspace study will preclude its consideration in the SAMP environmental review. This makes no sense. Authorizing the SAMP without linkage to and coordination with the FAA upcoming redesign of the region's airspace is akin to substantially expanding a railroad station without addressing the need for additional train tracks. The Port should not commit to building the proposed terminal facilities for projected growth without some credible plan to make room in the sky for those additional aircraft.

AA-2

Respectfully, Alaska Airlines suggests that when confronted with projections of future growth at Sea-Tac, the Port and the many stakeholders should not be tempted to pursue an overly ambitious response when that response is likely to impose severe operational, customer experience, and financial constraints upon the Port, air carriers, and passengers. It would be especially unfortunate if the burdens of implementing these audacious projects had the effect of

AA-2

precluding needed improvements to the Main Terminal where 80% of the airport's passengers will continue to transit, even with a fully-operational new North Terminal. Indeed, using the Port's own data from Leigh Fisher on forecast delay, it is possible that implementation of the SAMP actions could adversely affect the airport's ability to compete with other airports in attracting new carriers and new service.

AA-4

Finally, Alaska Airlines requests that the Port examine *whether* some of the proposed actions in the SAMP could be implemented in the immediate future rather than waiting for the completion of the NEPA analysis. The FAA has adopted procedures in FAA Order 1050.1F that allow for documented categorical exclusions.[1] Alaska Airlines believes that certain proposed actions, such as the high-speed taxiway for Runway 34L as identified as an airport improvement in the SAMP, has independent utility and could be reviewed through the mechanism of a documented categorical exclusion. Importantly, swift approval of these measures could provide important environmental, customer, and operation benefits, and may not need to be subject to detailed environmental scrutiny.

Thank you for your consideration of these comments.

Sincerely,

Shane Jones

Vice President – Airport Real Estate and Development

[1] FAA, Order 1050.1F, at 1-6 (July 16, 2015), https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050_1F.pdf.

DM

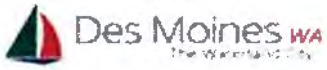
From:	Bonnie Wilkins
To:	SAMP Public Comments
Cc:	Michael Matthias; Susan Cezar; Dan Brewer
Subject:	City of Des Moines Comments on Scoping for the Near Term Projects for Sea-Tac International Airport
Date:	Friday, September 28, 2018 1:01:08 PM
Attachments:	Comments on Scoping for the Near Term Project for Sea-Tac Airport 9.27.2018.pdf

On behalf of Mayo Matt Pina and the Des Moines City Council, please find attached the City of Des Moines Comments on Scoping for the Near Term Project for Sea-Tac International Airport.

Please let me know if you need anything additional.

Thank you,
Bonnie

Bonnie Wilkins, CMC | City Clerk-Communications Director
City of Des Moines | 21630 11th Avenue S, Suite A | Des Moines WA 98198
206.870.6519 | 206.870.6540 (fax)



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City of Des Moines
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September 27, 2018

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

Re: City of Des Moines, WA Comments on Scoping for the Near Term Projects for Sea-Tac International Airport

Dear Mr. Rybolt,

On behalf of the Des Moines City Council I am forwarding the following comments on the scoping process for the proposed environmental review. These comments are derived from the City of Des Moines Aviation Advisory Committee, the City Council, our Community, City staff and from the City's SEPA official. Our first and primary concern is that the process being utilized by the Airport in regards to the Sustainable Airport Master Plan (SAMP) does not appropriately consider the context of development that has occurred and is occurring at the Airport. This specifically relates to growth and the operational utilization of the Third Runway and generally to the overall growth trajectory the Airport has experienced in the past 7 years. Secondly, the process appears to contradict State Environmental Policy Act requirements. Third, that actions to provide appropriate environmental review of the SAMP have taken place outside the bounds of the State Environmental Policy Act (SEPA). Finally, we express concerns about specific impacts on our City from aircraft operations that need to be included in the scoping process.

The City believes that the appropriate timeframe to establish the baseline for environmental review is the time frame from 2012 – 2018. A summary of Airport growth through this time frame (see below) reveals significant and consistent year over year growth.

	2012	2013	2014	2015	2016	2017
Passengers	33.2 million	34.8 million	37.5 million	42.3 million	45.7 million	46.9 million
Aircraft Operations	309,597	317,186	340,478	381,408	412,170	416,124
Air Cargo (metric tons)	283,600	292,700	327,239	332,636	366,431	425,856
Source - Sea-Tac Airport Passenger, Cargo and Operations Summary [2012 - 2017]						

DM-1

DM-1

The extensive growth above should be a precursor and require environmental review prior to any additional capacity building activities. Correspondence between the City and Airport management underscores our ongoing concern with facilities built outside the environmental review process of the SAMP. [1 Testimony of Mayor Pina at Port of Seattle Commission April 25, 2017] [2 Letter from Mr. Lance Lyttle, July 26, 2017] [3 Letter from Mayor Pina, July 27, 2017].

DM-2

The approach of the Airport to identify near-term capital improvements – an incremental approach to developing the SAMP –provides faulty context, ignoring the fact that capital investments going forward will, in fact, define future development patterns. Therefore, the environmental review proposed is inadequate in the context of the SAMP as a whole. Let it be clear that the Airport is not currently reviewing the SAMP, only certain near-term projects. This approach is inconsistent with current Washington State law and Washington Administrative Code requirements – a point that will be extensively made in the comments prepared by our SEPA officials (Burien, SeaTac, Normandy Park, Des Moines and consultants).

DM-3

The most recent Part 150 was completed in 2013, preceding this growth pattern. The SAMP planning was begun in 2012. Our concern is that environmental review of projected growth does not consider impacts of growth to date.

The operational utilization of the Third Runway (16R), a highly controversial chapter in the Airport's history, has seen a trail of agreements that expand the use of the Third Runway. Agreements that originally governed use of the runway were modified over time to increase capacity on the Third Runway. The concern is that these modifications, in providing expansion of operational capacity, were done outside any environmental review. Developing a plan for growth that continues to utilize the Third Runway in an expanded operational role needs to be part of the Scope to understand the increased environmental impacts. [4 reference to FAA Letter of Agreement December 6, 2010 and FAA Letter of Agreement July 26, 2016]. These issues need to be addressed in the scoping process.

DM-4

Additionally, seeking review of aircraft operations and FAA procedures, the City requested the following information from the FAA on August 17, 2018 via the Airport StART committee in order to evaluate these procedures in regard to these comments on the scoping process:

Statement: The City of Des Moines would like to better understand the Seattle ATC operation.

1. Would you please provide a copy of the Tower Standard Operating Procedures (SOP) and TRACON SOP?
2. Would you please provide a copy of any Letters of Agreement (LOA) between the Tower and the TRACON and any LOA between Seattle Tower and Boeing Field Tower?
3. Are you aware of any new Instrument Flight Procedures that are proposed or being developed for the Seattle Airport?
    a. Follow on questions – What is the status of the .41A Process (Dot forty-one Alpha Process) that was underway last year but suspended due to budget concerns?
    b. When do you anticipate the .41A process resuming?
    c. We have hired Performance Based Navigation experts. We would like for them to represent us on the .41A Full Working Group, when the process resumes, with Stakeholder Status.

AM-3

To date, none of these documents have been provided to the City (this is information we believe is critical to providing timely and informed comments on scoping for the operational impacts associated with the Airport's proposed growth).

Significant concerns to be fully included in the environmental scoping:

Noise and Health impacts: Scoping needs to review noise and health impacts from Airport/aircraft operations. It also must include the intrusive assessment of nighttime flights and the growth in overflights, operations and frequency of flights on City residents and businesses. Furthermore, the baseline environmental assessment of these impacts must be for the period 2012-2018.

Fuel dumping: the City has concerns that fuel dumping has occurred in the airspace over our City, or in areas where wind and meteorological dynamics could result in fuel dumping over our City [S see FAA checklist protocol].

Fuel emissions: What are impacts of aircraft fuel emissions on the communities surrounding the Airport with proposed growth and within the current baseline (as discussed above) from 2012-2018? The scoping needs to include the health and epidemiological impacts of ultra-fine particles resulting from aircraft emissions.

DM-5

Transportation impacts: Scoping needs to include an analysis of increased traffic impacts and potential multi-modal solutions that will increase congestion and pollution from vehicular traffic including truck transport.

Siting 2nd Regional airport: Scoping needs to include a review of options to growth at Sea-Tac Airport including options for siting a second regional airport. [6 See comment regarding potential of Moses Lake as an alternative airport below].

NextGen: Scoping needs to address the environmental (noise and health) impacts of NextGen implementation?

Glide path variation: Scoping needs to include review of glide path variation across all runways, especially as variation relates to runway 34R and the current slope of 2.75%.

Concurrent studies: Scoping needs to utilize three concurrent studies occurring regarding impacts from the Airport:

1. The Ultra-Fine Particle study being conducted by the University of Washington,
2. The Puget Sound Regional Council study on regional aviation,
3. The Budget Proviso baseline study currently underway being conducted by the Washington State Department of Commerce with input from the cities proximate to the Airport.

The City Council and I appreciate your consideration and inclusion of these items into the scoping process. We are extremely concerned that the lack of inclusion of any of these items will not present a comprehensive picture as to the environmental impacts of the Airport, in the context of previous growth, current level of operations, and future growth.

Sincerely,

Matt Pina
Mayor

Cc: Des Moines City Council
Aviation Advisory Committee
Port of Seattle Commissioners
Port of Seattle Executive Director Steve Metruck
SEPA Officials for the Cities of Burien, SeaTac, and Normandy Park
SAMP Joint City Consultants
City Manager Michael Matthias
Chief Operations Officer Dan Brewer
Chief Strategic Officer and City of Des Moines SEPA Official Susan Cezar
City Attorney Tim George

Mayor Matt Pina

CITY OF DES MOINES TESTIMONY TO PORT OF SEATTLE COMMISSION

APRIL 25, 2017

The City of Des Moines appreciates the opportunity to provide comments to the Port and Federal Aviation Administration (FAA).

Our city, as is also the case with Burien, Sea-Tac and Normandy Park and others, experiences disproportionate impacts from aircraft operations because of our proximity to Sea-Tac International airport. We receive the brunt of airport impacts as the human cost of Sea-Tac's economic benefit for the region.

Des Moines residents are constantly challenged by noise impacts and health impacts. The United States Congress and the State of Washington legislature are each considering legislation to fund scientific based studies to assess the exact impacts and mitigation options and we actively support those studies and will continue to do so. We have

advised Congress of our support and recommendation to include Sea-Tac airport in these studies. We have testified in the Washington State House and Senate on behalf of bills to assess impacts of ultra-fine particles emissions from aircraft overflights and the City has allocated $25,000 to support that study.

As the implementation of NextGen by the FAA results in the narrowing of the bandwidth of aircraft overflights – departures and landings – the disproportionate impacts suffered by some of our residents' increases. Those living directly under the overflights suffer increased noise and health impacts.

These impacts come from more focused aircraft operations and from increased number and frequency of aircraft operations. The NextGen

impacts are attributable to the FAA. The increase in aircraft activity is the responsibility of the airport.

The Sustainable Airport Master Plan (SAMP) is being developed to increase growth in operations at Sea-Tac over the next 20 years. The SAMP, in responding to increased demand is designed to accommodate a new international terminal, new gates and increased operational efficiencies, however there is not sufficient attention paid to noise, environmental and health impacts. The Plan provides for sustainable operations on the airfield but does little to address sustainability, in terms of airport operations as they impact the surrounding cities.

The City believes that the airport has an obligation to address these impacts. Mitigation should include:

- effective implementation of the home insulation program, expanding in scope and quality.
- provide financial compensation to those homeowners living under the flight paths in any situation where the value of the home is negatively impacted.
- Support ongoing studies and act upon the results ensure that the health and safety of Des Moines residents receives the priority that it deserves.

Without due consideration of these concerns, any plan for operational expansion of Sea-Tac airport is unacceptable. We look forward to the opportunity to continue this discussion on behalf of all of our residents.

Port of Seattle

P.O. Box 68727
Seattle, WA 98168
Tel: (206) 787-5388

City of Des Moines
21630 11th Avenue S., Suite A
Des Moines, WA 98198

July 26, 2017

Dear Mayor Pina:

I appreciated the City of Des Moines' work to convene last week's discussion with Normandy Park, Burien, SeaTac and airport staff to review the airport's Concourse D Hardstand Holdroom project and the Determination of Non-Significance (DNS). I understand this was a direct and open conversation about concerns with the project.

We recognize that growth-related projects at Sea-Tac must be evaluated together in the Sustainable Airport Master Plan (SAMP) to assure that cumulative environmental impacts are addressed. The addendum to the DNS issued on July 21, 2017, which Port staff prepared after last week's meeting, provided more specifics related to the Hardstand Holdroom project timing and scope, showing a net reduction of gates in operation until mid-2021.

The SAMP environmental review, which is anticipated to be conducted in 2018, will account for all existing and approved gates and passenger loading facilities. This includes the North Satellite, the International Arrivals Facility, and the Concourse D Hardstand Holdroom. No additional gates are anticipated until the completion and approval of the Sustainable Airport Master Plan and associated environmental review.

At the same time, we recognize the need for increased effective and informative communication with our adjacent cities. I have greatly appreciated the leadership you and your colleagues in the city of Des Moines have shown in working with the Airport on airport issues and regarding the formation of an Aviation Advisory Committee at Sea-Tac Airport. I am currently in the process of seeking input from our city partners and have scheduled a meeting with city managers in August. Input received at that meeting will help determine the best way to proceed in this regard.

I appreciate your concerns and look forward to a stronger relationship in the future.

Lance Lyttle
Managing Director, Aviation
Seattle Tacoma International Airport

Cc: Deputy Mayor Vic Pennington
Councilmember Melissa Musser
Councilmember Robert Back
Councilmember Luisa Bangs
Councilmember Dave Kaplan
Councilmember Jeremy Nutting
Michael Matthias, City Manager
Susan Cezar, Community Development Director

City of Des Moines
ADMINISTRATION
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DES MOINES, WASHINGTON 98198-6398
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July 27, 2017

Mr. Lance Lyttle,
Managing Director, Aviation
Seattle Tacoma International Airport
PO Box 1209
Seattle WA 98111

Dear Mr. Lyttle,

I am in receipt of your letter of July 26, 2017 in which you state,

"The SAMP environmental review, which is anticipated to be conducted in 2018, will account for all existing and approved gates and passengers loading facilities. This includes the North Satellite, the International Arrivals Facility, and the Concourse D Hardstand Holdroom."

This statement addresses our concerns with this specific capital project: the Concourse D Hardstand Holdroom. However, as I have previously stated in a presentation to the Port of Seattle Commission:

> "Our city, as is also the case with Burien, Sea-Tac and Normandy Park and others, experiences disproportionate impacts from aircraft operations because of our proximity to Sea-Tac International airport. We receive the brunt of airport impacts as the human cost of Sea-Tac's economic benefit for the region. Des Moines residents are constantly challenged by noise impacts and health impacts." (Testimony to Port of Seattle/FAA meeting April 25, 2017)."

There are two principal issues I want to communicate to you. First, it is unacceptable for the Airport to wait until the development of the SAMP to address mitigation issues derived from the year over year double digit growth of operations at Sea-Tac Airport. Impacts of growth must be addressed now.

The siting of a second major airport in western Washington State must begin immediately. In this regard, the City of Des Moines has commented on and is in contact with the Washington Aviation System Plan staff, at the State level, to further this process.

I also want to comment on the lack of transparency by the Airport and the failure of the Airport to communicate effectively. The local cities had no knowledge of this proposed Holdroom facility prior to issuance of the Determination of Non-Significance. This is inappropriate and ineffective. The Airport needs to be timely, transparent and proactive in communication with your surrounding communities.

It is for this reason we have encouraged you to form an Airport Advisory Committee, sponsored by the Airport and including representatives from the Federal Aviation Administration, the airlines, local community organizations and local government officials to address the impacts of the Airport on our local communities.

We look forward to ongoing, productive discussion with you on these issues.

Sincerely,

Matt Pina
Mayor and Councilmember

Seattle Terminal Radar Approach Control (S46), Seattle Air Traffic Control Tower (SEA) and Port of Seattle (POS)

LETTER OF AGREEMENT

EFFECTIVE: **December 6, 2010**

SUBJECT: Informal Runway Use Program

1. PURPOSE: To establish the Noise Abatement Informal Runway Use Program for the Seattle-Tacoma International Airport (KSEA). This program has been established by the Port of Seattle (POS) and is administered by the Federal Aviation Administration (FAA) at Seattle Terminal Radar Approach Control (S46) and Seattle Air Traffic Control Tower (SEA). The goal of this informal runway use program is to establish a clear understanding of the preferred way in which all of the runways will be used in various operating conditions. However, it is not intended that the program described herein would restrict operations or adversely discriminate against any user. Deviations from specified runway use may be necessary because of emergencies, weather, traffic volume, airport construction, or maintenance work. Under these circumstances, runway selection will be in accordance with FAA Orders 7110.65 and 8400.9.

2. **SCOPE:** The policy outlined herein provides for the preferential arrival and departure usage of each runway at KSEA. This voluntary program applies to all turbojet aircraft weighing 12,500 pounds or more. The program that is described herein shall be utilized to the maximum extent possible whenever wind, weather, traffic density, controller workload, equipment, operations and field conditions and other considerations permit.

3. RESPONSIBILITIES: POS, S46 and SEA must ensure that all appropriate personnel are briefed on this voluntary program. The FAA reserves the right to determine under what conditions flight operations may be conducted without causing degradation of safety. The FAA may be required to follow different policies than detailed herein and reserves the right to determine runway usage such that it is not unsafe, unjustly discriminatory nor incompatible with the efficient management of navigable airspace.

4. PROCEDURES: The FAA has the responsibility for managing air traffic. At any time, the FAA maintains the right to change the way they use the runways to safely and efficiently manage air traffic. This does not abrogate the authority and responsibility of the pilot in command to ensure the safe operation of his aircraft. The following is the planned runway usage during typical operations at KSEA under normal conditions:

South Flow Runway Use Program

- **Regular overnight usage.** During regular overnight operations in normal weather patterns when arrival demand decreases, the FAA plans to reduce its use of the third runway (16R).
- **South flow during good weather.** During normal weather patterns, and periods of low demand, the primary south flow arrival runway is the center runway (16C). The easternmost runway (16L) will be the primary south flow departure runway. When airport demand increases, both 16R and 16L will be used for arrivals and 16C will be used as the primary departure runway.
- **South flow in lower visibility conditions.** During periods of low demand the primary south flow arrival runway is 16C. Runway 16L will be the primary south flow departure runway. When airport demand increases, in order to have two streams of arriving traffic that can

Seattle Airport Traffic Control Tower and Seattle Terminal Radar Approach Control

LETTER OF AGREEMENT

EFFECTIVE: JULY 26. 2016

SUBJECT: Approach Control Service and Coordination Procedures.

1. PURPOSE: To establish coordination and control procedures between Seattle Terminal Radar Approach Control (TRACON) and Seattle Airport Traffic Control Tower (Tower).

2. CANCELLATION: Seattle TRACON and Seattle ATCT Letter of Agreement dated June 10, 2013 and all its revisions, and NOTICES S46 N7110.705/SEA N7110.121, S46 N7110.706/SEA N7110.122, S46 N7110.690/SEA N7110.107 and S46 N7110.698/SEA N7110.109.

3. SCOPE: The responsibilities and procedures outlined herein must apply to Tower and TRACON personnel for inter-facility coordination and control of air traffic.

4. RESPONSIBILITIES: Tower and TRACON must be responsible to ensure that all applicable personnel are briefed on and comply with the procedures contained in this agreement.

5. PROCEDURES:

a. Pre-arranged Coordination

(1) A clear operational benefit may result by establishing prearranged coordination procedures in this Letter of Agreement. In the event of a malfunction or failure of the radar/computer system that prevents complete alphanumeric track data from being displayed, or in the event that prearranged coordination procedures become impractical due to other circumstances; i.e. weather, equipment, frequencies, etc., the FLM must terminate the applicable prearranged coordination procedures immediately.

(2) Prearranged coordination may be terminated at any time by the controller responsible for the airspace and must not be resumed until additional coordination has been effected.

(3) When using Special Interfacility Procedures (i.e., Plan Alpha, Plan Bravo, Plan Charlie) between SEA ATCT, BFI ATCT, and Seattle TRACON refer to that Letter of Agreement. Due to the limited scope of this Letter of Agreement, the tri-facility LOA must provide the in-depth guidance necessary for the above procedures.

(4) Tower must Quick Look the F1 and F2, Y, and A Sectors and the sector that has control of the BFI final. See Attachments 1, 2, 3, and 4 for descriptions and depictions of Tower and TRACON airspace.

(5) TRACON may climb and descend BFI arrivals and departures through Tower delegated airspace along the Runway (RWY) 13R/31L centerlines, except BFI arrivals or departures opposite to the established flow of traffic must be coordinated with Tower.

maintain appropriate separation during lower visibility conditions, runways 16R and 16L will be used for arrivals. Runway 16C will be the primary departure runway.

- **South flow departure demand.** Runway 16R will also help with airfield efficiency when there is an increased departure demand. The FAA can increase use of 16R for arrivals in order to allow departures off of both runways 16L and 16C.

North Flow Runway Use Program

- **Regular overnight usage.** During regular overnight operations in normal weather patterns when arrival demand decreases, the FAA plans to reduce its use of the third runway (34L).
- **North flow during good weather.** During normal weather patterns, and periods of low demand, the primary north flow arrival runway is the center runway (34C). The easternmost runway (34R) will be the primary north flow departure runway. When airport demand increases, both 34R and 34L will be used for arrivals and 34C will be used as the primary departure runway.
- **North flow in lower visibility conditions.** During periods of low demand the primary north flow arrival runway is 34C. Runway 34R will be the primary north flow departure runway. When airport demand increases, in order to have two streams of arriving traffic that can maintain appropriate separation during lower visibility conditions, runways 34R and 34L will be used for arrivals. Runway 34C will be the primary departure runway.
- **North flow departure demand.** Runway 34L will also help with airfield efficiency when there is an increased departure demand. The FAA can increase use of 34L for arrivals in order to allow departures off of both runways 34R and 34C.

a. Emergency and Closed Runway Conditions

In the event of an emergency or closed runway condition, the policy outlined in this document may not be followed as prescribed. With safety as the primary goal, the FAA maintains the right to determine the optimal runway assignments and usage during emergency and closed runway conditions.

b. Operational and Safety Criteria (per FAA Order 8400.9)

A variety of weather and operational conditions may preclude the application of the normal runway use policy outlined above. These include, but are not limited to, the following:

1. Wind Shear or Thunderstorms.
2. Visibility
3. Runway Braking Effectiveness
4. Wind

c. Annual Review: The parties to this agreement will review this LOA annually on or around the anniversary of the signing thereof or upon request by any signatory to the LOA.

Ron Fincher	Tay Yoshitani
District Manager	Chief Executive Officer
Seattle Terminal District	Port of Seattle

Footnote 5

Fuel Dumping Checklist

1. Determine route/altitude/weather conditions fuel dumping will occur.
2. Advise adjacent sectors when fuel dumping commenced and terminated.
3. Except for emergency, vector or assign a VFR holding pattern over water at or above 5000.4. Separation Minima:

a. VFR radar-identified aircraft by 5 miles.
b. IFR aircraft by one of following:

1. 1000 above it.
2. 2000 below it.
3. 5 miles radar.
4. 5 miles laterally.

4. Phraseology. Sectors concerned must broadcast an advisory at 3-minute intervals until the dumping stops.

4/6/2016 ORDER 546 TRACON 7110.65M

"ATTENTION ALL AIRCRAFT, FUEL DUMPING IN PROGRESS OVER (LOCATION) AT (ALTITUDE) BY (TYPE AIRCRAFT) (FLIGHT DIRECTION)""ATTENTION ALL AIRCRAFT. FUEL DUMPING OVER (LOCATION) TERMINATED."

Reference - FAA Order 7110.65 Chapter 9, Section 4, Fuel Dumping.

Footnote 6

Relative to Moses Lake as a viable alternative for cargo flights, "It has capacity to accommodate much more given its five runways and onsite FAA control tower for commercial, military, and general aviation use." [Moses Lake website: http://www.portofmoseslake.com/aeronautics/#1477951474378-007e7354-62f6}.

ST

From:	Steve Pilcher
To:	SAMP Public Comments
Cc:	Rybolt, Steven; Purcell, Arlyn (Env&Sus); City Manager; City Council
Subject:	City of SeaTac SAMP Near Term Projects Environmental Scoping Comments
Date:	Friday, September 28, 2018 3:05:07 PM
Attachments:	1176_001.pdf

Attached please find comments from the City of SeaTac regarding the SAMP Near Term Projects Environmental Scoping. These are submitted in addition to those provided jointly by the Cities of Burien, Des Moines, Normandy Park and SeaTac, sent earlier today.

Thank you for the extended opportunity to provide comments; we look forward to seeing our concerns addressed as the Port prepares and issues environmental documents.

Steve Pilcher, SEPA Responsible Official
Director,Community & Economic Development
City of SeaTac
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206-973-4832
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September 28, 2018

Mr. Steve Rybolt
Aviation Environment and Sustainability
Port of Seattle
P.O. Box 68727
Seattle, WA 98618

Re: Sustainable Airport Master Plan Near Term Projects NEPA EA and SEPA EIS Scoping comments

Mr. Rybolt:

City of SeaTac staff has reviewed the July 30, 2018 Scoping document and supporting materials posted on the SAMP Environmental Review website. We also participated in the September 6, 2018 Agency Scoping meeting and the public Open House held at the SeaTac Community Center on September 19, 2018.

As you know, SeaTac has joined with our neighboring cities of Burien, Des Moines and Normandy Park to retain professional assistance to help us to respond to areas of concern for all four jurisdictions. The comments in this letter are intended to supplement, but not abrogate, any comments made in that letter.

The Port formally assured a variety of commitments to the City within the new Interlocal Agreement (ILA) that became effective in February 2018. These provisions need to be acknowledged and incorporated as necessary into the environmental documents. Our comments reflect our understanding and affirm our commitment to the terms of the ILA.

The City has the following comments regarding the proposed scope of the environmental analysis:

ST-1

1. It is clear from reading the available documents that the Port has developed concepts for how future expansion will occur after completion of the defined "near term projects." For example, there is reference to future airplane hangars being constructed in the South Aviation Support Area (SASA), yet that and other project(s) are not proposed for analysis at this time. There are other statements in the Executive Summary that refer to projects that will be needed to accommodate forecasted growth in activity through 2034, beyond the horizon of the "near term projects."

   The State SEPA Guidelines (WAC 197-11-005 (2)) clearly provide that "the lead agency shall prepare its threshold determination and environmental impact statement (EIS), if required, at the earliest possible point in the planning and decision-making process, when the principal features of a proposal and its environmental impacts can be reasonably identified." We have formally raised this same concern in past Port

Mayor
Erin Sitterley

Deputy Mayor
Clyde Hill

Councilmembers
Rick Forschler
Joel Wachtel
Peter Kwon
Pam Fernald

City Manager
Joseph Scorcio

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

SEPA actions (International Arrivals Facility, North Satellite Expansion, Flight Corridor Safety Program, Concourse D Hardstand), yet the Port continues to "piecemeal" its environmental analyses. We direct your attention to WAC 197-11-060 (3) and WAC 197-11-060 (5.d.ii), the latter which specifically notes that "phased reviewed" is not appropriate when "it would merely divide a larger system into segmented fragments or avoid discussion of cumulative impacts." The statement in the Scoping document that although the "SAMP includes the Long Term vision, those projects are not ripe for environmental review because it requires more study and is not reasonably foreseeable" is clearly not consistent with SEPA.

ST-1

In summary, the City's position is the scope of the environmental analysis needs to be expanded beyond "near term projects" to analyze the impacts of conceptual buildout of the airport as it is currently envisioned. If the environmental impacts of the components of the Long Term Vision are not analyzed in conjunction with the "near term projects," the City will likely consider the environmental review as incomplete.

2. In 2015, the City raised concerns with the Determination of Nonsignificance that the Port issued for the proposed International Arrivals Facility (IAF). Our concerns were that the IAF was clearly indicated as being needed to "ensure continued growth" and deal with "accelerated growth in international traffic." Following our initial comments, there were various communications that eventually resulted in a Letter of Understanding dated September 15, 2015, which was signed by our respective chief administrative officers and Responsible SEPA Officials. In that letter, the Port committed to addressing the "growth of passengers that will be processed in the IAF" as part of the SAMP environmental review process (Item #6). We are reminding you of that binding commitment and our expectation to see that full analysis in the Draft EIS.

ST-2

We raised similar concerns with the environmental reviews for the North Satellite expansion, the Concourse D Hardstand project and the Flight Corridor Safety Program. We respectfully insist that this analysis include the impacts and other growth-related effects of these projects.

3. The September 15, 2015 letter also notes the City and Port have worked together on a shared transportation plan model that was to be used to inform the City's Transportation Improvement Plan as well as the SAMP. This approach is confirmed in the 2018 ILA. We remind you of your binding commitment in the SAMP process to "identify transportation and other improvements necessary to accommodate future growth and mitigate where necessary" (Item #4).

ST-1 / ST-2

Finally, in the September 15, 2015 letter, the Port clearly stated its "intention to fully and appropriately assess the transportation and other impacts of all airport growth....as part of the Sustainable Airport Master Plan" (Item #8). This commitment relates to the concerns raised throughout our comments, in which we insist the environmental analysis address all anticipated airport growth discussed in the SAMP, not just the "near term projects."

4. In regards to Transportation, the analysis should include projected use of public transit (light rail and RapidRide in particular) as a mean of both workers and travelers accessing the airport. This data should be consistent with Sound Transit ridership projections. Sound Transit's light rail Airport Station provides a convenient stop for

ST-3

transit and passenger vehicles dropping off individuals to access the skybridge across International Blvd. As part of the Federal Way Link Extension, the light rail station in the Kent/Highline area is projected to have 30-second bus headways by 2040. The environmental assessment needs to address the impacts and mitigation of future bus passengers at the Airport Station.

ST-4

5. The Transportation analysis should also evaluate the pending construction of SR 509 and its impact on airport-related cargo truck traffic's use of city streets.

ST-5

6. The planned employee surface parking lot (Project L06) is proposed adjacent to known wetlands that have been delineated by the Port. The EIS needs to describe the nature of the potential wetland impacts and prescribe appropriate mitigation measures to ensure the integrity of these wetlands. In addition, Project L06 does not indicate how it is proposed to access and utilize the City's streets, the traffic volumes and frequency of trips to be generated and related environmental issues.

ST-6

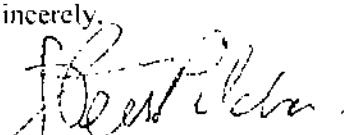
7. The transportation analysis needs to consider the impact airport-related truck traffic will have on City streets from both a traffic and street integrity standpoint, due to the two proposed cargo facilities (Projects C02, C03).

ST-7

8. The City's road network may not have the capacity to support the likely increases in traffic to be caused by projected airport growth. The City is not obligated to accommodate that growth or fund improvements to increase road capacity for privae or public projects of this nature. The transportation analysis conducted for the SAMP needs to address how the Port will mitigate its off-site transportation impacts.

Thank you for providing an extended Scoping comment period and also providing numerous opportunities for public and agency participation in the Scoping process. We look forward to receiving the SEPA Draft EIS and NEPA EA upon issuance of those documents.

Sincerely,



Steve Pilcher, SEPA Responsible Official
Community & Economic Development Director

Cc: City Manager
City Council

FW

From:	Jim Ferrell
To:	SAMP Public Comments
Cc:	Yarden Weidenfeld; Ryan Call; Mark Orthmann; Stephanie Courtney; Tyler Hemstreet
Subject:	Sustainable Airport Master Plan (SAMP) Scoping Public Comment Letter - City of Federal Way
Date:	Thursday, September 27, 2018 6:22:37 PM
Attachments:	LETTER-Port-of-Seattle-Steve-Rybolt-9-27-18.pdf

Dear Mr. Rybolt:

Attached is our official Sustainable Airport Master Plan (SAMP) scoping public comment letter for the City of Federal Way.

Thank you,

Jim Ferrell
Mayor
City of Federal Way
33325 8th Ave So., Federal Way, WA 98003
Ph: 253.835.2402 | Fx: 253.835.2409

CITY OF Federal Way

MAYOR'S OFFICE
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Jim Ferrell, Mayor

September 27, 2018

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

Re: Sea-Tac Sustainable Airport Master Plan Environmental Review

Dear Mr. Rybolt:

Thank you for this opportunity to comment on scoping for environmental review of the Sustainable Airport Master Plan (SAMP). With the unanimous approval of our City Council, I am writing this comment letter on behalf of the City of Federal Way.

As you probably know, Federal Way residents have been expressing an increasing number of concerns about the impacts of aircraft flying to and from Sea-Tac International Airport ("Sea-Tac"). The SAMP is based upon a projection of an increase in annual passengers handled from 46.9 million last year to 56 million in 2027 to 66 million by 2034. Just to handle the increased passenger demand projected through 2027, the SAMP's "short-term" proposal involves construction of a 19-gate new passenger terminal, new taxiway extensions, additional air cargo facilities, and approximately thirty other infrastructure projects. Meanwhile, the Port has stated that the twenty *additional* airport expansion and redevelopment improvement projects that would be necessary to meet "long-term" demand (i.e. through 2034) are not "ripe for review."

Needless to say, these expansion plans have only exacerbated the concerns of our constituents, many of whom are already burdened by excessive aircraft noise. With this background in mind, I am offering the following comments on SAMP environmental review scoping under the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA).

I. Alternatives to massive expansion plans must be evaluated.

Fuel

As noted above, our community is *already* facing an unbearable level of air traffic over our homes at all hours of the day and night. The resulting noise and aircraft emissions are greatly affecting our quality of life. According to a presentation by the Port of Seattle at a Highline Forum meeting in May of 2017, the number of operations at Sea-Tac has increased substantially in recent years. Specifically, aircraft operations have increased from 317,186 operations in 2013 to 412,170 in 2016. This translates to approximately 260 more aircraft going over homes daily, which in turn means an increased noise burden to residents.

For this reason, it is imperative that the Port analyze the following alternatives:

A. No Project

The Environmental Assessment/Environmental Impact Statement (EA/EIS) for the SAMP must include a detailed analysis of a "No Project" alternative to the current expansion plans. What would that mean, and how would Sea-Tac operations be managed if expansion is not an option? What would be done in that case to improve efficiency? What would be changed in terms of how passengers are processed? In other words, this alternative must analyze the absolute capacity of Sea-Tac *without* any expansion.

B. "Constrained" Alternatives

The current plans are based on *unconstrained* demand. However, in addition to "No Project," the EA/EIS must analyze at least one or more scaled back alternatives that do *not* meet all projected demand. One reason this is necessary is that projections are only estimates. It is already apparent that SAMP projections are inaccurate because they show 398,210 operations in 2019,[1] a number that was *already* exceeded in 2016, when Sea-Tac reported a total of 412,170 aircraft operations. Future projections could be equally over- *or* under-estimated.

Fwd-1

Secondly, demand itself can be constrained by how the Port chooses to proceed. The current forecasts, as the Port stipulates, "do not include physical, regulatory, environmental or other impediments to aviation activity growth."[2] Therefore, the Port should conduct a detailed analysis of lesser "constrained" alternatives, such as, for example:

- Reduced additional air cargo facilities and/or diverting cargo to other airports in our region
- Without a new passenger terminal, with a reduced increase in gates, and/or with a diversion of passenger growth to other existing airports in our region
- With a voluntary curfew, as is being discussed in the Sea-Tac Airport Stakeholders Roundtable (StART) Aviation Noise Working Group
- With a limit on use of the third runway to what was originally promised (inclement weather). Again, the StART Aviation Noise Working Group is examining the possibility of a new runway use agreement.

[1] "Forecasts of Aviation Activity" (Technical Memorandum No. 4 at Page 6-24 (Table 6-8))

[2] SAMP "Executive Summary" at Page 2-1.

FW-1

- With constrained facilities for a constrained number of operations. An alternative of constrained facilities is important because, as we have seen with the third runway, once facilities are built, they are available for use long into the future and can be used to an even greater extent than is initially planned.

FW-2

II. Scoping must include current projects.

There are a number of current or recent construction projects that have already gone through environmental review with a finding of non-significance, including the North Satellite Modernization Project, the International Arrivals Facility (IAF) Project, and the Runway 16C/34C Rehabilitation Project. *All* current or recently completed projects should be evaluated together with the "short-term" projects under the SAMP, in order to analyze *cumulative* impacts. Segmenting the projects only serves to hide their overall impact.

FW-3

III. Scoping must include future projects.

SAMP documents state that the Sea-Tac airfield/airspace system has "insufficient capacity to meet the unconstrained 20-year forecast demand."[3] The documents do contain a Long-Term Vision that would satisfy the SAMP 2034 forecasted demand by describing an operationally efficient airport layout, which would be achieved by twenty specific airport expansion and redevelopment improvement projects (in *addition* to the SAMP's 30 Near-Term projects).[4] However, SAMP documents go on to state that these "longer-range projects are not ripe for conducting detailed environmental impact analysis" and that "[o]nce those projects are ripe for review, the Port will be required to comply with NEPA and SEPA."[5] Furthermore, SAMP documents speak of a "comprehensive study of airfield/airspace operations to commence following completion of the SAMP."[6]

We strongly object to this approach. As noted above, segmenting the environmental review of projects only serves to hide their overall impact. *Cumulative* impacts of *all* future projects must be analyzed *now*, even if the "long-term" projects cannot be analyzed in as much detail as the "near-term" projects. Also, the "comprehensive study of airfield/airspace operations" cannot be deferred. It must be conducted *now*, as *part* of SAMP environmental review.

---

[3] Id. at Page 5-12.

[4] "Facilities Implementation and Financial Feasibility" (Technical Memorandum No. 7) at Pages 6-1 – 6-4.

[5] "Environmental Overview" (Technical Memorandum No. 8) at Page 1-2.

[6] SAMP "Executive Summary" at Page 4-2.

E2-4

IV. Scoping must incorporate the results of other relevant studies, even if this delays issuance of EA/EIS.

Due to the many concerns raised regionally about the increasing number of aircraft over our communities, there are a number of studies that have been launched this year and last. It is imperative that environmental review of the SAMP include an evaluation of the results of these studies, even if this delays issuance of the SAMP Environmental Impact Statement (EIS). These studies include:

A. State-funded University of Washington study on the levels of ultra-fine particles (UFPs) in areas impacted by Sea-Tac.

This study, due to be completed on December 1, 2019 "must attempt to distinguish between aircraft and other sources of ultrafine particulate matter, and must compare concentrations of ultrafine particulate matter in areas impacted by high volumes of air traffic with concentrations of ultrafine particulate matter in areas that are not impacted by high volumes of air traffic."[7] Preliminary data does appear to support Sea-Tac as a primary source of UFPs. Thus, the environmental impact of SAMP plans cannot be fully evaluated before the final results of this University of Washington study are taken into account.

Furthermore, the State of Washington budget proviso funding this study also mandates that in its conclusion, "the university must report study findings, including any gaps and uncertainties in health information associated with ultrafine particulate matter, and recommend to the legislature whether sufficient information is available to proceed with a second phase of the study."[8] This "second phase" will be on the health effects of UFPs. A bill to fund this "second phase" is expected to be introduced in the 2019 session of the State Legislature by State Rep. Mike Pellicciotti. The results of this "second phase" must also be evaluated as part of SAMP environmental review because not only the prevalence of UFPs, but also their toxicity must be taken into account.

B. State of Washington Department of Commerce study on the community impacts of Sea-Tac operations.

The State of Washington Department of Commerce is currently engaged in a study, funded by the State of Washington and by six South King County cities, on the "impacts that the current and ongoing airport operations have on quality of life associated with air traffic noise, public health, traffic, congestion, and parking in residential areas, pedestrian access to and around the airport, public safety and crime within the cities, effects on residential and nonresidential property values, and economic development opportunities, in the cities of

[7] Budget Proviso contained in Washington State Operating Budget passed by the State Legislature in 2017.

[8] Id.

SeaTac, Burien, Des Moines, Tukwila, Federal Way, [and] Normandy Park."[9] Since these impacts are at the core of our community's concerns, the results of this study must be included as part of SAMP environmental review. This is the first study in more than twenty years on local impacts of the airport. Its results must inform the SAMP analysis and be used to determine feasible alternatives and mitigation. The study is currently due to be completed in December 2019.

C. Puget Sound Regional Council (PSRC) Regional Aviation Baseline Study

Recently, the Puget Sound Regional Council (PSRC), for which I serve on the executive board, accepted approximately $1 million in funding from the Federal Aviation Administration (FAA) to conduct a regional aviation baseline study. The objective of this study "is to provide a clear picture of the aviation activities and needs in the central Puget Sound region (King, Kitsap, Pierce, and Snohomish) and set the stage for future planning."[10] This study is due to be completed in December 2019. Once again, SAMP environmental review cannot be considered complete without an evaluation of the results of this study, as it "is expected to produce information critical for understanding the region's aviation needs and options for policy makers to consider for meeting those needs in the future."[11]

FW-4

D. Washington State Legislature Joint Transportation Committee Air Cargo Study

The Washington State Legislature Joint Transportation Committee (JTC) is currently engaged in a study that is evaluating "the current and future capacity of the statewide air cargo system."[12] One objective of the study is to "[e]xplore possibilities for accommodating the growing air cargo market at more airports around the state."[13] Since the continued projected increase in air cargo at Sea-Tac is a critical component of the SAMP,[14] and the Port's stated goal is to "[t]riple air cargo volume to 750,000 metric tons,"[15] it would behoove the Port to first examine the JTC study results as part of SAMP environmental review. This study is expected to be completed by the end of *this* year (2018).

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[9] Budget Proviso contained in Washington State Operating Budget passed by the State Legislature in 2018.

[10] "Regional Aviation Baseline Study—Scope of Work Summary"

[11] Id.

[12] Washington State Air Cargo Movement Study (November 15, 2018 Power Point at Slide 3).

[13] Id.

[14] SAMP "Executive Summary" at Page 2-3 (Table 2-1)

[15] "Port of Seattle 2018-2022 Long Range Plan" Objective 3 (slides 9 and 12).

V. Relevant impacts of past actions must be evaluated *versus* what was projected at the time.

Under NEPA, environmental review of the SAMP must include an analysis of the relevant effects of past actions *versus* what was projected at the time. In particular, construction of the third runway was projected not to have a significant impact on South King County communities like Federal Way, because it was supposed to be used only in inclement weather. However, we all know that it is now used routinely. In fact, the Port's own data show that its usage has gone from 10,079 "Northflow" landings in 2011 to 57,287 such landings in 2017[16], a nearly six fold increase in six years. This change puts many planes directly over homes in the Marine Hills and other neighborhoods of Federal Way, where there were none ten years ago. This experience has generated a certain amount of distrust in our community that could be alleviated if SAMP environmental review analyzes the true impacts of the third runway as compared with what was projected, how those affects would be exacerbated should the full SAMP plans go forward, and how we can be assured that this time, impacts are accurately projected, fully acknowledged, and properly considered.

FW-5

VI. Foreseeable changes relevant to Sea-Tac operations must be included in the SAMP environmental review.

There are many changes taking place in aviation unrelated to the Port's SAMP. Critically, foreseeable changes that will take place with implementation of NextGen Required Navigation Performance (RNP), Optimized Profile Descent, and decreased separation distance requirements from wake re-categorization must be incorporated into the SAMP. While many people in south King County report lower flying and more frequent aircraft and more streamlined flight paths (both to be expected with the implementation of NextGen Required Navigation Performance (RNP), Optimized Profile Descent, and decreased separation distance requirements from wake re-categorization), we have been told repeatedly by the Port that NextGen procedures have in fact *not* yet been implemented for final approaches at Sea-Tac. If so, eventual implementation of NextGen will further exacerbate what is already an unacceptable situation for our residents. Thus, SAMP environmental review must include the impact of unrelated foreseeable changes, such as full implementation of NextGen, together with the changes projected by the SAMP itself.

FW-6

VII. All impacts of noise must be evaluated.

We have all been educated as to the Day-Night Average Sound Level (DNL) formula that is used by the FAA to evaluate the impacts of noise. According to the FAA:

> Day-Night Average Sound Level (DNL) is a 24-hour equivalent sound level. DNL is expressed as an average noise level on the basis of annual aircraft operations for

[16] "Runway Use Statistics" (Port of Seattle report run on June 4, 2018 and provided to City of Federal Way Mayor's Office)

a calendar year. To calculate the DNL at a specific location, Sound Exposure Levels (SELs) (the total sound energy of a single sound event) for that particular location are determined for each aircraft operation (landing or takeoff). The SEL for each operation is then adjusted to reflect the duration of the operation to arrive at a "partial" DNL for the operation. The partial DNLs are then added logarithmically — with the appropriate penalty for those operations occurring during the nighttime hours — to determine total noise exposure levels for the average day of the year.[17]

FW-7

However, DNL as an annoyance level is fundamentally flawed. Humans do not perceive a single, short, loud sound event as an average over a much longer period of time. The Yale University Office of Environmental Health and Safety places the decibel level of a vacuum cleaner at 75 dBA.[18] At that amount of sound pressure, the vacuum could run for twenty minutes ***of every hour*** and not fall within the 65 DNL established by the FAA as the point when people become annoyed by noise. The very concerns raised by residents of Federal Way, which lies entirely outside of the FAA's 65 DNL "noise contour," show the inadequacy of this metric. Therefore, in addition to DNL, the following impacts of noise must be evaluated as part of SAMP environmental review.

FW-8

Furthermore, in the interest of transparency and as part of building trust with area communities, we request that the public have full access to all tools and data inputs that are used in determining the impact of noise so we can independently confirm the results of the analyses presented.

A. Single event noise ("SEL") must be evaluated.

As noted above, people do not experience average noise. They experience *each* loud event separately. For this reason, the Port must carefully evaluate the appropriate method of analysis for SEL. We request that the Port conduct a nationwide survey of recent state-of-the-art airport analyses of SEL and present the results of the survey in a public white paper, to be released prior to the environmental review document. The Port should consider public input and then select the most appropriate method of analysis for the Sea-Tac SAMP environmental review.

B. Evaluation must not be limited to the "noise contour."

The increase in overflights and corresponding increase in significant noise events point to the inadequacy of the FAA's 65 DNL noise contour, which excludes all of Federal Way.

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[17] "Aircraft Noise & Noise Monitoring" (Published by Federal Aviation Administration) at Question 4; https://www.faa.gov/airports/airport_development/omp/faq/Media/Noise_Monitoring.pdf

[18] "Decibel Level Comparison Chart" (Yale Office of Environmental Health and Safety); https://ehs.yale.edu/sites/default/files/files/decibel-level-chart.pdf

Evaluation of the noise impacts of the SAMP must extend, at minimum to twelve miles beyond the paved end of any airport runway and two miles from the centerline of any runway or from an imaginary runway centerline extending twelve miles from the paved end of such runway, as would be included in the State noise abatement zone under amendments to RCW 53.54 proposed in the 2018 legislative session by Rep. Mike Pellicciotti.

C. **Noise as "quality of life" and *health* issue must be considered, not just nuisance.**

For too long, aircraft noise has been evaluated merely as a "nuisance". However, it is increasingly clear that aircraft noise results in *not* just a nuisance but also in a severe erosion of people's quality of life. These effects *must* be evaluated, including an analysis of the extent to which people's sleep is affected by middle-of-the night heavy freight flights, and people's ability to have outside activities or even open windows during the day ruined by the constant overhead flights preventing even casual conversation. Resulting drops in property values must also be evaluated.

EW-7

Furthermore, noise must be considered also as a *health* issue. For years, scientists have warned that ever-increasing environmental noise has a negative impact on people's health. These effects can be physical, psychological, and even intellectual. For example, one almost forty-year-old study found that after the installation of rubber cushions and noise-absorbing ceilings in classrooms, children's reading scores increased.[19] And more recent research found a correlation between exposure to airplane noise and heart attacks, chest pain, hypertension, and strokes amongst those living near and around airports.[20] A study published just last year linked loud noises to hearing loss.[21] This author asked:

> . . . [W]ill the outcry from citizens concerned about the deleterious effects of noise on health convince governments to pass policies to address noise pollution? Will public officials recognize that sound data already exist to justify passing and enforcing such policies? I will urge public officials to heed former Surgeon General William H. Stewart's quote: "Must we wait until we prove every link in the chain of causation? I stand firmly with Surgeon General Burney's statement of 10 years ago. In protecting health absolute proof comes late. To wait for it is to invite disaster or to prolong suffering unnecessarily.[22]

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[19] "The effect of a noise abatement program on reading ability" by A. L. Bronzaft. Journal of Environmental Psychology, 1, 215-222. doi: 10.1016/S0272-4944(81)80040-0 (1981)

[20] "Residential exposure to aircraft noise and hospital admissions for cardiovascular diseases: Multi-airport retrospective study" by A. W. Correia, J. L. Peters, J. L. Levy, S. Melly, and F. Dominici. British Medical Journal, *347*, f5561. doi: 10.1136/bmj.f5561 (2013)

[21] "Impact of noise on health: The divide between policy and science" by A. L. Bronzaft. Open Journal of Social Sciences, 5, 108-120. doi: 10.4236/jss.2017.55008 (2017)

[22] Id.

FW-7

It should also be noted that the FAA Reauthorization Bill passed by the House of Representatives on April 27, 2018 adds Seattle to cities being analyzed in a study of the health impacts of airport noise.[23]

This evidence can no longer be ignored. As part of environmental review of the SAMP, the *health* implications of increased aircraft noise *must* be analyzed.

FW-9

VIII. All impacts of aircraft emissions must be evaluated.

Airplane pollution has been linked to respiratory-related issues. In 2015, researchers collected and examined data from twelve of California's largest airports.[24] Health effects from pollution readings around the airports were measured using the California Emergency Department and Ambulatory Surgery data for emergency room visits and inpatient discharge data for overnight hospital admissions. Daily admissions of all people with a diagnosis associated with respiratory illnesses were included.

The study found a large proportion of local air pollution is caused by congestion from airports. In terms of the link between health and pollution, admissions for respiratory problems were strongly related to airplane emissions. Pollution also increased admissions for chronic obstructive pulmonary disease (COPD) and heart problems. Increases in pollution levels had a negative impact on the whole population, but greater effects were seen in children and the elderly.

In particular, impacts associated with increased nitrogen oxides, fine particulate matter and ultra-fine particulate matter must be analyzed as part of SAMP environmental review.

A. Nitrogen Oxides

Nitrogen Oxides (NOx) affect the way we live and breathe and are being emitted at a much greater level by newer jet engines. Nitrogen Oxides (NOx) are "one of the main ingredients involved in the formation of ground-level ozone, which can trigger serious respiratory problems," including "damage to lung tissue and reduction in lung function."[25] According to the United States General Accounting Office (GAO), "our estimate of emissions

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[23] Presentation of Port of Seattle Federal & International Government Relations Senior Manager Eric Schinfeld at June 27, 2018 meeting of Sea-Tac Airport Stakeholders Roundtable (StART) (held at Sea-Tac Conference Center)

[24] *See* "Airports, air pollution, and contemporaneous health" by W. Schlenker and W.R. Walker. The Review of Economic Studies, 83(2), 768-809. doi: 10.1093/restud/rdv043 (2015)

[25] "NOx--How Nitrogen Oxides Affect the Way We Live And Breathe" (Published by the United States Environmental Protection Agency Office of Air Quality Planning and Standards EPA-456/F-98-005 September 1998) at pages 2-3; https://nepis.epa.gov/Exe/ZyPURL.cgi?Dockey=P10006ZO.TXT

produced by the U.S. commercial aircraft fleet in 2001 indicates that the engines used on the newest Boeing 737 models, which are widely used for domestic flights, average over 40 percent more nitrogen oxides emissions during landings and takeoffs than the engines primarily used on older-model Boeing 737s."[26]

B. Fine Particulate Matter

"Fine" particles are under 2.5 microns in diameter.[27] In a presentation to the Highline Forum, Port of Seattle Aviation Environmental Sustainability Manager Leslie Stanton stated that there are existing environmental standards for "fine" particles. [28] Stanton also stated that "fine" particles are regulated and have been found to "[c]ause direct adverse health effects in humans."[29]

Although the SAMP documents identify air quality as one of the environmental impact categories to be analyzed in the draft EIS, they go on to state that Sea-Tac currently meets federal, state and regional air quality standards for fine particulates (PM 2.5),[30] despite aircraft engines currently pumping 13 tons of PM 2.5 into the air each year. The health impacts of fine particulate matter must be analyzed as part of SAMP environmental review, whether or not the legal standards are met.

C. Ultra-fine particulate matter (UFPs)

Ultra-fine particles (UFPs) are particles less than 100 nanometers in diameter.[31] The relationship of UFPs to air traffic and their effects on health is an emerging field of study. The number of studies on UFPs and airports appears to be gradually increasing from zero to three per year until 2013 to an average of over six studies per year since 2014.[32]

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[26] Aviation and the Environment—Strategic Framework Needed to Address Challenges Posed by Aircraft Emissions (Report by United States General Accounting Office (GAO) to the House of Representatives Chairman of Subcommittee on Aviation, Committee on Transportation and Infrastructure, GAO-03-252, February 2003) at page 4; https://www.gao.gov/assets/240/237430.pdf

[27] "Ultrafine Particles Near Airports" by Dr. Tim Larson and Dr. Edmund Seto (Power Point Presented at November 15, 2017 meeting of Highline Forum in Tukwila, Washington) at Slide 5.

[28] Oral Presentation of Port of Seattle Aviation Environmental Sustainability Manager Leslie Stanton at July 26, 2017 meeting of Highline Forum at Seatac City Hall.

[29] Id. (quoting "Air Quality Initiatives at Sea-Tac Airport" by Stanton (Power Point presentation) at Slide 5)

[30] "Environmental Overview" (Technical Memorandum No. 8) at Page 2-1

[31] "Ultrafine Particles Near Airports" by Dr. Tim Larson and Dr. Edmund Seto (Power Point Presented at November 15, 2017 meeting of Highline Forum in Tukwila, Washington) at Slide 5.

[32] "Ultrafine Particles Near Airports" by Dr. Tim Larson and Dr. Edmund Seto (Power Point Presented at March 28, 2018 meeting of Highline Forum in Federal Way City Hall) at Slide 7.

As noted above, the University of Washington is currently engaged in a state-funded study on the levels of UFPs in areas impacted by Sea-Tac Airport. A similar study was released on August 4, 2016 with respect to Logan International Airport in Boston, Massachusetts.[33] That study found that "aviation impacts on PNC [ultrafine particle number concentrations] extend many kilometers downwind of Logan airport," that "PNCs were positively correlated with flight activity," and that "when winds were from the direction of the airport, PNCs increased with increasing wind speed, suggesting that buoyant aircraft exhaust plumes were the likely source."[34]. The study concluded that "PNC exposure assessment studies [need] to take aircraft emissions into consideration, particularly in populated areas near airports."[35]

FW-9

Prior studies on health effects of UFPs were "limited largely to roadway traffic studies" but suggested "associations with cardiovascular, respiratory, and possibly cancer health effects."[36] For instance:

- A California study released in 2015 found a "[p]ositive association . . . between UFP and ischemic heart disease mortality, but not respiratory mortality (including lung cancer)."[37]

- A Canadian study released in 2017 found a "[p]ositive association . . . between UFP and incident Chronic Obstructive Pulmonary Disease (COPD), but not asthma or lung cancer."[38] The abstract for this study stated that "'[l]ittle is known about the long-term health effects of ambient ultrafine particles. . . including their association with respiratory disease.'"[39]

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[33] "Aviation Emissions Impact Ambient Ultrafine Particle Concentrations in the Greater Boston Area" by N. Hudda, M. C. Simon, W. Zamore, D. Brugge, and J.L. Durant (Environ. Sci. Technology., 2016, 50 (16), pp 8514-8521); https://pubs.acs.org/doi/full/10.1021/acs.est.6b01815

[34] Abstract of Id.; https://pubs.acs.org/doi/full/10.1021/acs.est.6b01815

[35] Id.

[36] "Ultrafine Particles Near Airports" (March 28, 2018) at Slide 13.

[37] "Ultrafine Particles Near Airports" (November 15, 2017) at Slide 25.

[38] Id. at Slide 26.

[39] Id. (quoting Abstract of "Long-term exposure to ambient ultrafine particles and respiratory disease incidence in in [sic] Toronto, Canada: a cohort study" by Scott Weichenthal, Li Bai, Marianne Hatzopoulou, Keith Van Ryswyk, Jeffrey C. Kwong, Michael Jerrett, Aaron van Donkelaar, Randall V. Martin, Richard T. Burnett, Hong Lu, and Hong Chen (Environmental Health (2017) 16:64))

- Another Canadian study released in 2017 found a "[p]ositive association . . . between UFP and prostate cancer."[40] The abstract for this study stated as "[b]ackground" that "epidemiological studies ha[d] yet to evaluate the relationship between UFPs and cancer incidence."[41]

- Another Canadian study released in 2017 found a "[w]eak, non-significant association between UFP and breast cancer."[42]

Other recent studies have "[s]uggest[ed] [a]cute [h]ealth [e]ffects in [s]usceptible [p]opulations."[43] For instance:

- A North Carolina study released in 2014 found that "'[c]ontrolled [e]xposure of [h]umans with [m]etabolic [s]yndrome to [c]oncentrated [u]ltrafine [a]mbient [p]articulate [m]atter [c]auses [c]ardiovascular [e]ffects.'"[44]

- A study released in 2015 found that in diabetic individuals, "[e]levated particle number concentrations induce immediate changes in heart rate variability."[45]

Finally, the only *airport*- related study on the health effects of UFPs known to the scientists working on the University of Washington study was "conducted in Los Angeles on a group of asthmatic adults" and "observed an increase in inflammatory blood markers and a reduction in lung function with short-term exposures."[46]

Despite the emerging evidence, there do not (yet) appear to be any official environmental standards with respect to UFPs.[47] In a presentation to the Highline Forum, Port

[40] Id. at Slide 27.

[41] Id. (quoting Abstract of "Spatial variations in ambient ultrafine particle concentrations and the risk of incident prostate cancer: A case-control study" by Scott Weichenthal, Eric Lavigne, Marie-France Valois, Marianne Hatzopolou, Keith Van Ryswyk, Maryam Shekarrizfard, Paul J. Villeneuve, Mark S. Goldberg, and Marie-Elise Parent (Environmental Research 156 (2017) 374-380))

[42] Id. at Slide 28.

[43] Id. at Slide 30.

[44] Id. (quoting "Controlled Exposure of Humans with Metabolic Syndrome to Concentrated Ultrafine Ambient Particulate Matter Causes Cardiovascular Effects" by Robert B. Devlin, Candice B. Smith, Michael T. Schmitt, Ana G. Rappold, Alan Hinderliter, Don Graff, and Martha Sue Carraway (Toxicological Sciences 140(1), 61-72 2014))

[45] Id. (quoting "Elevated particle number concentrations induce immediate changes in heart rate variability: a panel study in individuals with impaired glucose metabolism or diabetes" by Annette Peters, Regina Hampel, Josef Cyrys, Susanne Breitner, Uta Geruschkat, Ute Kraus, Wojciech Zareba, and Alexandra Schneider (Particle and Fiber Toxicology (2015) 12:7))

[46] "Ultrafine Particles Near Airports" (March 28, 2018) at Slide 13.

of Seattle Aviation Environmental Sustainability Manager Leslie Stanton confirmed that "UFP studies from L[os] A[ngeles], Atlanta and other airports show UFPs from airports."[48] While she claimed that there is "[n]o clear connection between exposure levels [of UFPs] and adverse health impacts," she mentioned that "UFPs penetrate deep into the lungs" and that the "[e]merging literature suggests health impacts similar to PM 2.S [fine particulate matter]," which is regulated and has been found to "[c]ause direct adverse health effects in humans."[49] Finally, she stated that the Port is using "[e]xisting studies," "[t]racking emerging science [of] Ultrafine particulates (UFPs)," and "[s]trongly support[ing] additional research into exposures and health impacts of UFPs," including the University of Washington study.[50]

Given the emerging nature of this field of study and the indications that (a) aircraft are a primary cause of the prevalence of UFPs and (b) UFPs may have serious negative health impacts on people, it is all the more important for the SAMP environmental review to include an analysis of the results of *both phases* of the University of Washington study on UFPs—the first on the levels of UFPs in areas impacted by Sea-Tac Airport and the second on the health effects of UFPs.

FW-9

Although there do not appear to be environmental health official standards on UFPs, that does not necessarily preclude an examination of their prevalence, potential harm, and mitigation. As an example, the United States Court of Appeals for the Second Circuit once upheld a requirement that heliport operations be reduced by 47 percent, even though that percentage "was not backed by any study reflecting the appropriate scenario or demonstrating that such specific percentage of noise reduction was the ideal" because "the proprietor was entitled to eliminate a portion of the Heliport's operations upon reaching a conclusion that a problem of excessive noise existed."[51]

D. Air Quality Study

A robust air quality study must be conducted, also out to at least twelve miles beyond the paved end of any airport runway and two miles from the centerline of any runway or from

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[47] See, e.g., "EPA will consider whether to propose ultrafine particle air quality standard" by Baker & Hostetler LLP – Justin J. Schwab (April 27, 2014) stating that ""[r]ecent comments by EPA officials suggest that the agency will consider whether it should, **for the first time,** set a standard for 'ultrafine' particles when it reviews its particulate matter national ambient air quality standard ('NAAQS') under the Clean Air Act" (emphasis added); https://www.lexology.com/library/detail.aspx?g=901ed86c-2932-4852-8aa8-7df0b5b69152

[48] Oral Presentation of Port of Seattle Aviation Environmental Sustainability Manager at July 26, 2017 meeting of Highline Forum at Seatac City Hall (quoting "Air Quality Initiatives at Sea-Tac Airport" by Stanton (Power Point presentation) at Slide 12)

[49] Id. (quoting "Air Quality Initiatives at Sea-Tac Airport" at Slides 5 and 12)

[50] Id. (quoting "Air Quality Initiatives at Sea-Tac Airport" at Slides 3 and 16)

[51] Nat'l Helicopter Corp. of Am. v. City of New York, 137 F.3d 81, 90 (2nd Cir. 1998)

an imaginary runway centerline extending twelve miles from the paved end of such runway, as would be included in the State noise abatement zone under amendments to RCW 53.54 proposed in the 2018 legislative session by Rep. Mike Pellicciotti. It must include, but not be limited to, an analysis of metals, aerosols, and fuel venting.

E. Risk Analysis

A risk analysis must be conducted identifying the risks of air traffic to the residents below and how to protect the residents in terms of the cumulative impact of noise and emissions.

F. Impact of Transition to Biofuels

Part of 5AMP environmental review should be an analysis of how transitioning to sustainable aviation biofuels would mitigate the impact of aircraft emissions.

G. Transparency

As part of building trust with our community, we request that the public have full access to all tools and data inputs that are used in determining the impact of emissions.

FW-8

IX. All feasible mitigation and abatement measures and alternatives to address impacts to the community must be considered

5AMP environmental review must consider all feasible mitigation and abatement measures and all feasible alternatives that will ameliorate impacts to the community. Some examples include:

A. <u>Changing Glide Slope</u>

All runways on the north side (i.e. south flow approaches to Sea-Tac) use the international standard three-degree glide path. Three degrees is the optimum profile descent to minimize fuel burn and emissions.

FW-10

However, the north flow approaches to the longest runway (34R) are on a lower 2.75-degree glide path. A shallower glide path means not only that the aircraft is lower and closer to the homes, schools, and businesses below, but it is also no longer in the optimized profile descent and may be forced to increase power and emissions to stay on its shallow path. This has a compounding effect on residents on the ground.

Changing the glide slope will also make the approach safer. The wake turbulence risk analysis by the Federal Aviation Administration (FAA) on Runways 34C and 34R was conducted using a three-degree glide slope for both runways, and the procedure is already authorized at

three degrees.[52] By publishing the procedures using the lower 2.75-degree glide slope, planes are lower and at higher risk of hitting a crane or obstacle. Therefore, aircraft landing on Runway 34R are lower and louder, burn more fuel, expel more pollution, and are less safe than if they were flying on the authorized three-degree glide path.

Raising the glide slope beyond three degrees would further reduce the noise impact. Frankfurt Airport has tested to 4.5 degrees[53] solely for noise mitigation prior to settling on 3.2 degrees.[54] Sea-Tac should investigate raising all glide slopes above three degrees. San Diego's approaches to Runway 27 are at 3.5 degrees. While this glide slope was set for obstacle reasons, it shows that it is possible routinely to have a steeper glide slope.

B. <u>Changing Flight Tracks</u>

South of the airport flight tracks go out of their way over the residential areas,[55] when flying over the Puget Sound would be more efficient with a greatly reduced noise impact.

FLW-10

Using well-designed Required Navigation Performance (RNP), approach flight paths could take advantage of the unpopulated areas (Puget Sound) to reduce track miles, fuel burned, emissions, and time spent for airline carriers flying from Asia and Alaska. FAA criteria state that the final turn should be completed by 1000-feet above the threshold. On a standard three-degree glide path, that is 3.1 nautical miles (nm) from the threshold. However, exceptions to these criteria are granted. For example, at Reagan National Airport, the RNP path completes its final turn at 0.6 nm from the airport. At Sea-Tac, the ideal rollout for the fewest number of homes to be impacted is 2.2 nm, which is *four times further than the Reagan National RNP to runway 19.*

RNP approaches from the south and from the east could follow I-5 straight toward the airport over the South 272nd Street Park and Ride and then the uninhabited former dump north of it. I-5 is ten lanes of concrete with shoulders, a median, and ditches on both sides and has significant ambient noise.

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[52] *See* FAA Order JO 7110.308C "Simultaneous Dependent Approaches to Closely Spaced Parallel Runways" (January 26, 2018) at Page A1 (Appendix A, Note 3)

[53] "Tests at Frankfurt airport of steeper approach path at 4.5 degrees –details awaited" (October 11, 2013); http://www.airportwatch.org.uk/2013/10/tests-at-frankfurt-airport-of-steeper-approach-path-at-4-5-degrees-details-awaited/

[54] "Frankfurt Airport pioneers active noise abatement" (www.internationalairportreview.com Volume 19, Issue 4, 2015); https://ec.europa.eu/transport/sites/transport/files/modes/air/ses/ses-award/projects/doc/internationalairportreview_2015_q4_frankfurtgbas.pdf

[55] "Noise Programs & NextGen Briefing" (Port of Seattle Power Point Presentation at May 24, 2017 meeting of Highline Forum held in Sea-Tac International Airport Conference Center) at Slide 12

But even using *standard* criteria, a 3.1nm Final Roll Out Point (FROP) would allow an approach to Runway 34L that avoids flying over all residents of Federal Way by flights coming from Alaska and Asia. Today, most approaches flying over Federal Way have a FROP of more than six nm.

FW-10

Aircraft departing for Alaska and Asia should also be taking advantage of the unpopulated areas instead of flying over the most populated. But the Sea-Tac Airport Noise Mitigation plan for south flow departures does the opposite by restricting departing aircraft from turning until they have reached five nautical miles.[56] This restriction prevents them from turning out over the water and pushes them to fly over Federal Way. By contrast, they are forced to fly over the water north of the airport.

C. Changing Flight Schedules

Flight schedules offer another means of abatement. Reducing or minimizing flights between 10:00 PM and 6:00 AM would minimize unhealthy sleep interruptions to Federal Way residents. As noted above, the Sea-Tac Airport Stakeholders Roundtable (StART) Aviation Noise Working Group is looking right now at the possibility of a voluntary curfew.

X. Environmental Justice must be analyzed

"Environmental Justice" is listed as a NEPA resource category. This is relevant to Federal Way and other communities to the south of the airport. Our community often feels as if it bears the brunt of the negative impacts of the airport, while communities to the north only enjoy its benefits. With Federal Way containing low-income housing in the community, it becomes all the more important under NEPA for there to be a careful evaluation of the impact of airport operations on communities to the south of the airport versus those to the north of the airport since low-income groups should not bear a disproportionate share of the negative environmental impacts resulting from the SAMP.

FW-11

The authors of a 1997 study on the impacts of Sea-Tac International Airport on local communities observed as follows:

> There is an inequity regarding the benefit of the Airport to its immediate neighbors. While the study acknowledges the benefit of the Airport to the region and the State, these benefits are not experienced locally in the S impacted communities [of Burien, Des Moines, Federal Way, Normandy Park, and Tukwila]. Approximately 5% of the persons utilizing the Airport live in the area most impacted. The remaining 95% of Airport passengers and employees come from elsewhere in the region.

[56] "Sea-Tac Airport Noise Abatement Procedures for Jet Aircraft" at Port of Seattle website; https://www.portseattle.org/projects/sea-tac-airport-noise-abatement-procedures-jet-aircraft

Socio-economic impacts tend to blur across neighborhood lines and impact entire communities. In general, communities closer to the Airport are expected to experience a relative "depression" of residential property values (property values do not rise as fast relative to other similar properties in the region). This will have a cascading affect [sic] on the population mix in these areas. Single-family homes that cannot be sold will become rental properties. Studies have reported that non owner-occupied residential areas have a lower average household income and utilize more social services than other areas. While the property value and tax revenues are depressed in these areas, the cost of providing social services increases.

Overall, the 5 communities were projected to experience a loss of $39.9 million during the period 2000 through 2020 as a result of the proposed project. The loss of these revenues is compounded with the problem of increasing demand for community and social services.

FW-11

The discrepancy between these two trends contributes to the "blighting" of the area. This "blighting" impact has already been observed. Homes take longer to sell in the neighborhoods adjacent to the Airport, and the local real estate market already acknowledges the impact of aviation activity on neighborhoods.[57]

The upcoming Department of Commerce study is likely to show similar results, suggesting that while Federal Way does benefit from Sea-Tac, that benefit is substantially negated by the harmful impacts of aircraft operations from the airport. Most users of Sea-Tac enjoy its benefits while sharing few of its costs. But those living under flight paths are burdened with a decreased quality of life, sleep deprivation, increased exposure to health risks from emissions, and decreased property values.

Also, there are more south flow departures and north flow approaches bringing an inordinate amount of traffic over Federal Way. And the flight paths south of the airport were designed without regard to the number of people below them, causing flights to take a less efficient path that also impacts many more people than a modern short path. The approaches in the north flow (those going over Federal Way) to the longest runway are also on a lower and less safe glide path. The largest and heaviest aircraft typically favor the longest runway and therefore end up being lower over Federal Way. On the other hand, no approaches in south flow (those that do *not* go over Federal Way) are below the standard three-degree glide path.

[57] "Sea-Tac International Airport Impact Mitigation Study Initial Assessment and Recommendations" (Prepared in February 1997 under a grant from the State of Washington for City of Burien, City of Des Moines, City of Federal Way, City of Normandy Park, City of Tukwila, Highline School District, and Highline Community Hospital by Hellmuth, Obata & Kassebaum, Inc. and Raytheon Infrastructure Services, Inc.) at Page ES-6; http://www.seatacwa.gov/Home/ShowDocument?id=13083

FW-11

Thus, environmental justice *must* be analyzed with this context. This is also another reason why the SAMP environmental review must include an analysis of the results of the upcoming State Department of Commerce community impact study, a component of which is expected to be environmental justice in some form.

XI. Consider agreeing to allow the State Department of Transportation or other appropriate state agency to serve as the SEPA lead agency for preparation of the SAMP EIS.

FW-12

Under the Washington Administrative Code, "[a]ny agency may assume lead agency status if all agencies with jurisdiction agree."[58] While I am not questioning the ability of the Port of Seattle to serve as a neutral arbiter, it would, needless to say, go a long way toward restoring our community's faith in the Port should it voluntarily agree to relinquish control over the environmental review process. An agency regulating itself does, it must be said, create an awkward appearance. Thus, I would request that the Port consider agreeing to allow the State Department of Transportation or other appropriate state agency to serve as the SEPA lead agency for preparation of the SAMP EIS.

Thank you again for this opportunity to comment on scoping for environmental review of the Sustainable Airport Master Plan (SAMP). I look forward to continued involvement with this important environmental review process.

Sincerely,

Jim Ferrell
Mayor

[58] WAC 197-11-942

WSD

From: Alam, Nazmul
To: SAMP Public Comments
Cc: aszv461@ecy.wa.gov; reviewteam@commerce.wa.gov
Subject: WSDOT Comments on SAMP EIS Scope
Date: Thursday, September 27, 2018 2:20:10 PM
Attachments: WSDOT Comments on SAMP EIS Scope.pdf

Mr. Rybolt:

Thank you for providing the Washington State Department of Transportation (WSDOT) the opportunity to review and comment on the scope of the SEPA EIS/NEPA EA for the Sustainable Airport Master Plan Near-Term Projects. WSDOT has reviewed the scoping materials and provides the attached comment letter for your consideration.

The original letter will be mailed. This electronic version is being sent to ensure we meet the deadline for comments. For those being copied, the email attachment is your copy and no hard copy will be mailed.

Please let me know if you have any questions about this email.

Thank you,
Nazmul Alam
Corridor Planning Manager
WSDOT Management of Mobility Division
206-464-1267 (w)
425-272-3864 (c)

Washington State Department of Transportation

Office of Urban Mobility and Access
401 2nd Avenue South, Ste. 300
Seattle, WA 98104
206-464-1220 / FAX: 206-464-1189
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 28, 2018

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

Dear Mr. Rybolt:

RE Comments on the SAMP environmental scoping document

WSDOT appreciates the opportunity to review and comment on the scope of the SEPA EIS/NEPA EA for the Sustainable Airport Master Plan Near-Term Projects. WSDOT has reviewed the scoping materials and provides the following comments for your consideration. As per the scoping materials our comments are focused on the scope of the environmental review, definition of the Proposed Action (Near-Term Projects), purpose and need, alternatives to be evaluated, and the environmental categories being assessed.

General Comments

WSD-1
- The scope of your environmental document should include detailed discussion of traffic impacts and proposed multimodal solutions to address those impacts. That discussion should be in both your NEPA and SEPA analysis. How will the airport facility and its on-site businesses encourage the use of multimodal trips and lessening of SOV demand?

WSD-2
- FAA and the Port of Seattle might wish to consider the value of extending an invitation to FHWA, FTA, WSDOT, and Sound Transit to be cooperating agencies to help work through traffic impacts and consider appropriate mitigation.

WSD-3
- Cumulative impacts of your proposal should be identified for all disciplines analyzed in your impact analysis.

Section II: Overview of Scoping

NEPA Resource Categories & SEPA Elements of the Environment

- **New NEPA Resource Category: Transportation**

  The NEPA Resource Categories should include a category for transportation-related issues similar to those listed under the SEPA Elements of the Environment. Areas of study should consider the effect that the projected growth in activity (passengers, aircraft operations, and cargo) would have on ground transportation, including the state highways that serve SeaTac Airport, and analyze the ability of the roadway transportation network to meet projected growth. Consider analysis and study area to include, at a minimum, the following roadways: Interstates 5 and 405, State Routes 99, 509, and 518, and focus on peak commute periods.

  The study should also evaluate the near-term projects' impacts and influence on the following WSDOT projects:

  - Puget Sound Gateway Program, specifically the SR 509 extension and the 28th/24th and 188th interchange operations
  - I-405 Renton to Bellevue Widening & Express Toll Lanes Project
  - SR 518 Corridor Study. The Washington State Legislature has directed WSDOT to conduct this study to analyze key existing and future performance gaps. It will recommend Practical Solutions-based improvement strategies and concepts in partnership with our study partners, including the cities of Burien, Des Moines, SeaTac, Tukwila, and King County Metro, the Port of Seattle, and Sound Transit. The final report must be delivered to the legislature by June 30, 2019. WSDOT recommends that the environmental analysis include relevant findings from the completed report and be adopted by reference in the EA/EIS.

- **Categories: Air Quality / Climate / Hazardous Materials, Solid Waste, & Pollution Prevention / Environmental Health**

  - What are the impacts on particulate matter and greenhouse gas emissions on air quality?
  - What mitigation and GHG reduction strategies are being considered in association with proposed solutions?

WSD-4
WSD-5
WSD-6
WSD-7

WSD-8

- We suggest consideration of items such as the following:
  - Inclusion of adequate secure long-term parking/locker facilities for bicycles
  - Installation of solar panels or other clean energy power generation sources in canopies over parking areas
  - Xeriscape (landscaping with low/no irrigation requirement) rooftops to reduce heat sink
  - Opportunities to install pervious surfaces
  - Etc.

WSD-9

- We also urge consideration of equalizing the criteria for all vehicles serving the airport. Taxis and Transportation Network Companies have existing restrictions requiring electric or hybrid-sourced fuel when serving the Airport. Consider also applying these same requirements to all transportation service vehicles such as buses, shuttles, limousines, etc. and to applying similar standards to Port-owned or contracted runway support and other vehicles used within the airport itself.

- **Categories: Historical, Architectural, Archeological, and Cultural Resources**

WSD-10

- Land Use / Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

  We suggest including discussion of how well land uses around the airport encourage mobility for people with disabilities, people of low income, and other disadvantaged/marginalized populations.

Section IV: Purpose and Need, and Proposed Action (Near-Term Projects)

Generally speaking, WSDOT wishes to make the following comments:

WSD-11

- We are concerned that the Purpose & Needs are too narrowly construed. We would like to know how else the Airport will be integrating with the community and the multimodal transportation network. We recommend some focus on connections to other modes, possibly along the lines of a fully developed multimodal transition hub. How could users easily move between bus and rail?

WSD-12

- SeaTac Airport is a major source of freight and vehicle traffic to local state routes and the interstate. Expanding terminal capacity and cargo demand is likely to increase traffic on the existing infrastructure. The project's purpose and need

should therefore include a statement regarding congestion management of major multimodal nodes serving SeaTac.

WSD-13

- Organizing the suite of Near-Term Projects by the project's purpose in meeting identified needs is very helpful in understanding the projects. The projects of most interest to WSDOT would be those that impact the local roads and state highways that serve SeaTac Airport.

Comments related to specific projects are below.

Preliminary Statement of Need

1. **Insufficient passenger terminal capacity to accommodate projected passenger levels efficiently.**

   - *T02 – Second Terminal & Parking: New parking garage and passenger terminal facilities for passenger check-in; passenger and baggage screening; airline offices, baggage conveyance and claim; concessions; and restrooms.*

WSD-14

We encourage the Port to consider whether the building of multiple parking garages is the best solution, and to consider least-cost solutions if possible. We also encourage addressing how the airport will use technology to encourage more efficient use of parking, including lessening of parking demand.

Consider utilization of the following demand management strategies:
- Real-time variable pricing for access and parking to spread out demand
- Real-time space reservation and availability
- HOV-incentivized pricing and preferred/proximity parking for HOV vehicles

2. **Insufficient facilities to accommodate projected cargo levels efficiently**

WSD-15

- How do the results of the Joint Transportation Commission's Air Cargo Study, which examines air cargo optimization across the state, affect this statement of need?

Preliminary Statement of Purpose

1. Meet Forecasted Passenger Demand

WSD-16

- *L02 – Elevated Busway & Stations: New elevated busway to provide a way for passengers to transfer among the Main Terminal, New Second Terminal, and Rental Car Facility.*

  Improvements to local roads and intersections should be addressed in this project.

WSD-17

- *L03 – Second Terminal Roads & Curbside: New and modified Airport roadways to access the new Second Terminal.*

  This project should address connectivity to the adjacent/surrounding non-airport road network. The improvements appear to change access points along SR 99/International Blvd at S 170th Street and to remove the Cell Phone Waiting Area.

WSD-18

- *L05 – North Ground Transportation Lot: Construction of a new ground transportation lot on Port property north of State Route (SR) 518 to accommodate increased demand and replace the S 160th St. parking lot displaced by the L02 - Elevated Busway.*

  Improvements to local roads and intersections should be addressed in this project.

WSD-19

- *L06 – Employee Parking Surface Lot: A new surface parking lot would accommodate increased demand for employee parking. The surface lot would be constructed on Port-owned property north of SR 518,* and *L07 – Employee Parking Structure: New parking structure north of SR 518 to provide additional capacity to accommodate increased demand for employee parking.*

  Traffic demand for transportation from offsite employee parking to SeaTac Airport should be analyzed to capture the impacts to local roads north of and across SR 518. Improvements to local roads and intersections should also be addressed in this project.

  WSDOT requests that any information related to this proposal be made available to the SR 518 Corridor Study.

WSD-14

- *T02 – Second Terminal & Parking: New parking garage and passenger terminal facilities for passenger check-in; passenger and baggage screening; airline offices, baggage conveyance and claim; concessions; and restrooms.*

  We encourage the Port to consider whether the building of multiple parking garages is the best solution, and to consider least-cost solutions if possible.

2. Meet Forecasted Cargo Demand

WSD-15

- *C02 – Off-site Cargo Phase 1 & C03 – Off-site Cargo Phase 2: Two new cargo warehouse buildings with truck access would be constructed on the Port-owned L-Shape property. No aircraft would utilize the L-Shape property because it is not located on the airfield.*

  How is the issue of truck parking addressed with the expansion of cargo facilities and development of two new cargo warehouse buildings away from the airfield?

WSD-5

WSDOT requests that any information related to this proposal be made available to the SR 518 Corridor Study, and should also be coordinated with the WSDOT Rail, Freight, and Ports Division and related WSDOT planning efforts such as the WSDOT Freight Mobility Plan, the State Air Cargo Plan, etc.

We appreciate the opportunity to review and comment on the scope of the SEPA EIS/NEPA EA. Please let us know if you have any questions or would like to discuss our scoping comments further as you proceed towards your environmental documentation.

Sincerely,

Robin Mayhew
Management of Mobility Director

cc: Annie Szvetecz, Department of Ecology (aszv461@ecy.wa.gov)
Commerce Review Team (reviewteam@commerce.wa.gov)

bcc: Nazmul Alam
Jason Beloso
Leah Bolotin
John Maas
Nhan Nguyen
Ramin Pazooki
Chris Regan
Jeff Storrar
Mike Swires
John White

EPA

From: Mbabaliye, Theogene
To: cayla.morgan@faa.gov
Cc: SAMP Public Comments
Subject: EPA Scoping comments on Sea-Tac SAMP near-term projects
Date: Friday, September 28, 2018 4:44:27 PM
Attachments: 18-0056-FAA Scoping for Sea-Tac Airport Sustainable Airport Master Plan project.pdf

Cayla,

Attached please find the EPA scoping comments on the near-term projects identified in the Sea-Tac SAMP. A hard copy of the same comments is being mailed to your Office in Renton via the US Postal Service and should arrive soon. In the meantime, please let us know if you have questions about our comments for assistance.

Thank you for involving us in review of your projects proposal and look forward to continued involvement as the NEPA process for the projects moves forward.

I thank you.

Theo Mbabaliye, Ph.D.
US EPA Region 10
1200 6th Ave., Suite 900, OERA-202-3
Seattle, WA 98101-3140
Phone: (206) 553-6322
Fax: (206) 553-6984

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 155
Seattle, WA 98101-3140

OFFICE OF
ENVIRONMENTAL REVIEW
AND ASSESSMENT

September 28, 2018

Cayla Morgan, Environmental Protection Specialist
Seattle Airports District Office
Federal Aviation Administration
1601 Lind Avenue, South West, Suite 250
Renton, Washington 98055

Dear Ms. Morgan:

The U.S. Environmental Protection Agency has reviewed the Federal Aviation Administration's announcement to prepare an Environmental Assessment for the proposed Seattle-Tacoma International Airport Sustainable Airport Master Plan near-term projects in King County, WA (EPA Region 10 Project Number 18-0056-FAA). The EPA comments are provided pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR §§ 1500-1508), and Section 309 of the Clean Air Act. Thank you for informing us of your proposed action.

According to the July 30, 2018 request for scoping comments, the FAA, in collaboration with the Port of Seattle, is analyzing the potential environmental impacts associated with approximately 30 near-term projects at the Seattle-Tacoma International Airport to improve efficiency, safety, access to the airport, and support facilities for airlines and the airport. The activities would include construction of a second terminal, a centralized maintenance campus, off-airport cargo handling facilities, realignment of airport roadways, and expansion of the fueling facilities. As Sea-Tac is the primary air transportation facility for the Puget Sound region, the airport expects increased number of passengers (56 million) and aircraft operations (477,000) activity each year through 2027. The proposed projects therefore would assist in accommodating that projected growth, which would also occur with or without the projects. As a result of such growth, the 2018 Sea-Tac SAMP includes Long-Term Vision projects, which will also be subject to NEPA analysis in the future.

We appreciate the opportunity to provide early input and support the FAA decision to include scoping as a step in the EA process for the proposed action. In addition to the preliminary list of issues and resources that will be addressed in the EA, we offer the attached scoping comments to highlight the issues that we believe are important to consider in the NEPA analysis. Because this analysis would only involve up to 30 near-term projects only, we anticipate that the issues and impacts for each project will be fully analyzed and that mitigation measures will be incorporated. If the analysis reveals that significant impacts would result from the proposed action, then an Environmental Impact Statement should be prepared.

We appreciate the opportunity to provide scoping comments and look forward to continued participation in the project NEPA process. If you have questions about our comments, please contact me at (206) 553-6322 or electronically at mbabaliye.theogene@epa.gov.

Sincerely,

Theogene Mbabaliye, NEPA Reviewer
Environmental Review and Sediment Management Unit

EPA Scoping Comments on the proposed Sea-Tac Sustainable Airport Master Plan Projects King County, WA

Range and Comparison of Alternatives

The EA should include a range of reasonable alternatives that meet the stated purpose and need for the proposed action and that are responsive to the issues identified during the scoping process. The Council on Environmental Quality (CEQ) recommends that all reasonable alternatives should be considered, even if some of them could be outside the capability of the applicant or the jurisdiction of the agency. The environmental impacts of the proposal and alternatives should also be presented in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decision maker and the public. The potential impacts of each alternative should be quantified to the greatest extent possible. It would also be useful to list each alternative action's impacts and corresponding mitigation measures. The EPA encourages selection of reasonable alternatives that will minimize environmental degradation.

Environmental Effects

The EA document should include the environmental effects of the proposed projects on natural resources and any necessary mitigation measures to reduce or cancel those effects. This would involve the delineation and description of the affected environment or analysis area, indication of the impacted resources, the nature of the impacts, and proposed mitigation measures to reduce those impacts. We recommend that providing adequate information in the EA on the following topics would be especially helpful for decision makers and the public.

a) Air Quality Impacts

The EA should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), and criteria pollutant non-attainment areas in the analysis area and vicinity, if applicable. The EA should estimate emissions of criteria pollutants for the airport area and discuss the timeframe for release of these emissions from construction through the lifespan of the near-term projects. The NEPA document should also include analysis of the potential impacts to air quality (including cumulative and indirect impacts) from the projects, especially during construction. The EA should specify all emission sources and quantify these emissions. Such an evaluation is necessary to assure compliance with State and federal air quality regulations, and to disclose the potential impacts from temporary or cumulative degradation of air quality. The EA should include the following:

- Detailed information about ambient air conditions, NAAQS, and criteria pollutant non-attainment areas in all areas considered for the airport and adjacent areas.
- Data on emissions of criteria pollutants from the proposed projects and discuss the timeframe for release of these emissions.
- Specific information about pollutant from mobile sources, stationary sources, and ground disturbance. This source specific information should be used to identify appropriate mitigation measures and areas in need of the greatest attention.
- An Equipment Emissions Mitigation Plan that identifies actions to reduce diesel particulate, carbon monoxide, hydrocarbons, and NOx associated with construction activities[1].

The potential effects from air pollutants, including air toxics, to airport personnel and users, ground crews, nearby residents, businesses, and any sensitive receptor locations, such as, schools, medical facilities, senior centers and residences, daycare centers, outdoor recreation areas (e.g., parks) should be identified.

[1] https://www.epa.gov/cleandiesel/construction-and-agriculture#construction

We know that greenhouse gas emissions can contribute to climate change. Impacts of climate change may include changes in hydrology, weather patterns, precipitation rates, and chemical reaction rates. The EA should discuss how changes in climate could potentially impact the proposed projects and how the projects can impact the climate. The EA should quantify and disclose emissions from the projects' activities and consider mitigation measures to reduce the emissions. Potential mitigation measures for greenhouse gas emissions could be the use of energy efficient equipment and limiting idling when possible.

b) Noise and disturbance effects

The Sea-Tac currently experiences noise and other flight-related disturbance to communities, which variously affects residents, visitors, schools, businesses, recreation areas and activities, natural areas and wildlife. The EA should address the direct, indirect, and cumulative effects from additional noise and disturbance that would potentially result for both human and wildlife communities. The analysis should include but not necessarily be limited to the following:

- Identification of the geographic location and area affected by projects construction and airport operations.
- Any differences in intensity/severity of effects with respect to the updated and additional air traffic, including height above ground and height above sea level for all effects.
- Any new effects on previously undisturbed areas and cumulative/increased effects (increased frequency, severity) on areas currently within the airport flight paths.
- Effects on birds, including migratory birds, raptors, shorebirds, waterfowl, marine birds, ground dwelling birds, passerines, and overall effects on habitat quality/suitability for nesting, rearing, foraging, roosting, particularly within important habitat/concentration areas, such as, Wildlife Refuges, Natural Areas/Key Conservation Sites, and other important habitat, and on threatened, endangered, candidate, sensitive, and other species of concern listed by Federal or State fish and wildlife agencies.
- Effects on other terrestrial or aquatic wildlife species, including marine mammals. For affected species and habitats, disclose the area, location, and accessibility of any remaining intact habitats and refugia currently unaffected by the airport operations, including new construction.
- Effects on children's health and safety, including effects of noise/disturbance on school and other learning environments, outdoor recreation areas, and other sensitive locales. See Executive Order 13045[2].
- Effects on other vulnerable/disadvantaged populations, including minorities, low income, elderly, disabled, and Native Americans.
- Effects on quality of life, recreation activities, and quietude. Churches and other community gathering environments may be affected by new or increased noise and frequency of military flights.
- Indirect and cumulative effects on sensitive human and non-human animal receptors.

c) Public Participation and Environmental Justice

The NEPA process should effectively engage the public in dialogue about the proposed projects and its potential environmental, social, historical, cultural, and economic impacts – both positive and negative. In compliance with NEPA and with the Executive Order12898[3] on *Environmental Justice (EJ)*, actions should be

[2] https://www.epa.gov/children/executive-order-13045-protection-children-environmental-health-risks-and-safety-risks
[3] https://www.epa.gov/laws-regulations/summary-executive-order-12898-federal-actions-address-environmental-justice

taken to conduct adequate public outreach and participation that ensures the public and Native American tribes truly understand the possible impacts to their communities and trust resources. Minority and/or low-income communities and tribes must be effectively informed, heard, and responded to regarding the projects impacts and issues affecting their communities and natural and cultural resources. The information gathered from the public participation process and how this information is factored into decision-making should be disclosed in the NEPA document.

The EPA requests the following information from lead agencies, at a minimum, when reviewing NEPA documents to determine the adequacy of analysis:

- Describe the efforts that have/will be taken to inform the communities about the impacts of the projects and to ensure "meaningful public participation" by the potentially affected communities/individuals.
- Identify low income and minority communities in the analysis area.
- Disclose in the NEPA document what was heard from the community about the proposed action during the public participation sessions by listing the impacts identified by the projects proponents and the communities.
- Address whether these impacts are likely to occur and to whom, and evaluate all impacts for their potential to disproportionately impact low income and/or minority communities.
- Describe how what was heard from the public was/will be incorporated into the decisions made about the projects (such as, the development or choice of alternatives).
- Propose mitigation for the impacts that will or are likely to occur.

Public health and safety impacts and other impacts of concern to the public should be analyzed and disclosed in the NEPA document. The potential for disproportionate impacts and need for special consideration should extend to any vulnerable population, including the elderly, disabled, and children, as well as low income and minorities. The EJ populations can be located using the EJSCREEN tool[4].

d) Water resources impacts

The EA should disclose waters in the analysis area and vicinity that proposed developments could impact, nature of the potential impacts, and pollutants likely to affect those waters. The EA should also assess whether proposed facilities would affect drinking water and sources. If they would be impacted, then, the EA would need to include contaminants of concern and measures to take to protect drinking water and related source areas, consistent with the 1996 amendments to the Safe Drinking Water Act.

The EA should address potential effects of facility discharges on surface and groundwater quality. If facilities would be zero discharge, the EA would need to disclose the amount of process water that would be disposed of onsite and explain methods of onsite containment. If evaporation ponds would be used for disposal of wastewater, indicate how seepage into groundwater will be prevented. Identify the storm design containment capacity of ponds, explain how overflow in larger storm events will be managed, and discuss potential environmental impacts (drainage channels affected, water quality, biological resources) in the event of overflow. Disposal of wastewater or other fluids into the subsurface is also subject to the requirements of the Underground Injection Control Program and permits may be required, depending on project specifications and federal and/or state requirements.

Please note that under the Clean Water Act, any project construction that would disturb a land area of one or more acres also requires a National Pollutant Discharge Elimination System (NPDES) permit for discharges to waters of the United States. The EA should document the projects' consistency with applicable storm water

[4] http://www.epa.gov/ejscreen

permitting requirements and should discuss specific mitigation measures that may be necessary or beneficial in reducing adverse impacts to water quality. We would also encourage the FAA to consider Low Impact Development techniques[5] during projects' activities due to their potential to reduce storm water volumes, and mimic natural conditions. Other measures to conserve energy and resources may include those under the Energy Independence and Security Act of 2007 and related EPA Technical Guidance on Implementing the Storm Water Runoff Requirements for Federal Projects under Section 438 of this Act[6].

For water use and conservation, the EA should discuss conservation measures to implement to reduce water demands. Facility designs should maximize conservation measures such as appropriate use of recycled water for landscaping, xeric landscaping, and water conservation education. For information on those measures, you may consult two EPA publications, *Protecting Water Resources with Smart Growth*[7] and *Water Conservation Plan Guidelines*[8]. The EA should discuss water reliability for future development projects, factoring in the effects of climate change.

Construction of facilities and access roads and runways may also compact the soil, thus changing hydrology, runoff characteristics, and affecting flows and delivery of pollutants to waterbodies and ecological function of the area. The EA should therefore include a detailed discussion of the cumulative effects from this and other projects on the hydrologic conditions of the analysis area. The document should clearly depict reasonably foreseeable direct, indirect, and cumulative impacts to groundwater and surface water resources. For groundwater, the potentially affected groundwater basin should be identified and any potential for subsidence and impacts to springs or other open waterbodies and biologic resources should be analyzed.

e) Aquatic resources and impacts

The EA should describe all waters of the United States, including wetlands that could be affected by proposed development activities and their locations in the analysis area, preferably using maps. The document should include data on acreages and channel lengths, habitat types, values, and functions of the waters and related wetlands. If the projects would result in impacts to aquatic resources e.g., filling of wetland, then, the FAA would need to work with the U.S. Army Corps of Engineers to determine if projects would need a CWA §404 permit.

Please also note that activities affecting floodplains are also regulated under the CWA §404, Executive Orders 11988, *Floodplain Management* and 13690, *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input.* The EA should include information explaining why activities would be located in floodplains, alternatives considered, and steps to be taken to reduce impacts to floodplains.

f) Solid Waste, Hazardous Materials and Wastewater Management

The EA should address potential direct, indirect, and cumulative impacts of use of hazardous and non-hazardous materials in the construction and operation of the projects. Because of the projects, hazardous materials such as compressed gas, petroleum products, and others may be used and/or stored in the community or at the airport site. Although their proper management is presumed to be safe, concerns remain about the possibility of accidents resulting in the release of hazardous materials to the environment. The EA should therefore describe measures that will be taken to minimize the chances of such an accident, and emergency response measures that would be taken should an accident occur.

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[5] http://www.epa.gov/polluted-runoff-nonpoint-source-pollution/urban-runoff-low-impact-development

[6] http://www.epa.gov/polluted-runoff-nonpoint-source-pollution/stormwater-management-federal-facilities-under-section-438

[7] http://www.epa.gov/sites/production/files/2014-04/documents/protecting-water-resources.pdf

[8] www.epa.gov/watersense/docs/app_a508.pdf

The EA should address the applicability of state and federal hazardous materials, pollution prevention, and solid waste requirements, and appropriate mitigation measures to prevent and minimize the generation of solid and hazardous materials. Consistent with the FAA guidelines[9] and EPA regulations (40 CFR 112[10]), the FAA may need to prepare and implement a Spill Prevention, Control, and Countermeasure (SPCC). We recommend that information addressing such SPCC be included in the EA document, if applicable.

If any pesticides and herbicides will be used during construction, operation, and maintenance of the projects, the EA should address any potential toxic hazards related to the application of the chemicals, and describe what actions will be taken to assure that impacts by toxic substances released to the environment will be minimized. See Executive Order 13112[11]. The EA should include a project design feature that calls for the development of an invasive plant management plan to monitor and control noxious weeds, and to utilize native plants for restoration of disturbed areas after construction.

As the airport operations usually require the construction of support and passenger facilities, we also recommend that the EA discuss how wastewater and solid waste generated at Sea-Tac will be managed.

g) Habitat, vegetation, and wildlife species impacts

During construction of facilities, clearance of vegetation and movement of soils may be necessary. The EA should describe the current quality and capacity of habitat, its use by wildlife in the proposed action area, especially fish. The EA should:

- Identify species, describe their critical habitat and potential impacts;
- Discuss blasting and excavation needs, methods, and control of effects, and mitigation of impacts;
- Indicate Best Management Practices (BMPs) to protect resources; and
- Include a vegetation management plan to address control of invasive plants, including prevention, early detection of invasion, and control procedures for the species. We recommend that the plan be consistent with the E.O. 13112.

Construction of the near-term projects may also have impacts on native and rare plants. We recommend that the EA include information about these plants and any related impacts, as well as measures to be taken to mitigate the impacts. As an example, the timing of projects' activities may be planned so that there would be little to no impacts to plants and animals during crucial seasons in their life cycle. We recommend that the EA specify BMPs to protect these resources in the analysis area.

h) Seismic and other risks

Construction and operation of the projects may cause or be affected by increased earthquake activity in tectonically active zones. Therefore, we recommend that the NEPA document discuss the potential for seismic risk and approaches to evaluate, monitor, and manage the risk. The document should include a seismic map or a reference to it. Construction of the projects should use appropriate seismic design and construction standards and practices to minimize impacts. One strategy would be to assess geologic faults in the analysis area because fault areas are vulnerable to movement, which makes them potential areas of risk for landslides and related impacts.

During construction of the projects, blasting may also be required in some areas, resulting in increased noise and related effects to residents and wildlife, including disruption, displacement, and potential species mortality.

[9] https://www.faa.gov/airports/environmental/environmental_desk_ref/media/desk-ref.pdf
[10] https://www.epa.gov/sites/production/files/2014-04/documents/b_40cfr112.pdf
[11] https://www.environment.fhwa.dot.gov/env_topics/ecosystems/roadside_use/vegmgmt_rdus3_9.aspx

The EA should discuss where blasting would be needed, blasting methods that will be used, and how the adverse effects of blasting will be controlled and mitigated.

i) Endangered Species Act (ESA)

The EA should identify the endangered, threatened, and candidate species under ESA, and other sensitive species within the analysis area. It should also describe their critical habitats and how the proposed projects will meet all requirements under ESA, including consultation with the US Fish and Wildlife Service and, if applicable, the National Oceanographic Atmospheric Administration.

j) Land use impacts

Land use impacts would include, but not be limited to, disturbance of existing land uses within construction work areas during construction and creation of permanent-right- of ways for construction, operations, and maintenance of the airport and associated facilities. The EA should document all existing land cover and uses within the analysis area, anticipated impacts by the projects to the land cover and uses, and mitigation measures that would be implemented to reduce the impacts. The EA should indicate which land uses would be converted into airport use and acreages, and measures that would be taken to compensate landowners for loss of their resources because of the projects.

k) Cumulative and indirect effects

The proposed action should assess impacts over the entire area of impact and consider the effects of the proposed projects when added to other past, present and reasonably foreseeable future projects in and outside the analysis area, including those by entities not affiliated with FAA. Only by considering all actions together can one conclude what the impacts on environmental resources are likely to be. The EPA has issued guidance on how we are to provide comments on the assessment of cumulative impacts, *Consideration of Cumulative Impacts in EPA Review of NEPA Documents*[12]. The guidance states that to assess the adequacy of the cumulative impacts assessment, there are five key areas to consider:

- Resources, if any, that are being cumulatively impacted.
- Appropriate geographic area and the time over which the effects have occurred and will occur.
- All past, present, and reasonably foreseeable future actions that have affected, are affecting, or would affect resources of concern.
- A benchmark or baseline.
- Scientifically defensible threshold levels.

Indirect effects, which must also be analyzed in the NEPA document, are those that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include additional development or other activity inducing effects and other effects related to induced changes in the pattern of land use, road systems and access, number and frequency of human visits/uses, and related effects on air and water and other natural systems, including ecosystems (40 CFR Part 1508.8).

Climate Adaptation

EPA recommends that the EA include a discussion of reasonably foreseeable effects that changes in the climate may have on the proposed projects and the analysis area, including its long term infrastructure. This could help inform the development of measures to improve the resilience of the proposed project. If projected changes could notably exacerbate the environmental impacts of the projects, EPA recommends these impacts also be considered as part of the NEPA analysis.

[12] http://www.epa.gov/compliance/resources/policies/nepa/cumulative.pdf

Coordination with Tribal Governments

The EA should describe the process and outcome of government-to-government consultation between FAA and tribal government(s) that would be affected by the projects, issues that were raised, if any, and how those issues were addressed. Executive Order 13175[13], *Consultation and Coordination with Indian Tribal Governments* (November 6, 2000), was issued to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, and to strengthen the U.S. government-to-government relationships with Indian tribes.

Monitoring and Adaptive Management

The proposed projects have the potential to impact a variety of resources for an extended period. As a result, the EPA recommends that the projects be designed to include an environmental inspection and mitigation monitoring program to ensure compliance with all mitigation measures and to assess their effectiveness. The EA document should describe the monitoring program and how it will be used as an effective feedback mechanism, such as through adaptive management, so that any needed adjustments can be made to the projects to meet environmental objectives during the airport operations, maintenance, and any decommissioning including existing facilities. We would expect lessons learned from past practices and adaptive management efforts at Sea-Tac, combined with the need to account for new challenges, such as climate change, would influence management of the proposed projects.

[13] https://www.epa.gov/laws-regulations/summary-executive-order-13175-consultation-and-coordination-indian-tribal