APPENDIX O

Agency & Public Engagement

The following Appendix provides a summary of the agency and public engagement activities that occurred during the Environmental Assessment (EA). Additional information on Scoping is provided in Appendix N.

Engagement Summary

Comments and Responses

Submitted Studies and Materials

APPENDIX O

Agency & Public Engagement

Engagement Summary

Regulatory changes since the publication of the Draft EA includes the revocation of the following Executive Orders (EO): EO 11991, EO 12898, EO 13985, EO 13990, EO 14007, EO 14008, EO 14027, EO 14030, EO 14031, EO 14045, EO 14049, EO 14050, EO 14057, EO 14072, EO 14082, EO 14089, EO 14091, EO 14094, EO 14096, EO 14112, and EO 14124. In addition, Council on Environmental Quality (CEQ) revoked its regulations (40 Code of Federal Regulations [CFR] parts 1500-1508) implementing NEPA, 42 United States Code (U.S.C.) 4321 *et seq*., as amended, in response to EO 14154, *Unleashing American Energy*. This Engagement Summary reflects the public involvement process completed for the Draft EA, which relied upon the NEPA statute (42 U.S.C. 4321 et seq., as amended) and FAA Orders 1050.1F and 5050.4B as well as now-rescinded regulations. FAA's final decision will rely upon FAA Order 1050.1F, the Fiscal Responsibility Act of 2023, Executive Order (EO) 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity,* EO 14154, *Unleashing American Energy,* and the Supreme Court's decision in *Seven County Infrastructure Coalition v. Eagle County,* 605 U.S. _ (2025).

Overview

This document summarizes the public engagement for the Federal Aviation Administration's (FAA) National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) for SAMP, organized by communications/engagement materials, public meetings, briefings, and media coverage.

Coordination and Public Involvement

This summary discusses coordination and public involvement associated with the EA process. The FAA is the lead federal agency to ensure compliance with NEPA for this project and has the discretion to determine the appropriate level of public involvement. The coordination and public involvement for this project comply with public involvement requirements and policies including NEPA, as amended, Council on Environmental Quality (CEQ), Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] §§ 1503.1(a) and 1506.6), FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions.

NEPA and the CEQ Regulations, in describing the public involvement process, require federal agencies to: consider environmental information in their decision-making process; solicit appropriate information from the public; fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives; and provide the public with this information and allow it to comment on these findings. While community involvement does not always lead to fully supported decisions, especially where there is a wide diversity of community views, decisions informed by community concerns can better serve the collective public interest and build trust in the FAA by establishing regular communications and involvement with the community throughout a project that has raised community concerns.

The following sections describe the public involvement activities that have been done to consult effectively with the public about their views, concerns, and ideas regarding the EA, the NEPA process and, ultimately, the adequacy of the EA environmental analyses.

The EA process has had several opportunities for public outreach activities that are described in this chapter. The public outreach efforts for this EA have been developed to solicit input from, and provide information to the following groups:

- Community partners
- Tenants/Operators
- Airport users/traveling public
- Agencies and other partners
- Port employees
- Business community
- Elected officials/GR stakeholders
- Underrepresented Communities
- General public

A comprehensive audience breakdown can be found in Appendix A.

Public Website

At the beginning of the EA process, a public website was developed to keep the general public informed about the EA, the NEPA process, and opportunities for public participation during the EA process. The Project website is linked to the Port of Seattle website and was updated throughout the NEPA process with high-level, easy-to-understand information about the process, the documents (when published), and how to comment.

The Project website was available to translate via Google Translate and all linked materials were translated in the following languages: English, Spanish, Vietnamese, Chinese (simplified), Somali, Amharic and Korean. These materials include an Environmental Review and Airport Master Plan factsheet, FAQs, and a 30-day notice SAMP factsheet. For more details on the Project website's materials, see Appendix B.

Scoping Outreach

- Public Scoping
- Agency Scoping
- Scoping Comments

Outreach Prior to Release of the Draft EA

Several outreach efforts were conducted prior to and following the public release of the Draft EA. A comprehensive list of materials mentioned in the section and related metrics can be found in Appendix B.

30 Day Notice Materials

The SAMP Project website was updated on September 20, 2024 with FAQs, an Environmental Process Factsheet, SAMP Factsheet, and a video highlighting the project and noting that NEPA documents would be released on October 21, 2024. A short write-up about SAMP, the NEPA process, and how the pubic could engage was included in the Port of Seattle's existing newsletters. A press release was published including the NEPA release date, how to comment, and key information about the NEPA process. Information about the NEPA public comment process and upcoming release date was shared across Port social media pages, including LinkedIn, X, Facebook, and Instagram.

Throughout September 2024, Port staff briefed Port of Seattle Commissioners, local city councils (Burien, Federal Way, Normandy Park, Tukwila, Des Moines, and Federal Way), local transportation boards, and other local stakeholders. For a complete list of briefings, see Appendix C.

Outreach to General EJ Population

As part of the overall community engagement and outreach program for the environmental review of SEA's Sustainable Airport Master Plan Near-Term Projects, the team defined a project goal of engaging underrepresented communities within South King County. To achieve this goal, the team developed strategies to reach underrepresented communities, including multicultural media and partnerships with trusted community-based organizations.

Multicultural media: The Port ran ads in NW Asian Weekly, South Seattle Emerald, Runtanews.com (Somali), Se Habla Media (formerly Univision), and Larazanw.com (Spanish) for 3.5 weeks after the NEPA documents were published.

Community Partnerships: The Port enlisted The Vida Agency to help engage and provide community organizations with resources to understand the NEPA process and in turn engage with their community about the NEPA EA process. This involved:

- Facilitating meetings between community partners and Port representatives as an opportunity to ask questions, learn about project purpose and confirm partnership with Port.
- Sharing FAA approved outreach materials with community
- Sharing project information with communities where they already are
- Providing resources and support from the Port, including technical support and ongoing relationship development

Availability of the Draft EA

On October 21, 2024 the Notice of Availability of the Draft EA and Notice of Intent to Hold a Public Hearing / Workshop was published, announcing the start of a 45-day public comment period. A press release announcing the availability of the draft was published on October 21, 2024. A notice was also placed on the EA project website. The Port also published the notice through their social media accounts.

The comment period was scheduled to end on December 5, 2024, but was later extended by the FAA to December 13, 2024. Public comment period extension notices were posted on the SAMP Project website, added to all materials posted on the Project website including FAQs, the 30-Day Notice SAMP Factsheet, the Environmental Review and Airport Master Plan Factsheet, and the Community Process Factsheet. These materials were posted in English, Spanish, Vietnamese, Chinese (simplified), Somali, Amharic and Korean. Additionally, notices were sent out to the Port of Seattle's existing newsletters, a press release was published, and the public comment period extension was shared across Port social media pages. A media advisory was sent out on November 11, 2024 and a legal notice was shared on November 14, 2024.

After the public comment period extension, comments were due by Friday, December 13, 2024. Paper copies of the Draft EA were made available for public review at each of the following locations during normal business hours:

- Sea-Tac Airport Office
  Mezzanine Level
- Burien Library
  400 SW 152nd Street, Burien, WA 98166
- Des Moines Library
  21620 11th Avenue S, Des Moines, WA 98198
- Federal Way 320th Library
  848 S 320th St., Federal Way, WA 98003
- SeaTac Valley View Library
  17850 Military Road S, SeaTac, WA 98188
- Seattle White Center Library
  1409 SW 107th St, Seattle, WA 98146
- Tukwila Library
  14380 Tukwila International Blvd, Tukwila, WA 98168
- Vashon Library
  17210 Vashon Hwy SW, Vashon, WA 98070

Additional overview materials with QR codes to the SAMP Project website with NEPA documents were also available at Pier 69, 2711 Alaskan Way, Seattle, WA 98121.

Public Meetings

The Port of Seattle hosted four in-person public meetings to share information about the NEPA draft document and receive official public comments. Meetings were designed for members of the public to attend and ask technical team members questions and also provide public comments.

At each meeting, hard copies of all website materials were available. Additionally, each meeting featured over 30 informational boards explaining the EA findings, the NEPA process, and opportunities for public participation during the EA process. These boards were made available on the Project website. Each meeting provided all these materials in English, Spanish, Vietnamese, Chinese (simplified), Somali, Amharic and Korean. Translation services were available upon request.

A video played throughout each public meeting introducing SAMP, explaining the environmental review process, and provided a high-level overview of key findings from the EA.

A comprehensive list of materials available during the public meetings and comment and attendance metrics can be found in Appendix B.

Date	Location
November 12, 2024 6:00–8:00 PM	Wildwood Elementary Federal Way, WA
November 13, 2024 6:00–8:00 PM	Mount Rainier High School Des Moines, WA
November 14, 2024 6:00–8:00 PM	Highline High School Burien, WA
November 16, 2024 10:00 AM–12:00 PM	McMicken Heights Elementary SeaTac, WA

Comments on the Draft EA

Agencies and the public had the following four ways to provide comments on the Draft EA:

- Submit written comments on a comment form at a public meeting;
- Provide comments orally to a court reporter at a public meeting;
- Submit comments electronically during the comment period to samp@portseattle.org; or
- Mail written comments during the comment period to:

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

Responses to Comments on the Draft EA

Comments were reviewed, and responses are provided in Appendix O, Agency and Public Engagement of the Final EA

Appendix A—Audiences

The audience list below captures a high-level overview of audience groups that were engaged during this process.

Audience category	Individual audiences
Community partners	• Congolese Integration Network • Para Los Ninos • Serve Ethiopians • Somali Health Board • SHAG Tukwila • SHAG Federal Way • Environmental Science Center • Duwamish Valley • SR3 – Sealife Response, Rehabilitation, and Research • STACC • Friends of Normandy Park
Tenants/Operators	• Taxi drivers • Uber/Lyft drivers • Food service providers
Airport users/traveling public	
Agencies and other partners	• Neighboring cities • StART • Highline Forum • School District (Highline, Federal Way, Tukwila, etc.)
Port employees	• Via newsletters (This Week @ SEA, Lyttle Update, ED Update)
Business community	• Boeing • Microsoft • Amazon
Elected officials/GR stakeholders	• Gov. Inslee • Washington State Legislature • King County Executive Dow Constantine • King County Council • Port of Seattle Commission • City Councils (Burien, Des Moines, Federal Way, Normandy Park, SeaTac, and Tukwila)
Underrepresented Communities	• Communities of color • Native communities • Immigrant and refugee populations • Low-income communities • English Language Learners • Elders • Persons with disabilities
General public	

Appendix B—Digital and Printed Materials

Date	Material & Metric
July 25, 2024 Pre-notice Preparations *The website was translated via a Google Translate tool.*	Project website
September 20, 2024, 30-Day Notice	Project website update (9/21-10/21: 457 website views) Post to the Port's Temp website • Under the "Environmental –SEPA/NEPA" section • Temp site hosted by WPPA Email newsletters • SAMP Email (1,961 sent) • NEPA Email (1,961 sent) Environmental Review and Airport Master Plan factsheet* FAQs* 30-day notice SAMP factsheet* Press release (3,418 sent) Social media posts • Port LinkedIn, Port X, Port Facebook
October 21, 2024 NEPA Documents Published; public comment period begins	Project website(10/21-12/13: 14,300 views) Email newsletters • SAMP Email (1,955 sent) • NEPA Email (1,955 sent) • Connections Email (6,861 sent) Press release (3,403 sent) Social media posts • Port LinkedIn, Port Twitter (X), Port Facebook Community Process Fact Sheet* Updated FAQs* Legal notice Postcard – Mailer (Sent to 126,000+ residences in near-airport communities) • Translated in six (6) additional languages • Most received in mailbox either 10/25 or week of 10/28

Date	Material & Metric
October 23, 2024 Ads ran between 10/23 to 11/15 A revised second round of social media ads with updated messaging ran from 11/20 to 12/4	Multicultural media ads launch • Sound Publishing • South King Media • Westside Seattle • NW Asian Weekly • South Seattle Emerald • Runtanews.com • International Examiner • El Siete Dias SAMP shorter video -3:36 (1,175 views as of 12/10) • Six additional translations added to closed captioning Port channel social media ads
November 1, 2024	Narrated PowerPoint video - 35:13 (445 views as of 12/10
November 6, 2024	Social Media • Port LinkedIn, Port Twitter (X), SEA Twitter (X), Port Facebook, SEA Facebook
November 11, 2024	Social Media • Port LinkedIn, Port X, Port Facebook
November 12 – 15, 2024 Public Comment Period Extension	Project website * Materials update • FAQs* • 30-day notice SAMP factsheet* • Environmental Review and Airport Master Plan factsheet* • Community process factsheet* Email newsletters • SAMP Email: 11/12 (Public Mtgs – 1,957 sent) and 11/13 (Notice of Extension – 1,958 sent) • NEPA Email: 11/12 (Public Mtgs – 1,952 sent) and 11/13 (Notice of Extension - 1,952 sent) Media advisory 11/12 Legal notice 11/14 Social media 11/15 • Port LinkedIn, Port X, Port Facebook
November 19 – 20, 2024	Email and/or call 11/12 and 11/13 public meeting attendees to inform of comment period extension date

Note: *Starred materials were translated into Amharic, Chinese, Korean, Somali, Spanish, Vietnamese in addition to email blurb noting translations online*

Public Meetings

Date	Material	Metrics
November 12, 2024 *Photos – password: portpress*	Public meeting • 6–8 PM at Wildwood Elementary, Federal Way, WA	28 attendees • 6 written comments • 5 verbal comments
November 13, 2024	Public meeting • 6–8 PM at Mount Rainier High School, Des Moines, WA	83 attendees • 9 written comments • 7 verbal comments
November 14, 2024	Public meeting • 6–8 PM at Highline High School, Burien, WA	65 attendees • 13 written comments • 14 verbal comments
November 16, 2024	Public meeting • 10 AM–12 PM at McMicken Heights Elementary, SeaTac, WA	55 attendees • 12 written comments • 10 verbal comments

Public meeting outreach materials:

- FAQs
- 30-day notice SAMP factsheet
- Environmental Review and Airport Master Plan factsheet
- Community process factsheet
- Boards
- Open House Station Guide

All of the above materials available in English, Amharic, Chinese (Simplified), Korean, Somali, Spanish, Vietnamese, translation and accessibility services available upon request

Appendix C—Briefings

Date	Briefing	Type
September 5, 2024	Port of Seattle Commission Special Meeting	
September 9, 2024	Port of Seattle Commission 2:2:1	In-person
September 23, 2024	Burien City Council Federal Way City Council Normandy Park City Council Tukwila City Council SCATBd (South County Area Transportation Board) ETP (Eastside Transportation Board) SeaShore (Seattle-Shoreline Transportation Board) SCA (Sound Cities Association) StART Committee	In-person Email Email In-person Email Email Email Email Email
September 24, 2024	SeaTac City Council	In-person
September 25, 2024	Highline Forum	In-person
September 26, 2024	Des Moines City Council	In-person
October 1, 2024	Federal Way City Council	In-person
October 2, 2024	Serve Ethiopians	In-person
October 3, 2024	Congolese Integration Network	In-person
October 4, 2024	Para Los Ninos Commissioner 2:2:1	In-person In-person
October 7, 2024	Commissioner 2:2:1	In-person
October 10, 2024	Kent Black Action Committee (KBAC)	In-person
October 11, 2024	STACC Meeting	In-person
October 15, 2024	ECOSS Training	In-person
October 17, 2024	SHAG Housing - FW	In-person
October 21, 2024	PSRC (Puget Sound Regional Council)	Online
October 23, 2024	StART Committee Meeting	In-person
October 24, 2024	Des Moines City Council Seattle Chamber's Regional Leadership Conference hosted dinner Seattle Chamber's Regional Leadership Conference panel with Alaska Airlines and Expedia	In-person In-person In-person
October 25, 2024	Tukwila City Council - email	Email
October 28, 2024	Burien City Council	In-person
October 29, 2024	Congressional Staff Virtual Meeting (set up by Eric Schinfeld)	Online
November 1, 2024	SeaShore (Seattle-Shoreline Transportation Board)	In-person
November 6, 2024	Federal Way City Council	In-person
November 7, 2024	Somali Health Board	In-person
November 8, 2024	ETP (Eastside Transportation Partnership)	In-person

Date	Briefing	Type
November 12, 2024	Normandy Park City Council	In-person
November 15, 2024	Leadership Eastside Group	In-person
November 19, 2024	SCATBd (South County Area Transportation Board) SeaTac City Council	In-person In-person
November 20, 2024	Highline Forum Puget Sound Regional Council Regional Staff Meeting	In-person Online
December 6, 2024	Wesley Homes in Des Moines	In-person

Media Coverage

Date	Story	Outlet
October 21, 2024	Public Comment Period Opens for Port of Seattle's Draft Environmental Assessment on Sustainable Airport Master Plan	SeaTac Blog
October 25, 2024	New terminal, 19 gates eyed for Seattle Tacoma International Airport	Daily Journal of Commerce
November 11, 2024	Share your thoughts on SEA's plans for future development	KIRO 7
November 2, 2024	Airport noise is back on Federal Way's radar	Federal Way Mirror
November 12, 2024	Morning newsclip	KOMO 4
November 13, 2024	SEA's future development: You have more time to share your thoughts	KIRO 7
November 13, 2024	Evening newsclip	KIRO 7
November 21, 2024	Fixing Sea-Tac: Much-Needed Airport Expansion is a Long Way Off	Post Alley
November 30, 2024	Busway for SeaTac Airport	Seattle Transit Blog
December 2, 2024	Evening newsclip	KOMO 4
December 12, 2024	REMINDER: Deadline for Public Comment regarding Sea-Tac Airport SAMP is this Friday, Dec. 13	BTown Blog
December 12, 2024	Sea-Tac Airport says major expansion will do little harm. Neighbors don't buy it	KUOW
Event Page	Deadline for Public Comment regarding Sea-Tac Airport SAMP is Dec. 13	White Center Blog

APPENDIX O

Agency & Public Engagement

Comments and Responses

Introduction

The public comment period ran from October 21st to December 13th, 2024, and included four public meetings held in the Cities of Federal Way, Des Moines, SeaTac, and Burien, Washington. The public comment period for the Draft Environmental Assessment (EA) began on October 21, 2024, with publication of the Draft EA legal notice. The Federal Aviation Administration (FAA) initially planned to circulate the Draft EA for a 30-day public comment period upon release on October 21, 2024, but extended the comment period to 45-days prior to the release of the Draft EA at the request of the Port based on the complexity of the analysis. On November 8, 2024, the FAA then extended the comment period to Friday, December 13th after taking into consideration community interest and the placement of Thanksgiving within the comment period. Notice of this extension was provided at the public meetings, posted on the project website, and provided to the people who requested the extension.

Comments collected during the Draft EA public comment period were provided through one or more of the following comment-submittal methods:

- In writing, while attending one of the Draft EA public meetings
- Orally to the stenographer, while attending one of the Draft EA public meetings
- Electronically, via the project website
- Electronically, via email
- In writing, by mail

During the review of the comments, the FAA and the Port recognized recurring comments that were raised by numerous people. Consequently, this Appendix begins with General Responses that address the recurring comments and then moves to the individual responses. The FAA and the Port considered and addressed each individual comment provided; however, individual responses are not required as part of the EA process.

This Appendix includes comment letters, e-mails, and public hearing transcripts with individual comments bracketed and numbered. A response to each numbered comment is provided on the right-hand side of the page where the comment appears. When one of the General Responses is applicable, the response will reference the appropriate General Response number (i.e., General Response #1). The FAA and Port encourage readers to review the General Responses along with the FAA's response to specific comments as a reader may find that one or more General Responses not specifically listed are nevertheless responsive to a particular comment. To assist the reader in finding responses to their specific comments, **Table 1** provides an alphabetical list of commenters with the respective assigned comment number.

The public comments received on the Draft EA have resulted in minor edits that improved the accuracy and thoroughness of the Final EA analysis. A list of the edits made can be found in the Errata located at the beginning of the Final EA. The ultimate conclusions of the Draft EA remain the same in the Final EA.

General Response #1 – Preparation of an Environmental Impact Statement (EIS)

Several commenters argued that the FAA should have prepared an environmental impact Statement (EIS) rather than an EA. The National Environmental Policy Act (NEPA) provides three levels of environmental review and documentation: categorical exclusion (CATEX), EA, or EIS. For FAA funded or approved projects, the appropriate level of NEPA review is determined in accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions.*

Chapter 5 of FAA Order 1050.1F includes a list of categorically excluded actions. The list identifies actions that the FAA has found do not normally require an EA or EIS except in the case of extraordinary circumstances (Section 5-2). If the proposed airport project is not included in Section 5-6 of FAA Order 1050.1F, an EA or EIS must be prepared. A few components of the NTPs are included in the list of categorically excluded actions. However, some are not and, therefore, an EA or EIS was required.

Chapter 3 of FAA Order 1050.1F states the purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. An EA is a concise public document that briefly provides sufficient evidence and analysis for determining whether to prepare an EIS or issue a finding of no significant impact (FONSI) or finding of no significant impact/record or decision (FONSI/ROD). An EIS is required when any of the impacts of the proposed action, after incorporating any mitigation commitments, remain significant to the human environment. While the regulatory requirements for an EIS are more rigorous than the requirements for an EA, the impact analysis for each resource category is essentially the same for both an EIS and an EA.

The FAA considered the expected project impacts and public comments when determining whether to issue a FONSI/ROD or to prepare an EIS. As documented in the Draft EA and in these responses to comments, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Orders 1050.1F and 5050.4B. An EIS, therefore, is not required.

General Response #2 – Study Area

Several commenters argued that the General Study Area (GSA) should have been broader. Section 3.2 of the EA provides information on how the GSA was established. The GSA was developed considering areas of physical disturbance and potential direct or indirect impacts. It encompasses the area containing all components of the Action Alternatives for purposes of assessing potential effects of the Proposed Action on environmental resources in accordance with FAA Orders 1050.1F and 5050.4B. For some resources, the GSA was expanded after the initial analysis identified impacts may extend outside the GSA (such as biological and surface transportation). The air quality analysis used the mixing height (determined in coordination with the Puget Sound Clean Air Agency (PSCAA) to be 3084 feet above field elevation) as the study area.[1] The noise analysis relied on the 65+ Day Night Average Sound Level (DNL or Ldn) contour to determine noise impacts (See General Response #12).

The analysis did not identify impacts that exceeded the significance threshold within the GSA. Impacts outside of the GSA (or relevant resource specific study area) would be further attenuated or reduced compared to those occurring within the GSA. Therefore, extending the study areas would not result in the identification of additional impacts that would likely be significant.

[1] See Appendix C, Air Quality Protocol, Section 1.5.2, footnote 17.

General Response #3 – Public Outreach

Several commenters indicated that more public outreach was required. The public outreach associated with this EA exceeded the requirements established by the FAA in FAA Order 1050.1F. Appendix O includes more detailed information on all the public outreach efforts. In summary, the outreach efforts included a variety of steps.

At the beginning of the EA process, an external public website was developed to keep the public informed on the NEPA process. Updates on the development of the EA were posted to the website periodically during the NEPA process. The website had approximately 14,300 views and over 5,600 active users during the public comment period.

Thirty (30) days prior to the release of the Draft EA:

- The project website was updated to include a notice of the upcoming release of the Draft EA, responses to frequently asked questions (FAQs), an Environmental Process Factsheet, and a video highlighting the project and noting that the Draft EA would be released on October 21, 2024. Materials on the website were available in English, Spanish, Vietnamese, Chinese (simplified), Somali, Amharic and Korean.
- A short write-up about the Sustainable Airport Master Plan (SAMP), the NEPA process, and how the public could engage was included in the Port of Seattle's existing newsletters.
- A press release was published that included the Draft EA release date, how to comment, and key information about the NEPA process.
- Information about the Draft EA public comment process and upcoming release date was shared across Port social media pages.

Throughout September 2024, Port staff briefed Port of Seattle Commissioners, local city councils, local transportation boards, and local stakeholders on the upcoming release of the Draft EA.

Once the Draft EA was published on October 21, 2024:

- A notice was published in the Seattle Times and Daily Journal Commerce which described the Proposed Action, provided the public meeting dates, times, and locations, informed the public on how to obtain a copy of the Draft EA, and initiated the public comment period.
- Port Staff made a presentation at a Port Commissioners meeting on October 22, 2024, that included a summary of the analysis included in the Draft EA. The meeting had a virtual option as well as the option to attend in person.
- Ads in NW Asian Weekly, South Seattle Emerald, Runtanews.com (Somali), Se Habla Media (formerly Univision), and Larazanw.com (Spanish) ran for 3.5 weeks after the Draft EA was published.
- Postcards were sent to over 126,000 residences near the Airport that were translated into six (6) languages and included information on the release of the Draft EA and public meetings.
- The Port hosted four in-person public meetings. At each meeting there were over 30 informational boards explaining the NEPA process, the EA findings, and how to submit comments. These boards were posted on the project website. Translation services were available upon request at each meeting. Hard copies of all website materials were also available at each meeting. Over 230 people attended the public meetings, and 76 written/verbal comments were submitted.

- Materials on the website and at each meeting were available in English, Spanish, Vietnamese, Chinese (simplified), Somali, Amharic and Korean.

A hardcopy of the Draft EA was available at seven libraries and the Seattle Tacoma International Airport Conference Center. The seven libraries included the Burien Library, Des Moines Library, Valley View Library, Federal Way 320th Library, White Center Library, Tukwila Library, and the Vashon Library.

For these reasons, the FAA has determined that the public engagement was sufficient.

General Response #4 – Public Comment Period

Several commenters asserted that the comment period was insufficient. The FAA provided a public comment process in accordance with NEPA and FAA Orders 1050.1F and 5050.4B that exceeded minimum regulatory requirements. The FAA received requests to extend the public comment period prior to and after the release of the Draft EA. The FAA considered the rationale and need for each request when determining the appropriateness of an extension. The FAA granted two extensions of the public comment period for the Draft EA.

The FAA initially planned to circulate the Draft EA for a 30-day public comment period upon release on October 21, 2024, which is typical when a Draft EA is circulated for public comment (FAA Orders 1050.1F and 5050.4B). The FAA extended the comment period to 45-days prior to the release of the Draft EA at the request of the Port based on the complexity of the analysis, which was consistent with the FAA Reauthorization Act of 2024. On November 8, 2024, the FAA then extended the comment period to Friday, December 13th after taking into consideration community interest and the placement of Thanksgiving within the comment period.

The Port of Seattle provided notice of the release of the Draft EA on September 20, 2024, 31 days before the release of the Draft EA, to give the public time to prepare for the public comment period. In addition to the extended public comment period, the Port held four public meetings. The extended comment period aimed to balance providing the opportunity for public engagement with the need to move the project forward. The FAA and Port values all the comments received and carefully considered them during the decision-making process.

General Response #5 – Purpose of the National Environmental Policy Act (NEPA)

Several comments were premised on an incorrect understanding of the purpose of the NEPA. NEPA is a procedural, rather than substantive law, that requires federal agencies to assess the potential environmental effects of their proposed actions prior to making decisions.

While input and comments on the merits of the proposal, itself, are welcome and noted, the purpose of the EA is to disclose the potential impacts of the proposal to inform the decision-maker. Therefore, while the FAA notes comments that express an opinion about the merits of the proposals, the FAA's review of comments is focused on those that identify issues related to the adequacy of the environmental review.

Additionally, NEPA does not trigger a requirement to conduct analysis of previously completed actions or to provide mitigation for impacts not resulting from the current Proposed Action. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the impact assessment and preparation of environmental documents.

The analysis completed in the Draft EA compared the future Proposed Action and Hybrid Terminal Alternative to the No Action to identify the expected environmental consequences of implementing the Proposed Action or Hybrid Terminal Alternative. NEPA does not require the selection of the alternative with the least impacts. NEPA does require the FAA to consider the potential environmental impacts and public concerns when making a decision about proposed airport actions. The analysis in the EA relied on the best data available at the time the study was completed and the information presented in the EA is sufficient for the FAA to assess the impacts of each alternative.

The FAA considered the expected project impacts and public comments when determining whether to issue a FONSI/ROD or to prepare an EIS. As documented in the Draft EA and in these responses to comments, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Orders 1050.1F and 5050.4B.

The Washington State Environmental Policy Act (SEPA) is a separate state environmental law independent of NEPA. SEPA regulations provide for a public agency to serve as the lead agency when they are the project proponent (WAC 197-11-926). The lead agency for SEPA for this project will be the Port. The FAA does not have a role in the SEPA process. When a proposal is subject to both NEPA and SEPA regulation, the lead agencies can choose to integrate their approach but are not required to do so. At the conclusion of Scoping, the FAA and Port elected to conduct separate reviews, which is allowed under SEPA regulations. This decision was included in the Final Scoping Report (Section III.), dated February 19, 2019.

General Response #6 – Mitigation

Several commenters argued for the identification of additional mitigation. As defined in FAA Order 1050.1F, mitigation includes “avoiding the impact; minimizing the impact; rectifying the impact by repairing, rehabilitating, or restoring the environment; reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and compensating for the impact by replacing or providing substitute resources”. Impacts were avoided whenever possible. When impacts were unavoidable, the impacts were minimized to the greatest extent possible. Mitigation was used when avoidance and minimization was not enough to reduce the impacts below levels of significance.

The effectiveness of a mitigation measure was determined by evaluating the impact remaining after the application of the mitigation and determining either: (1) the mitigation reduced the impact to a less-than-significant level, or (2) no feasible mitigation exists to reduce the impact to a less-than-significant level, and, therefore, the impact was determined to be significant and unavoidable. No mitigation measures were needed or proposed when an impact was determined to be less-than-significant. Implementation of more than one mitigation measure may be needed to reduce an impact below level of significance.

The EA identifies mitigation to reduce impacts below levels of significance and minimization measures that are voluntarily included to further reduce impacts, in accordance with FAA Orders 1050.1F and 5050.4B. In addition, best management practices are included to reduce impacts during construction. A summary of all mitigation measures is included in Table 4-2.

General Response #7 – Alternative Analysis

Several commenters argued for the consideration of additional alternatives. Neither NEPA, nor FAA Orders 1050.1F or 5050.4B dictate the number of alternatives that must be carried forward for analysis in an EA. FAA Order 1050.1F states that alternatives "must meet the basic criteria for any alternative: it must be reasonable, feasible, and achieve the project's purpose." FAA is under no obligation to consider all conceivable alternatives. For alternatives considered but eliminated from further study, the EA briefly explains why these were eliminated.

The extensive alternative evaluation process is detailed in the Alternatives Technical Report in Appendix B. Alternatives from the SAMP process and received during Scoping were evaluated using a two-step screening process. The first level screening examined whether the alternative met the Purpose and Need, while the second level screening evaluated if the alternative was reasonable and feasible based on a qualitative evaluation of factors related to operational impacts and cost. Alternatives that made it past both screening levels were carried forward for detailed review in the EA.

General Response #7a – New Regional Airport

Several of the commenters requested that the FAA consider a new regional airport as an alternative in the EA. As discussed in the Alternatives Evaluation Technical Report in Appendix B, a new commercial service airport to serve the Puget Sound region has been studied for decades and is still currently being studied with no success in identifying an alternate site. Highlights of the process include:

- In 1994, the Puget Sound Regional Council Executive Board (PSRCE) adopted Resolution EB-94-01, which concluded that no feasible sites for a major supplemental airport could be found in the four-county region. The PSRC prepared the Regional Aviation Baseline Study to provide a clear picture of the aviation activities and needs in the region and set the stage for future planning efforts.
- The Commercial Aviation Coordinating Commission (CACC), established by the state of Washington in 2019, was tasked to identify a single preferred location for a new primary aviation facility. The final report submitted on June 15, 2023, identified three greenfield sites with no recommended site.
- In April 2023, Engrossed Substitute House Bill 1791 was signed creating a new working group (Commercial Aviation Work Group) to replace the CACC. This goal of this group is to evaluate the long-range commercial aviation and transportation needs of the state, including alternatives for additional aviation capacity which includes expanding use of existing airports and multi-modal opportunities.

Given that a site for a new regional airport has not been selected and the amount of time it would take to open a new regional airport, this option was not a reasonable or feasible alternative to address the near-term needs at SEA. Therefore, this alternative was eliminated from further consideration.

General Response #7b – Use of Other Airports

Several of the commenters requested that the FAA consider the use of other airports as an alternative in the EA. Since the deregulation of the airline industry in 1978, certificated U.S. air carriers are free to fly routes of their choice and serve airports of their choice. Airports that receive federal funding are considered public-use airports and must be made available for use on reasonable terms for all aeronautical uses, including when a carrier seeks to start service. 49 U.S.C. § 47107(a)(1). Moreover, airports cannot regulate or otherwise control airlines' routes; airlines are entitled to choose the airports they serve. 49 U.S.C. § 41713(b)(1).

Neither the Port nor the FAA can direct or place influence upon commercial service providers to provide commercial air carrier services at a particular airport or to require them to shift services from one airport to another. *Id.* Operators of public use airports, such as SEA, cannot deny access to an airline if the aircraft they propose to use can safely operate at that facility. Airport access restrictions must be preapproved by the FAA in accordance with 14 CFR Part 161- Notice and Approval of Airport Noise and Access Restrictions (Part 161). 49 U.S.C. § 47521(2)-(3); 14 C.F.R. Part 161. To date, the FAA has never approved an access restriction under Part 161.

Further, even if activity could be diverted to other local airports or other modes of transportation, there would still be the need to modernize and expand facilities at SEA that have reached their useful life. Therefore, this alternative was eliminated from further consideration.

General Response #7c – Limited Growth

Several of the commenters requested that the FAA consider limiting growth as an alternative in the EA. The volume of air service at an airport is a direct reflection of the population, incomes, economic activity, geographic location of communities using an airport and gate/hardstand availability. SEA, like most hub airports, engages in air service development to accommodate new routes. Regardless of marketing efforts, the new air service needs to have both a sufficient consumer base and gate/hardstand availability to be sustained. The unconstrained forecast is based on predictions of Seattle's socioeconomic trends and incorporates the expectation that new routes will be added in future years. Similarly, the constrained growth scenario also assumes that some new routes could be added in the future if gates or hardstands are available.

Both the Port and FAA have a limited ability to enact growth reduction strategies due to airline deregulation, which allows airlines to set their own routes, service frequency, and type (or size) of aircraft. 49 U.S.C. § 41713(b)(1). The Port has agreed to keep the Airport to be available for public use on "reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport." 49 U.S.C. § 47107(a)(1). In severe circumstances where there is systemic overscheduling of available hourly runway and airspace capacity, the FAA (but not the Port) has the authority to impose a cap on the number of flights at an airport; however, the FAA does not support flight caps as a long-term solution that is in the public interest. *See* 49 U.S.C. § 40103. Failure to provide the necessary facilities could effectively constrain air service as well as result in poor overall customer experience and failure to meet industry-established Level of Service (LOS) standards. For these reasons, this alternative was eliminated from further consideration.

General Response #7d – Utilization of Other Modes of Transportation

Several of the commenters requested that the FAA consider utilization of other modes of transportation as an alternative in the EA. Research has shown that other modes of transportation such as rail are viable alternatives to air travel up to approximately 300 to 475 miles depending on the speed of the rail. Beyond this point the use of rail or other modes of transportation either does not connect to the desired destinations or does so inefficiently. Based on this conclusion, the use of other modes of transportation would only address a small portion of the demand for short-distance trips. Of the top 20 markets being served, all but two (Boise and Spokane) are more than 475 air miles from SEA. Therefore, supplementing or replacing aircraft operations with other modes of transportation would not provide the efficient long-distance connections that customers expect from SEA and this alternative was eliminated from further consideration.

Utilization of other modes of transportation was also considered as an alternative to additional parking facilities. The ability of the Port to incentivize the use of mass transit exists, and the Port is actively exploring initiatives to reduce employee and passenger use of single-occupancy vehicles. The Port of Seattle Commission authorized five new employee commute trip reduction programs for 2025. However, it is unlikely to eliminate the need for additional parking. Therefore, the reliance on incentives on its own was not feasible as an alternative to building additional parking.

General Response #8 – Air Quality Analysis

Several commenters challenged the sufficiency of the air quality analysis. The PSCAA is the agency responsible for monitoring and maintaining air quality for King, Kitsap, Pierce, and Snohomish counties, including compliance with National Ambient Air Quality Standards (NAAQS). Under the Clean Air Act (CAA), the Environmental Protection Agency (EPA) sets NAAQS standards to be protective of sensitive populations (e.g., asthmatics, children, and the elderly).

The FAA and the Port worked extensively with the PSCAA to develop an Air Quality Assessment Protocol (Protocol) to identify the technical assumptions, methodologies, databases, and models that would be used to develop the air pollutant emission inventories and conduct the air quality impact analyses (Appendix C). The Protocol included the best scientific data and methods available to the FAA at the time the Protocol was developed and relied on FAA Orders 1050.1F and 5050.4B, and FAA's Aviation Emissions and Air Quality Handbook, Version 3, Update 1.[2]

The air quality assessment included an evaluation of the Existing (2022) Conditions; the Action Alternatives and No Action Alternative for the projected future conditions in 2032 and 2037; and construction activities for 2025 to 2032. The analysis included carbon monoxide (CO), nitrogen dioxide (NO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), and ozone precursor pollutants (nitrogen oxides (NO_x) and volatile organic compounds (VOCs). Lead (Pb) was not included because SEA ceased leaded avgas sales in 2018, and the project does not include any new sources of lead emissions.

The air quality assessment did not include the use of Sustainable Aviation Fuel or other biofuels. It also did not include electric ground support equipment or new technology such as electric aircraft. These items were not included due to modeling limitations and/or the speculative nature of the technology. The use of auxiliary power units was based on the current policies in place at the Airport.

After extensive coordination with the PSCAA, the FAA shared the initial air quality modeling results with the PSCAA on December 7, 2023, to get feedback on the potential for the project to cause an exceedance of the NAAQS (Appendix C). Of the projected pollutant increases, CO and NOx have the biggest change due to the increase in aircraft operations and motor vehicle trips. The PSCAA reviewed the results of the air quality analysis and determined that the Proposed Action would not cause an exceedance of the NAAQS (Section 4.3.1 of the EA). After submitting the preliminary results using Aviation Environmental Design Tool (AEDT) version 3e, the FAA released AEDT version 3f, which introduced several improvements and refinements to air emissions calculations. The air quality modeling was updated utilizing AEDT version 3f and the results showed a decrease in all emissions except for SOx. Based on the guidance provided by the PSCAA and the reduced emissions calculated by the updated model, the FAA determined that the Action Alternatives would not result in a significant impact on air quality in accordance with the thresholds established in FAA Order 1050.1F. Therefore, and in accordance with the

[2] The FAA released the Aviation Emissions and Air Quality Handbook, Version 4 in July 2024, after the analysis was completed for the draft EA.

FAA Orders 1050.1F and 5050.4B and FAA's Aviation Emissions and Air Quality Handbook, Version 3, Update 1, neither dispersion modeling nor mitigation is required. The PSCAA will continue to monitor ambient air emission levels to confirm continued compliance with NAAQS.

General Response #9a – Hazardous Air Pollutants

Several of the commenters requested that the FAA consider emissions of hazardous air pollutants (HAPs) in the air quality analysis. HAPs were not included as part of the air quality analysis. Per FAA guidance provided in the Aviation Emissions and Air Quality Handbook, Version 3, Update 1, a HAPs emissions inventory should be considered if the Proposed Action is considered "major" (e.g., new airport, new runway, major runway extension, etc.); if the Proposed Action is in a nonattainment or maintenance area; and/or if a criteria air pollutant emissions inventory is also prepared. A HAPs inventory analysis was not conducted as part of the air quality analysis because the Proposed Action is not considered a "major" action and is not located in a nonattainment or maintenance area.

General Response #9b – Ultrafine Particles

Several of the commenters requested that the FAA consider emissions of ultrafine particles (UFPs) in the air quality analysis. UFPs were not included as part of the air quality analysis given the existing science on UFPs (including the University of Washington Mobile Observations of Ultrafine Particles (MOV-UP) study) is not fully mature, and the measurement and understanding of UFPs and their related health risks has not been clearly defined. Currently UFPs are not regulated by the EPA or the State of Washington either through rate of emissions or concentrations (other than being a subset component of $PM_{2.5}$) and are therefore not typically considered in NEPA reviews. Furthermore, since UFPs are not specifically listed as a criteria pollutant, air toxic, or HAP, an analysis of UFPs is not a requirement of NEPA, the CAA, or FAA Order 1050.1F. Therefore, no analysis or discussion of UFPs was included in the air quality analysis.

General Response #9c – Soot or Black Carbon

Several of the commenters requested that the FAA consider soot as part of the air quality analysis. Soot is a black substance produced by the incomplete combustion of wood, oil, coal, etc. Sources of soot include mobile sources (especially diesel engines), open burning (including wildfires), and residential heating (including fireplaces/woodstoves). In response to public concern, studies regarding soot/particle deposition have been conducted at several airports across the country, with the uniform result that samples collected on and/or near the Airport bore little chemical resemblance to either unburned jet fuel or soot from jet exhaust.[3] Instead, the collected material was found to be chemically similar to general urban pollution, particles from burning heavy fuels, diesel, and motor vehicle exhaust. The FAA is currently studying how to measure and predict non-volatile particulate matter emissions (a.k.a. soot or black carbon) from sustainable and conventional aviation fuels.

[3] O'Hare International Airport (Findings Regarding Source Contributions to Soot Deposition: O'Hare International Airport and Surrounding Communities, 1999); T.F. Green Airport (Chemical Fingerprinting Analysis completed for the Airport Improvement Program EIS, 2006); and studies associated with environmental reviews for Boca Raton Airport (2011); Fort Lauderdale International Airport (2006); and Los Angeles International Airport (2013).

General Response #10 – Air Quality and Health Effects

Several commenters requested that the FAA consider including an analysis of health effects as part of the air quality analysis. Some specifically argued for a Health Risk Assessment (HRA). In accordance with FAA Orders 1050.1F and 5050.4B and FAA's Aviation Emissions and Air Quality Handbook, Version 3, Update 1, a HRA is not required as part of NEPA. In addition, an HRA is not required under federal statute or regulation. Moreover, the cause of health issues is complicated because multiple factors often contribute to a person's health including genetics, lifestyle, environmental exposures, socioeconomic status, etc., making it challenging to isolate a single cause for a particular health outcome. This is especially true for chronic diseases where the effects may develop over a long period, making it hard to pinpoint the exact trigger.

Many variables can influence health, so separating the impacts of one specific exposure from other potential contributing factors can be challenging. Relationships between environmental exposures and health outcomes can only be established through well designed epidemiological, toxicological, and clinical studies.

The variability of the airport environment contributes to the difficulty of identifying potential health risks. The operating conditions of the turbine engine, the composition of the fuel, and the structure of the generated particles are just some of the examples of the variability that complicates health studies. In addition, many common air pollutants may have more than one source (e.g., wood-burning stoves, forest fires, cars and other forms of transportation).

Some commenters referenced the 2020 King County Report to the Washington State legislature and the University of Washington study on Ultrafine Particulates. Though these studies provide initial data that can help guide future studies, they do not provide enough data to demonstrate the potential impacts of aviation emissions on public health and fail to account for the effects of the numerous non-aviation emission sources that surround the Airport and other factors that contribute to public health outcomes. In addition, related to UFPs, the science is not fully mature and health impacts due specifically to aviation have not yet been demonstrated.

General Response #11 – Greenhouse Gas Analysis

Several commenters asserted that the assessment of greenhouse gas (GHG) emissions was insufficient. The FAA and the Port worked closely with the PSCAA to develop a Climate Assessment Protocol (Protocol) to identify the technical assumptions, methodologies, databases, and models that would be used to develop the greenhouse gas emission inventories and conduct the climate impact analyses (Appendix C). The Protocol included the best scientific data and methods available to the FAA at the time the Protocol was developed and relied on FAA Orders 1050.1F and 5050.4B, FAA's Aviation Emissions and Air Quality Handbook, Version 3, Update 1, and the January 2023 Council on Environmental Quality (CEQ) draft GHG guidance.

After the publication of the Draft EA, Executive Order (EO) 13990, which was relied upon for the January 2023 CEQ draft GHG guidance, was revoked. In addition, CEQ revoked its regulations (40 CFR parts 1500-1508) implementing NEPA, 42 U.S.C. 4321 *et seq.,* as amended, in response to EO 14154. As a result of these changes, all references to climate and the qualitative climate evaluation that discussed the level of preparedness with respect to the impacts of climate change, the extent to which the alternatives could be affected by future climate conditions, and if the alternatives are consistent with national, state, and local climate goals have been removed from the Final EA.

The GHG assessment included an evaluation of the Existing (2022) Conditions; projected future conditions in 2032 and 2037 for the Action Alternatives and No Action Alternative; and construction activities for 2025 to 2032. The GHG assessment used the Global Warming Potential (GWP) based on a 100-year period in accordance with the FAA Aviation Emissions and Air Quality Handbook, Version 3, Update 1. Scope 1, 2, and 3 emissions were modeled. Fuel dispensed was used to capture full flight emissions in place of the operations, taxi times, and aircraft run-ups utilized for the air quality analysis.

The GHG assessment did not include the use of Sustainable Aviation Fuel (SAF) or other biofuels. It also did not include electric ground support equipment or new technology such as electric aircraft. These items were not included due to modeling limitations and/or the speculative nature of the development of the technology. The use of auxiliary power units was based on the current policies in place at SEA.

It is noteworthy that the GHG emission inventory results are not compared to the NAAQS nor any other significance criteria. For NEPA-related GHG emission inventories, the emphasis is on “disclosing” the change in GHG emissions with the proposed project (and alternatives) compared to the No Action.

There are no significance criteria for GHG. Mitigation is not required in accordance with FAA Order 1050.1F and the FAA’s Aviation Emissions and Air Quality Handbook, Version 3, Update 1. Minimization measures are identified in Section 4.3.3.3 of the EA. Separately the Port is undertaking a wide variety of efforts such as the procurement of Renewable Natural Gas and facilitating the adoption of SAF by airline partners to reduce GHG emissions.

General Response #12 – Day Night Average Sound Level (DNL or Ldn)

Several commenters contested the reliance on the DNL and 65 DNL threshold for assessing noise impacts. The DNL noise metric is used to reflect a person's cumulative exposure to sound over a 24-hour period. DNL considers both the amount of noise from each aircraft operation as well as the total number of operations flying throughout the day and applies an additional 10dB weighting for nighttime flights between 10 p.m. and 7 a.m. The DNL is the FAA's required noise metric for the assessment of aircraft noise and was adopted through 14 Code of Federal Regulations Part 150 as required to meet the provisions of the Aviation Safety and Noise Abatement Act of 1979.

The FAA was conducting a Noise Policy Review of its noise policy, but the process is now on hold due to the passage of the FAA Reauthorization Act of 2024 by Congress. Pursuant to Section 792 of the Act, the FAA is required to form an Aircraft Noise Advisory Committee (ANAC). The ANAC will advise the FAA on issues facing the aviation community that are related to aircraft noise exposure and existing FAA noise policies and regulations. To follow this direction from Congress, the FAA has revised the Noise Policy Review approach and timelines to allow the ANAC to complete its work and issue its report before FAA makes any decisions on possible noise policy updates (use of DNL as the primary noise metric and DNL 65 dB as the threshold for determining significant impact). The FAA intends to complete the Noise Policy Review once the ANAC has submitted a report to the FAA with any recommended policy changes.

Until the review is completed, the DNL will continue to be the official metric and DNL 65 dB will continue to be the threshold used for determining significant noise impacts in environmental reviews.

General Response #13 – Noise Analysis and Part 150 Update

Many comments focused on noise associated with the Airport generally and requested changes to flight procedures and other operational issues. The purpose of the noise analysis in this NEPA document is to compare the future Proposed Action and Hybrid Terminal Alternative to the No Action to identify the potential noise impacts with the implementation of either alternative.

A Noise Modeling Protocol was developed as part of the NEPA process to identify the technical assumptions, methodologies, databases, and models that would be used to conduct the aviation noise analysis, which can be found in Appendix J. The Protocol was developed in accordance with FAA Order 1050.1F. The aviation noise analysis included an evaluation of the Existing (2022) Conditions; and the Action Alternatives and No Action Alternative for the projected future conditions in 2032 and 2037.

FAA regulations require that the prediction of aircraft-related noise exposure be generated using the AEDT. Additionally, noise monitoring cannot be used as a substitute for AEDT, nor can it be used to calibrate AEDT. Appendix B of FAA Order 1050.1F provides more details.

FAA Order 1050.1F defines a significant noise impact as an increase of 1.5 dB or more in the 65 DNL. Though the Action Alternatives include an increase in operations, including nighttime operations, there would only be a slight increase in the size of the DNL 65+ dB contour in 2032 and 2037 when you compare the Action Alternatives to the No Action Alternative. There was not an increase of 1.5 dB or more in the 65 DNL. The overall size of the DNL 65+ dB contour for the No Action and Action Alternatives is smaller in 2037 compared to 2032 due to the introduction of quieter aircraft.

The FAA determined there would be no significant noise impacts in 2032 or 2037 with the implementation of either Action Alternative compared to the No Action Alternative. In accordance with the FAA Orders 1050.1F and 5050.4B, mitigation is not required.

Separate from the analysis of noise impacts in the EA, the Port is currently in the process of updating its Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a Noise Compatibility Program (NCP) to reduce noise and noncompatible land uses. The Part 150 update is a separate program from this EA. For more information on the Part 150 update see: https://seapart150.com/

The NCP for SEA was developed in 1985 and updated in 1993, 2002, and 2013. The NCP includes abatement, mitigation, and program management measures designed to reduce or mitigate the impact of aircraft noise upon the surrounding community and enhance the administration of the overall program. Land acquisition, sound insulation, and modifications to flight tracks are just some of the measures considered during the development of the NCP. The Part 150 update process includes numerous opportunities for public involvement and input.

General Response #14 – Noise and Health Effects

Several commenters requested that the FAA consider including an analysis of health effects as part of the noise analysis. The aviation noise analysis included the best scientific data and methods available to the FAA at the time the analysis was completed and relied on FAA Orders 1050.1F and 5050.4B. The Future Action Alternatives would not increase noise by 1.5 DNL or more for a noise sensitive area at or above the 65 DNL when compared to the No Action for either 2032 or 2037. Therefore, no significant noise impact would occur because of implementing either Action Alternatives. The analysis of health effects related to noise is not a requirement of FAA Order 1050.1F nor is it required as part of NEPA. In addition, a noise health effects analysis is not required under federal statute or regulation.

To the extent that it is argued that the FAA should have analyzed the health effects of noise, the science does not support the conclusion that aviation noise causes reasonably foreseeable adverse health effects. In general, the cause of health issues is complicated because multiple factors often contribute to a person's health including genetics, lifestyle, environmental exposures, socioeconomic status, etc., making it challenging to isolate a single cause for a particular health outcome. The variability of the airport environment contributes to the difficulty of identifying potential health risks.

The Federal Interagency Committee on Aviation Noise (FICAN) published a Research Review of Selected Aviation Noise Issues in April 2018, which notes that learning and health impacts related to aviation noise remain unresolved and that extensive research is needed. The report noted that "while there is evidence to suggest that aircraft noise has adverse learning effects, FICAN concludes there is not sufficient information to quantify the effect in terms of a recommended noise metric or dose-response relationship." As for health impacts, the 2018 report notes "before adopting policies and methodologies for predicting health outcomes, research needs to be conducted to quantify relationships between aircraft noise level (dose) and the health outcome in question (effect). FICAN believes it is premature to adopt quantification methods for computing burden of disease from environmental noise until this fundamental research has been developed and validated." The FAA is currently conducting additional research to further the scientific understanding between aviation noise and cardiovascular disease and sleep disturbance.

The FAA determined they have enough information to determine the reasonable and foreseeable effects from noise exposure in accordance with FAA Order 1050.1F and NEPA.

General Response #15 – Environmental Justice

Since the publication of the Draft EA, EOs 12898, 13985, 14091, and 14096 were revoked on January 20, 2025. On January 21, 2025, President Trump issued EO 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity. In addition, CEQ revoked its regulations (40 CFR parts 1500-1508) implementing NEPA, 42 U.S.C. 4321 *et seq.,* as amended, in response to EO 14154. Consequently, it is no longer a legal requirement or policy of the federal government to conduct environmental justice analyses. As a result, this Final EA has removed the prior discussion of, and data/analysis related to, environmental justice (EJ).

Since there were questions about the adequacy of the EJ analysis in the Draft EA, it is worth noting that if the EJ analysis had been retained, the FAA's determinations and decisions would not have changed. The environmental justice analysis determined that neither of the Action Alternatives would result in disproportionate and adverse effects nor significant impacts to minority and/or low-income populations.

The analysis completed included an Environmental Justice Protocol that was developed as part of the NEPA process to identify the technical assumptions, methodologies, and databases that was used to conduct the EJ analysis, which can be found in Appendix K of the Draft EA. The EJ analysis used the study area specific to the resource category being evaluated. All relevant and available socioeconomic and population data for the study area was collected to determine the percentages of minority or low-income populations within each study area, identify potential concentrations of minority or low-income communities, and EJ resources (such as community centers, churches, or areas of cultural significance). Once EJ populations and/or communities were identified, the next step was to determine if any disproportionate and adverse impacts would result from changes in impacts caused by the Action Alternatives compared to the No Action Alternative.

All resource categories were evaluated for potential disproportionate and adverse impacts to EJ communities. Further analysis was completed for air quality, climate, noise, socioeconomic, and surface transportation to determine if the impacts identified would be disproportionate and adverse. The analysis determined that neither Action Alternative would result in disproportionate and adverse effects nor significant impacts to minority and/or low-income populations.

General Response #16 – Children's Health and Safety Risks Analysis

Several commenters asserted that the Children's Health and Safety Risks analysis should have been conducted differently. FAA 1050.1F Order does not define a significance threshold for Children's Environmental Health and Safety Risks, but it does require that the FAA consider whether the action would lead to a disproportionate health or safety risk to children. There are also no separate noise impact standards for children. The Children's Environmental Health and Safety Risk analysis documented in Section 4.3.11.3 and the Noise and Noise-Compatible Land Use analysis documented in Section 4.3.10 were completed in accordance with FAA Orders 1050.1F and 5050.4B. Neither analysis identify significant impacts that would warrant mitigation.

The FICAN published a Research Review of Selected Aviation Noise Issues in April 2018, which noted that "while there is evidence to suggest that aircraft noise has adverse learning effects, FICAN concludes there is not sufficient information to quantify the effect in terms of a recommended noise metric or dose-response relationship." The cause of health issues is complicated because multiple factors often contribute to a person's health including genetics, lifestyle, environmental exposures, socioeconomic status, etc., making it challenging to isolate a single cause for a particular health outcome. In addition, and in accordance with the FAA Orders 1050.1F and 5050.4B and FAA's Aviation Emissions and Air Quality Handbook, Version 3, Update 1, a HRA is not required as part of NEPA. In addition, no federal statute or regulation requires an HRA.

General Response #17 – Cumulative Impact

Historically, CEQ regulations required the consideration of cumulative impacts. In 2023, Congress passed the Fiscal Responsibility Act, which directed agencies to consider "the reasonably foreseeable environmental effects of proposed agency actions" (42 USC 4332(2)(C)). Since the publication of the Draft EA, the CEQ revoked its regulations (40 CFR parts 1500-1508) implementing NEPA, 42 USC. 4321 *et seq.,* as amended, in response to EO 14154, *Unleashing American Energy.* In addition, the Supreme Court issued the Seven County Infrastructure Coalition v. Eagle County, 605 U. S. 975 (2025) ruling on May 29, 2025. As a result of these actions, it is no longer a legal requirement or the policy of the federal government to conduct cumulative impact analyses. In addition, the Seven County ruling reinforced the limited scope of NEPA reviews, holding that NEPA does not require an agency to consider environmental effects of other activities and projects "separate in time or place" from the proposed action. Therefore, this Final EA has removed the prior discussion of, and data/analysis related to, cumulative impacts.

Since there were questions about the adequacy of the cumulative impact analysis in the Draft EA, it is worth noting that if the cumulative impact analysis had been retained in the Final EA, the FAA's determinations and decisions would not have changed. The cumulative impact analysis determined that Proposed Action would not result in significant cumulative impacts.

A cumulative impacts analysis ensures that the incremental impacts of a proposed action are considered in the context of potential impacts from past, present, and reasonably foreseeable future projects on a particular resource. Federal agencies had the responsibility of determining how and the extent to which cumulative impacts were assessed in NEPA documents. The analysis of cumulative impacts in the Draft

EA followed FAA Orders 1050.1F and 5050.4B and the objectives of the NEPA, at the time of preparation. The FAA considered the available sources of information and the appropriate analytical techniques to predict the cumulative effects of actions on the environment. The ultimate goal was to provide meaningful information to decision makers to allow them to make informed decisions.

The cumulative impact analysis, in the Draft EA, started with the consideration of the direct and indirect effects of the Proposed Action with a focus on those resources impacted by the implementation of the Proposed Action. Next, the geographic scope and timeframe were established. The geographic scope (study area) is resource specific and is defined in Chapter 3. The resource specific study areas adequately captured the impacts associated with the implementation of the Proposed Action, which is why they were selected for the cumulative impact analysis. The timeframe centers on the timing of the Proposed Action and included projects where enough information was readily available to provide a meaningful analysis.

Cumulative impacts also relied on the existing conditions described in Chapter 3 of the EA. The existing conditions refer to the baseline environmental state of a project area and include a description of the current physical environment and any relevant environmental characteristics. The baseline helps one to understand the present effects of past actions and the historical context of the physical, biological, and human environment. The existing conditions accounted for the past growth that has occurred and the projects that have been constructed at SEA through 2022 and the effects of that growth and construction. This included the effects associated with the Third Runway and Stage 1a of the SR 509 project as well as other development that has occurred up until 2022. Stages 1b and 2 of the SR 509 project were included as a future project in the air quality analysis, GHG analysis, surface transportation study, and the cumulative impact analysis.

The analysis focused on if the Proposed Action would incrementally contribute to the cumulative impact for air quality, biological resources, GHG, hazardous materials, solid waste, natural resources and energy supply, noise and noise-compatible land use, socioeconomics, EJ, surface transportation, and water resources. Based on the analysis conducted in the Draft EA, the FAA determined there would be no significant cumulative impacts with the implementation of Proposed Action.

General Response #18 – Tree and Vegetation Removal

Several commenters asserted that the analysis of tree removal associated with several projects was insufficient. Projects C02, C03, L05, L07, S07, and S10 require the removal of approximately 56.4 acres of trees, shrubs, and maintained grassy areas. The total acreage of vegetation removal was reduced with the elimination of project L06 (Employee Parking Surface Lot). To mitigate the loss of vegetation, the Port will meet the requirements identified in the Land Stewardship Plan and Tree Replacement Standards as well as the Airport's Landscape Vision, Design Guidelines, and Standards and any other state and/or local requirements.

The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. Tree and vegetation removal is not listed as a separate environmental impact category in FAA Orders 1050.1F and 5050.4B but is evaluated within the scope of biological and visual analyses.

The FAA determined that the Action Alternatives would not have a significant impact on biological resources in accordance with the thresholds established in FAA Order 1050.1F (Section 4.3.2). Though Project S07 is on the edge of the Airport Activity Area (AAA), it is approximately ¼ mile from residential

properties and the dense tree cover would remain. Therefore, no significant changes to the visual character of the area, noticeable contrasts with existing visual character, or obstructions of important visual resources are expected to occur (Table 4-43). Projects C02, C03, L05, L07, and S10 are outside the AAA and would be subject to the measures within the Interlocal Agreement and City of SeaTac Municipal Code to reduce visual impacts of the development, including setbacks, signage and lighting restrictions, screening for parking, and landscaping. Therefore, the changes would not result in significant changes in the visual character of the area, noticeable contrasts with existing visual character, or obstructions of important visual resources (Table 4-44).

Vegetation may reduce noise by absorbing, deflecting, and scattering sound waves. The effectiveness of trees in noise reduction depends on several factors, including the species, density, and height of the trees/vegetation, as well as their placement relative to the noise source. A 61-meter width of dense vegetation can reduce noise by 10 decibels if the placement of the dense vegetation is appropriate (the vegetation needs to be placed between the receiver and the noise source and block the view of the noise source). The proposed tree and vegetation removal is not expected to alter noise contours given the location of the proposed tree and vegetation removal and density.

Tree and vegetation removal is not considered as part of the air or climate analysis in accordance with FAA Orders 1050.1F and 5050.4B and FAA's Aviation Emissions and Air Quality Handbook, Version 3, Update 1. In addition, tree and vegetation removal is not required under federal statute or regulation to be considered as part of the air or climate analysis. Though tree and vegetation removal could result in the temporary loss of carbon storage and reduced sequestration, not all trees and vegetation store or sequester carbon at the same rate. The FAA currently does not have an approved method of calculating carbon storage loss.

General Response 19 – Connected Actions

Several commenters argued that the Third Runway and projects that have occurred since the construction of the Third Runway should have been evaluated as "connected actions" in the EA. According to FAA Order 1050.1F, connected actions are closely related actions that: (a) automatically trigger other actions; (b) cannot or will not proceed unless other actions are taken previously or simultaneously; or (c) are interdependent parts of a larger action and depend on the larger action for their justification. Connected actions and other proposed actions or parts of proposed actions that are related to each other closely enough to be, in effect, a single course of action must be evaluated in the same NEPA document.

The Third Runway and other development projects that have occurred since the construction of Third Runway, such as the International Arrivals Facility, are not connected actions to the current project and were therefore not required to be evaluated in the same NEPA document. NEPA does not require that all unconnected development proposed in one area be analyzed under one environmental document. These prior and unconnected development projects underwent separate NEPA/SEPA processes. Projects that have been completed outside of the current project were either included as part of the existing conditions or as part of the future conditions analysis in this EA.

General Response #19a – Third Runway

Some commenters suggested that the environmental impacts of the Third Runway should have been evaluated in this EA, including characterizing the third runway as a connected action. The need for an additional runway for bad-weather operations was first recognized in 1988. The Puget Sound Regional Council and Port launched a "Flight Plan" study in 1989 to analyze regional airport needs, and the Washington State Air Transportation Commission later examined the problem from a statewide perspective. After a public involvement program of unprecedented scale, regional planners ultimately concluded that development of a new regional airport and other alternatives were infeasible and that the addition of a Third Runway was necessary to alleviate delays and congestion at SEA, as documented in the administrative record for the July 3, 1997 ROD. The ROD did not include limitations on how the Third Runway would be utilized. Impacts resulting from the Third Runway are included as part of Existing Conditions in the EA.

General Response #19b – SR 509 Project

Several commenters suggested that the SR 509 Project should have been evaluated in the EA as a connected action. The SR 509 Completion Project is a Washington State Department of Transportation and Federal Highway Administration project that builds a new four-lane expressway between I-5 and SR 509's current end near SEA, builds new I-5 ramps, improves I-5 interchanges in south King County and constructs new bridges. The project is being constructed over three stages. Stage 1a was completed in 2022. Stage 1b is under construction and Stage 2 is expected to be completed in 2029. The SR 509 Completion Project underwent its own NEPA process, which was completed in early 2003. There have been numerous re-evaluations approved since the issuance of the ROD.

The SR 509 Completion Project has independent utility and is not connected to the SEA SAMP NTPs. The purpose of the SR 509 Completion Project is to improve regional highway connections and serve future transportation needs in southwest King County. The SR 509 Completion Project is included in this EA. Stage 1a is included as part of the existing conditions. Stages 1b and 2 are included as a future project in the air quality analysis, GHG analysis, and surface transportation study.

Note that, while the Final EIS for the SR-509 Completion Project studied the construction of a southern access road to and from SEA, that portion of the project is not currently moving forward. The concept of the South Access Expressway (South Access) has been considered in regional transportation planning efforts for over a decade, with discussions involving Washington Department of Transportation (WSDOT), the Port of Seattle, and the City of SeaTac. The SAMP Long-Term Vision incorporates the South Access improvements as a conceptual future project (beyond 2034). Therefore, the South Access is not included as part of the Near-Term Projects and is considered as outside the scope of this EA. Additional planning, environmental review, and coordination would be required if this project moved forward.

General Response #19c – Long-Term Plan

Several commenters argued that projects identified in the Long-Term Projects should have been evaluated in the EA as connected actions. Facility requirements are generally identified during the planning process. When the Port initiated the SAMP planning process in 2013, it identified three goals for the Plan (Tech Memo #1):

- Identify the facility requirements that would enable the Airport to satisfy air transportation demand through the next 20 years in a safe and efficient manner.
- Identify a long-term plan to achieve the Century Agenda and complement the Aviation Division Business Plan.

- Identify measures that enable the Port to build, manage, and operate facilities in ways that meet sustainability goals and objectives.

Planning Technical Memo No. 6, Alternatives, and Planning Technical Memo No. 7, Facilities Implementation and Financial Feasibility, distinguish between the Near-Term Projects (NTPs) and the Long-Term Projects.[4] The Long-Term Projects could include additional airside, cargo, landside, terminal, and airport/airline support projects to accommodate future demand beyond the planning horizon used for the NTPs. The Planning Technical Memos can be found on the Sustainable Master Plan website at https://www.portseattle.org/plans/sustainable-airport-master-plan-samp

NEPA review is not initiated by FAA until projects are ready to move forward. Projects that are not ready to move forward, either due to lack of funding or the need for additional planning, do not go through NEPA review until they are ready to move forward.

The NTPs were ready to move forward in 2018 and therefore the FAA prepared a NEPA EA for the NTPs. As explained in Section 1.2.1 of the EA, additional studies and planning work must be completed before the Long-Term Projects can be implemented. Therefore, the Long-Term Projects are not ready for NEPA review and they are not included in the EA.

General Response #20 – Property Values

Several commenters requested that the FAA consider including an analysis on how the project would impact property values. Property values are dynamic and influenced by many different factors, including market conditions, neighborhood characteristics, and individual property characteristics (age of the property, size, and amenities). The degree to which a particular factor may affect property values is influenced by many other circumstances that fluctuate widely with time and market conditions. In addition, there are personal reasons for why people purchase a certain home.

The effect of airports on nearby property values is nuanced. Increased job opportunities, improved transportation links, and economic growth can increase demand for housing while the frequency of flights and increased traffic may impact property values. Therefore, since many non-noise-related factors can affect property values, the analysis does not attempt to quantify changes in property values because of the Action Alternatives. In addition, the assessment of property values is not an environmental impact category outlined in FAA Order 1050.1F.

[4] The Planning Technical Memos can be found on the Sustainable Master Plan website at https://www.portseattle.org/plans/sustainable-airport-master-plan-samp

TABLE 1: SUMMARY OF COMMENTS RECEIVED ON THE DRAFT EA

Comment #	Last Name	First Name	Organization	Date Received	Method Received
001			City of Burien	12/11/2024	Email and website
002			City of Des Moines	12/13/2024	Email
003			Cities of Burien, Normandy Park, SeaTac, and DesMoines)	12/12/2024	Email
004			City Council of DesMoines	12/13/2024	Email
005			City of Federal Way	12/13/2024	Website and mail
006			City of SeaTac	12/13/2024	Email
007			City of Tukwila	12/13/2024	Email
008			Puget Sound Regional Council	12/13/2024	Email
009			SoundTransit	12/13/2024	Email
010			EPA Region 10	12/2/2024	Email
011			Department of Ecology	12/13/2024	Email
012			WSDOT	12/13/2024	Email
013	Keiser	Karen	Senator of 33rd District of Washington	11/17/2024	Email
014	Negusse	Senayet		12/13/2024	Website – submitted twice
015	Negusse	Senayet	SeaTac City Council Position 1	12/13/2024	Email
016			WA Department of Health	12/13/2024	Email
017	Orwall	Tina	Representative	11/9/2024	Email
018	Orwall	Tina		12/12/2024	Email
019			Alaska Airlines	12/13/2024	Email and website
020			Carnival Corporation	12/11/2024	Email and mail
021			BONNY WATSON/Washington Memorial Park	12/13/2024	Email
022			350 Seattle	12/12/2024	Email
023	Batayola	Marla	STACC4J Steering Committee	10/31/2024	Email
024			STACC4J	12/13/2024	Email and website
025			Duwamish River Community Coalition/EarthJustice	11/7/2024	Email

Comment #	Last Name	First Name	Organization	Date Received	Method Received
026			Enumclaw Plateau Community Association	12/12/2024	Email
027	Schaefer	Scott	South King Media	12/12/2024	Email
028			Defenders of Highline Forest Steering Committee	12/13/2024	Website
029	Edmiston	Steve		12/12/2024	Website
030			Sea-Tac Noise.Info	12/13/2024	Email
031			Defenders of Highline Forest	12/13/2024	Email
032			EcoTHRIVE Housing Board of Directors	12/12/2024	Website
033	Andrews	Vicki		12/12/2024	Website
034			Cruise Lines International Assoc	12/13/2024	Website
035			Concerned Neighbors of Blakely Manor	12/12/2024	Email
036			EarthJustice/Duwamish River Community Coalition/Beacon Hill Council of Seattle	12/13/2024	Email and website
037			Vashon Island Fair Skies	12/13/2024	Website and mail
038	Batayola	Maria	Beacon Hill Council Chair	11/15/2024	Email
039	Lamphear	Stephen	Defenders of Highline Forest	11/14/2024	Website
040	East	Emelie		10/28/2024	Email
041	Aguila	Matthew		11/1/2024	Email
042	White	Kris		11/1/2024	Email
043	Donovan	Elizabeth		11/3/2024	Email
044	Bowersox-Johnson	Brandon		11/5/2024	Email
045	Fee	Tanis		11/5/2024	Email
046	Monen	Floyd		11/6/2024	Email
047	Rhea	Charmaine		11/7/2024	Email
048	Barnard	Thomas		11/8/2024	Email
049	Cate	Rebecca		11/9/2024	Email
050	Poirier	Jeanne		11/9/2024	Email

Comment #	Last Name	First Name	Organization	Date Received	Method Received
051	Antman	Iris		11/10/2024	Email
052	Curle/Kim	Deirdre/Steve		11/10/2024	Email
053	Chilson	Kate		11/11/2024	Email
054	Doresy	Ann		11/12/2024	Email
055	Gillespie	Max		11/12/2024	Email
056	Iorio	Nicole		11/12/2024	Email
057	Lampi	Michael		11/12/2024	Email
058	Ward	Delia		11/12/2024	Email
059	Sawatzky	Twila		11/13/2024	Email
060	Paterson	Mary		11/14/2024	Email
061	S	Edmund		11/15/2024	Email
062	Fay	Alex		11/14/2024	Email
063	Klein	Dylan		11/14/2024	Email
064	Olivier	Carol		11/14/2024	Email
065	Siminski	Lawrence		11/14/2024	Email
066	Svete	Irene		11/14/2024	Email
067	Goebel	David		11/15/2024	Email
068	Erickson	Gretchen		11/15/2024	Email
069	Shifley	John		11/16/2024	Email
070	Shifley	Sarah		11/18/2024	Email
071	Meyers	William		11/18/2024	Email
072	Ullmann	Caroline		11/18/2024	Email
073	Olsen	Mary		11/19/2024	Email
074	Whitmyre	Christian		11/19/2024	Email
075	Bo	Maureen		11/20/2024	Email
076		Tareq		11/20/2024	Email
077	Benedict	Derek		11/22/2024	Email
078	Blaski	Mindy		11/22/2024	Email
079	Witte	Jonathan		11/22/2024	Email
080	Singer	Phillip		11/23/2024	Email

Comment #	Last Name	First Name	Organization	Date Received	Method Received
081	Bustanoby	Collin		11/24/2024	Email
082	Covert-Bowlds	Chris		11/25/2024	Email
083	Olsen	Mary		11/25/2024	Email – sent twice on same day
084	Thom	Jefferson		11/25/2024	Email
085	Rand	Natalie		11/26/2024	Email
086	Aller	Ashley		11/28/2024	Email
087	McClay	Scott		12/2/2024	Email
088	Sanders	Elizabeth		12/2/2024	Email
089	Olsen	Mary		12/2/2024	Email – same comment as 11/19
090	Backus	Frank		12/3/2024	Email
091	Bakkensen	Shauna		12/3/2024	Email
092	Keeley	Linda		12/3/2024	Email
093	McLean	Carla		12/3/2024	Email
094	Ostrer	Allison		12/3/2024	Email
095	Pierce	Laura		12/3/2024	Email
096	Reid	Emma		12/3/2024	Email
097	Callahan	Eric		12/4/2024	Email
098	Khorasani	Nasair		12/4/2024	Email
099	Kick	Nancy		12/4/2024	Email
100	McClear	Patrick and Terri		12/4/2024	Email
101	Wagner	Debi		11/27/2024	Email
102	Saul	Julie		12/4/2024	Email
103	Olsen	Mary		12/4/2024	Email – same comment as 11/19
104	Duncan	Rhonda		12/5/2024	Email
105	Neff	Heidi		12/5/2024	Email
106	Stitzel	Judith		12/5/2024	Email
107	Taylor	Polly		12/5/2024	Email

Comment #	Last Name	First Name	Organization	Date Received	Method Received
108	Aller	Cynthia		12/5/2024	Email
109	White	Susan		12/5/2024	Email
110	Emery	Jennifer		12/6/2024	Email
111	Martinez	Cindy		12/6/2024	Email
112	Muller	Peter		12/6/2024	Email
113	Tucker	Diane		12/6/2024	Email
114	Lafferty	Carrie		12/7/2024	Email
115	Leipzig	Chloe		12/7/2024	Email
116	Meinhardt	Greg		12/7/2024	Email
117	Staab	Barbara		12/7/2024	Email
118	Indacoechea	Izaskun		12/8/2024	Email
119	Rader	Patti		12/8/2024	Email
120	Olsen	Mary		12/8/2024	Email – same comment as 11/19
121	Covert-Bowlds	Chris		12/9/2024	Email
122	Driscoll	Ryan		12/9/2024	Email
123	France	Laureen		12/9/2024	Email
124	Marcus	Lisa		12/9/2024	Email
125	McClay	Scott		12/9/2024	Email
126	McCluskey	Ian		12/9/2024	Email
127	McFarlane/Phinney	Brent/Barbara		12/9/2024	Email
128	Moore	Rosemary		12/9/2024	Email
129	Morton	David		12/9/2024	Email
130	Olmstead	Layla		12/9/2024	Email
131	Pile	Judith		12/9/2024	Email
132	Bell	Stephanie		12/8/2024	Email
133	Cano Villares	Fabian		12/8/2024	Email
134	Baldwin-Bonney	Camille		12/9/2024	Email
135	Cano Villares	Fabian		12/9/2024	Email
136	Claflin	Dawn		12/9/2024	Email

Comment #	Last Name	First Name	Organization	Date Received	Method Received
137	Prentice	Selden		12/9/2024	Email
138	Antman	Iris		12/10/2024	Email
139	Baily	Joan		12/10/2024	Email
140	Barnard	Cheryl		12/10/2024	Email
141	Birnel	John		12/10/2024	Email
142	Boucher	Thor		12/10/2024	Email
143	Finch	Shawn		12/10/2024	Email
144	Giles	T		12/10/2024	Email
145	Keyes	David		12/10/2024	Email
146	Kucewicz	Leo		12/10/2024	Email
147	Singer	Phil		12/10/2024	Email
148	Singer	Phil		12/10/2024	Email
149	Andrews	Vicki		12/10/2024	Email
150	Corbin	WR		12/10/2024	Email
151	Cornish-Martin	Sharon		12/10/2024	Email
152	Martin	Thomas		12/10/2024	Email
153	Buck	Julia		12/11/2024	Email
154	Campbell	Sarah		12/11/2024	Email
155	Carpenter	Rebecca		12/11/2024	Email
156	Doviak	Tad		12/11/2024	Email
157	Drucker	Jesse		12/11/2024	Email
158	Finch	Shawn		12/11/2024	Email
159	Finkelstein	Ellen		12/11/2024	Email
160	Gilgorea	Mitzi & Calvin		12/11/2024	Email
161	Keller	Sophia		12/11/2024	Email
162	Kennedy	Nancy		12/11/2024	Email
163	Konker	Claudia		12/11/2024	Email
164	Last	BJ		12/11/2024	Email
165	Linscott	Bill		12/11/2024	Email
166	Lytle	Elliott		12/11/2024	Email

Comment #	Last Name	First Name	Organization	Date Received	Method Received
167	McPherson	William		12/11/2024	Email
168	Olsen	Mary		12/11/2024	Email – same comment as 11/19
169	Parfitt	Clare		12/11/2024	Email
170	Printz	Peggy		12/11/2024	Email
171	Stoltey	Todd		12/11/2024	Email
172	Tran	Trinh		12/11/2024	Email
173	Corbin	Carolyn		12/11/2024	Email
174	Oljar	Kathleen		12/11/2024	Email
175	Thorell	Patrice		12/11/2024	Email
176	Andrews	Victoria		12/12/2024	Email
177	Briggs	Robin		12/12/2024	Email
178	Cysewski	Susan		12/12/2024	Email
179	Fluke	Julie		12/12/2024	Email
180	Gibbons	Laura		12/12/2024	Email
181	Gilbert de Vargas	Sally Jo		12/12/2024	Email
182	Gordon	Kim		12/12/2024	Email
183	Gray	Patricia		12/12/2024	Email
184	James	Patricia		12/12/2024	Email
185	Juhasz	Aniko		12/12/2024	Email
186	Lawrence	Twyla		12/12/2024	Email
187		Patti		12/12/2024	Email
188	Ramsay	David		12/12/2024	Email
189	Ruha	Catherine		12/12/2024	Email
190	Saul	Julie		12/12/2024	Email
191	Shimono	Judith		12/12/2024	Email
192	Stryker	Linda		12/12/2024	Email
193	Zajac	Rorie		12/12/2024	Email
194	Allman/Connelly	Kerry and Janet/Karen		12/12/2024	Email
195	Zeffer	Laura		12/12/2024	Email

Comment #	Last Name	First Name	Organization	Date Received	Method Received
196	Barnard	Phoebe		12/12/2024	Email
197	Briggs	Rob		12/12/2024	Email
198	Nichols	Lee		12/12/2024	Email
199	Vanderhoeven	Rosanna		12/12/2024	Email
200	Lea	Karen		12/12/2024	Email
201	Seitz	Julie		12/12/2024	Email
202	Bui	Duyen		12/13/2024	Email
203	Dedinsky	Susan		12/13/2024	Email
204	Gaertner-Johnson	Lynn		12/13/2024	Email
205	Heier	Patrick		12/13/2024	Email
206	James	Patricia		12/13/2024	Email
207	K			12/13/2024	Email
208	Kelly	Bonny		12/13/2024	Email
209	Kirshbaum	Zachary		12/13/2024	Email
210	Krejci	Holly		12/13/2024	Email
211	Kresly	Katie		12/13/2024	Email
212	Kroeker	Anne		12/13/2024	Email
213	Kropack	Jennifer		12/13/2024	Email
214	Langley	Erika		12/13/2024	Email
215	Locklear	Jim		12/13/2024	Email
216	Lubrano	Grace		12/13/2024	Email
217	Mutter	Regina		12/13/2024	Email
218	Olsen	Mary		12/13/2024	Email – same comment as 11/19
219	Sweeney	Rosemary		12/13/2024	Email
220	Vargo	Suzanne		12/13/2024	Email
221	Webster	Philippa		12/13/2024	Email
222	Wend	Daniel		12/13/2024	Email
223	Williams	Carrie		12/13/2024	Email
224	Andrews	Doug and Sharon		12/13/2024	Email

Comment #	Last Name	First Name	Organization	Date Received	Method Received
225	Brooks	Chris		12/13/2024	Email
226	Cadigan	Courtney		12/15/2024	Email
227	Chase	Scott		12/15/2024	Email
228	Brown	Arlene		12/13/2024	Email
229	Burton	Elizabeth		12/13/2024	Email
230	Hartema	Laura		12/13/2024	Email
231	Imbach-Mills	Laura		12/13/2024	Email
232	Jacobson	Brian		12/13/2024	Email
233	Jenner	Stuart		12/13/2024	Email
234	Kadeg	Roger		12/13/2024	Email
235	Leeds	Richard		12/13/2024	Email
236	Mantle	John		12/13/2024	Email
237	Urquhart	Candace and Glen		12/13/2024	Email
238	Sanborn	Liz and Scot		12/13/2024	Email
239			Woodmont Country Club	12/13/2024	Email
240	Anderson	Pamela			Mail
241	Bies	William			Mail
242	Birnel	John		11/14/2024	Mail
243	Bishop	Carol			Mail
244	Biteman	Karen		12/12/2024	Mail
245	Brunso	Joanna			Mail
246	Butz	Danielle			Mail
247			Carnival Corp	12/11/2024	Email and mail
248	Centiolo	Patricia			Mail
249	Cherry	Adina			Mail
250	Corr	Nancy			Mail
251	DePuma	Julian			Mail
252	Duggar	Eleanor			Mail
253	Duggar	Eleanor			Mail

Comment #	Last Name	First Name	Organization	Date Received	Method Received
254	Ess	Margaret			Mail
255			City of Federal Way	12/13/2024	Website and mail
256	Fox	Anet			Mail
257	Frankferter	Shary			Mail
258	Gaiser	Debra			Mail
259	Gates	Cynthia			Mail
260	Gibson	Debby			Mail
261	Hayden	JoAnn			Mail
262	Jones	Marlene			Mail
263	Kennedy	Nancy		12/11/2024	Mail
264	Kennedy	William			Mail
265	Koch	Gwendolyn			Mail
266	Linscott	Patti			Mail
267	MacDonald	Jim			Mail
268	MacDonald	Margaret			Mail
269	Meyer	Ann			Mail
270		Anonymous1			Mail
271		Anonymous2			Mail
272	Peterson	Joane			Mail
273	Pinney	Rebecca			Mail
274	Rauch	Larry			Mail
275	Reich	Beverly			Mail
276	Russel	James			Mail
277	Rilel	Mary Carole			Mail
278	Selivanoff	K.R.			Mail
279	Sisson	Steven			Mail
280	Snope	Leanne			Mail
281	Spinella	Tracy			Mail
282	Stevens	Stacey			Mail
283	Tocher	James			Mail

Comment #	Last Name	First Name	Organization	Date Received	Method Received
284	Tollefson	Christine			Mail
285	Vopni	Joyce			Mail
286	Wells	Carole			Mail
287	White	Susan			Mail
288	Wimpress	John			Mail
289	S	Erik		10/21/2024	Website
290	Antich	Martin		10/22/2024	Website
291	Printz	Peggy		10/22/2024	Website
292	Konsak	Chad		10/24/2024	Website
293	Dumas	Ray		10/25/2024	Website
294	Metzger	Travis		10/25/2024	Website
295	Grady	Nolan		10/29/2024	Website
296	B	Tim		10/31/2024	Website
297	Saunders	C		10/31/2024	Website
298	Barrera	Xavier		11/1/2024	Website
299	Briggie	Howard		11/1/2024	Website
300	Frederick	Lauren		11/1/2024	Website
301	Hendricks	Perry		11/1/2024	Website
302	Woehrle	Sara		11/1/2024	Website
303	Fuhrman	Patrick		11/2/2024	Website
304	Onstott	Marilyn		11/2/2024	Website
305	Joy	Diana		11/3/2024	Website
306	McArthur	Douglas		11/4/2024	Website
307	Soni	Rajeev		11/5/2024	Website
308	Gmeiner	Kjersten		11/6/2024	Website
309	Hickok	Kayleigh		11/6/2024	Website
310	Lawrenson	Gary		11/6/2024	Website
311	M	Patricia		11/6/2024	Website
312	Michieli	Barbara		11/6/2024	Website
313	Omenn	Larkin		11/6/2024	Website

Comment #	Last Name	First Name	Organization	Date Received	Method Received
314	Ostrer	Allison		11/6/2024	Website
315	Phan	Jenny		11/6/2024	Website
316	Bank	Valerie		11/7/2024	Website
317	Brooks	Olivia		11/7/2024	Website
318	Bell	Stephanie		11/8/2024	Website
319	Wilt	Karen		11/8/2024	Website
320	Diaz	Marita		11/9/2024	Website
321	Pollock	Nicole		11/9/2024	Website
322	Edgington	Gary		11/11/2024	Website
323	Fellas	Jimmy		11/11/2024	Website
324	Greenland	Jason		11/11/2024	Website
325	Jabin	Peter		11/11/2024	Website
326	Kresly	Katie		11/11/2024	Website
327	Pelzel	Thomas		11/11/2024	Website
328	Hanlon	Robert		11/11/2024	Website
329	Campbell	Jennifer		11/12/2024	Website
330	Ormsby	Lynn		11/12/2024	Website
331	Dove	Debbie		11/13/2024	Website
332	Griffin	Thomas		11/13/2024	Website
333	Mesfin	Jessica		11/13/2024	Website
334	Miller	Anne		11/13/2024	Website
335	Pierce	Anna		11/13/2024	Website
336	Reilly	Stephen		11/13/2024	Website
337	Schloff	Erin		11/13/2024	Website
338	Schwartz	Robin		11/13/2024	Website
339	Schwarzkopf	Kim		11/13/2024	Website
340	Smith-DiJulio	Kathleen		11/13/2024	Website
341	Cutler	Kim		11/14/2024	Website
342	Howland	Lynn		11/14/2024	Website
343	Lucero	Andrea		11/14/2024	Website

Comment #	Last Name	First Name	Organization	Date Received	Method Received
344	Magar	James		11/14/2024	Website
345	Wong	Lynda		11/14/2024	Website
346	Z	Darold		11/14/2024	Website
347	Bratcher	Luz		11/15/2024	Website
348	Gause	Jackie		11/15/2024	Website
349	Valela	William		11/15/2024	Website
350	Bendix	Chris		11/16/2024	Website
351	Nyland	Kelsey		11/16/2024	Website
352	Hays	Matt		11/17/2024	Website
353	Rogers	Vincent		11/17/2024	Website
354	Werle	TJ		11/17/2024	Website
355	Bartley	Nancy		11/18/2024	Website
356	Bailey	Patricia		11/19/2024	Website
357	Mildes	David		11/19/2024	Website
358	Newton	Gabriel		11/19/2024	Website
359	Edwards	Lisa		11/20/2024	Website
360	Kyler			11/20/2024	Website
361	Talal	Forest		11/20/2024	Website
362	Wight	Kendra		11/20/2024	Website
363	Anderson	Erica		11/21/2024	Website
364	Svete	Irene		11/21/2024	Website
365	Brown	Arlene		11/22/2024	Website
366	Ullmann	Caroline		11/22/2024	Website
367	Hirkic	Nada		11/23/2024	Website
368	Partridge	Madison		11/23/2024	Website
369	Wahlstrom	Dan		11/23/2024	Website
370	Donaldson	Jimmy		11/27/2024	Website
371	Flentje	Susan		11/27/2024	Website
372	Aller	Steven		11/8/2024	Website
373	Limric	Brenda		11/30/2024	Website

Comment #	Last Name	First Name	Organization	Date Received	Method Received
374	Mack	Adam		11/30/2024	Website
375	Conner	Barbara		12/1/2024	Website
376	Fluke	Julie		12/1/2024	Website
377	Frieda	Max		12/1/2024	Website
378	Good	Samantha		12/1/2024	Website
379	Harding	Kristin		12/1/2024	Website
380	Hitchens	Amy		12/1/2024	Website
381	Marshall	Bob		12/1/2024	Website
382	McKinney	Marjorie		12/1/2024	Website
383	Pagel	Martin		12/1/2024	Website
384	Pastore	Robert		12/1/2024	Website
385	Phillips	Mathew		12/1/2024	Website
386	Pizzano	Carrie		12/1/2024	Website
387	Reagel	Peter		12/1/2024	Website
388	Rock	Jason		12/1/2024	Website
389	Shettler	Sandy		12/1/2024	Website
390	Sproger	Betsy		12/1/2024	Website
391	Thomas	Shannon		12/1/2024	Website
392	Zamora	Roxy		12/1/2024	Website
393	Barton	Aaron		12/2/2024	Website
394	Mirsepasy	Juliette		12/2/2024	Website
395	Burger	Bruce		12/3/2024	Website
396	Calvo	Janit		12/3/2024	Website
397	Heinrich	Stephanie		12/3/2024	Website
398	Keeley	Linda		12/3/2024	Website
399	Parisi	John		12/3/2024	Website
400	Brindle	Alyse		12/3/2024	Website
401	Ortman	David		12/4/2024	Website
402	Brooke	Cara		12/4/2024	Website
403	Curtis	Jason		12/4/2024	Website

Comment #	Last Name	First Name	Organization	Date Received	Method Received
404	Deriugin	Alexander		12/4/2024	Website
405	Hopkins	Jon		12/4/2024	Website
406	Rodgers	Henry		12/4/2024	Website
407	Smith	Jenny		12/4/2024	Website
408	Spohn	Jean		12/4/2024	Website
409	Vetter	Robert		12/4/2024	Website
410	Lavrentyev	Mark		12/5/2024	Website
411	Peterson	Steve		12/5/2024	Website
412	Stoltey	Catherine		12/5/2024	Website
413	LaBarre	Linda		12/5/2024	Website
414	Lewis	Michele		12/5/2024	Website
415	Enajibi	Heather		12/6/2024	Website
416	Raykeil	Heidi		12/6/2024	Website
417	Cheslock	Pauline		12/6/2024	Website
418	Hoppet	Mark		12/7/2024	Website
419	E	S		12/8/2024	Website
420	Adamson	Jesse		12/9/2024	Website
421	Hinton	Colleen		12/9/2024	Website
422	Claflin	Dawn		12/9/2024	Website
423	Aristizabal	Sally		12/10/2024	Website
424	Bay	Cody		12/10/2024	Website
425	Brennan	Alec		12/10/2024	Website
426	Davis	Alan		12/10/2024	Website
427	Grady	Nolan		12/10/2024	Website
428	Hanna	Jim		12/10/2024	Website
429	Olivier	Carol		12/10/2024	Website
430	S	Neil		12/10/2024	Website
431	Corbin	Bill		12/10/2024	Website
432	Corbin	Carolyn		12/10/2024	Website
433	Ralph	Alisa		12/11/2024	Website

Comment #	Last Name	First Name	Organization	Date Received	Method Received
434	Carrel	Dorene		12/11/2024	Website
435	Kennedy	Nancy		12/11/2024	Website
436	Kennedy	William		12/11/2024	Website
437	Luxem	David		12/11/2024	Website
438	Malloy	Andre		12/11/2024	Website
439	Martinez	Mario		12/11/2024	Website
440	McEachern	Laurie		12/11/2024	Website
441	Parfitt	Clare		12/11/2024	Website
442	Rauch	Jody		12/11/2024	Website
443	Saul	Julie		12/11/2024	Website
444	Scalise	Gabe		12/11/2024	Website
445	Thomson	Leslie		12/11/2024	Website
446	Weill	Jason		12/11/2024	Website
447	Ball	Stephen		12/12/2024	Website
448	Barron	Mary		12/12/2024	Website
449	Bauman	Chris		12/12/2024	Website
450	Blake	Olivia and Aidan		12/12/2024	Website
451	Dao	Staci		12/12/2024	Website
452	Evans	Diane		12/12/2024	Website
453	Gallagher	Bridget		12/12/2024	Website
454	Hess-Homeier	Megan		12/12/2024	Website
455	Levshina	Svetlana		12/12/2024	Website
456	Mable	Richard		12/12/2024	Website
457	Mann	Shanin		12/12/2024	Website
458	Massoudi	Darius		12/12/2024	Website
459	Plumlee	Edward		12/12/2024	Website
460	Ragsdale	Albert		12/12/2024	Website
461	Schommer	Robert		12/12/2024	Website
462	Soran	Stephen		12/12/2024	Website

Comment #	Last Name	First Name	Organization	Date Received	Method Received
463	Stapleton	Rebecca		12/12/2024	Website
464	Thompson	Brian		12/12/2024	Website
465	Varey	Jennifer		12/12/2024	Website
466	Westgard	Lisa		12/12/2024	Website
467	Briggs	Robert		12/12/2024	Website
468	Briggs	Robert		12/12/2024	Website
469	McShane	Caroline		12/12/2024	Website
470	Hickey	Tom		12/12/2024	Website
471	Harper	Doreen		12/12/2024	Website
472	Davis	Brian		12/13/2024	Website
473	Ashurst	S		12/13/2024	Website
474	Becker	Alan		12/13/2024	Website
475	Bowering	Ryan		12/13/2024	Website
476	Cai	Michael		12/13/2024	Website
477	Danysh	Irene		12/13/2024	Website
478	Dooley	Annemarie		12/13/2024	Website
479	Featherstone	Sean		12/13/2024	Website
480	Hahn	August		12/13/2024	Website
481	Hanson	Phillip		12/13/2024	Website
482	Hudnell	Efrain		12/13/2024	Website
483	Hunt	Sandra		12/13/2024	Website
484	Lampariello	Jim		12/13/2024	Website
485	Lea	Karen		12/13/2024	Website
486	Millar	Robert		12/13/2024	Website
487	Moser	Mary Beth		12/13/2024	Website
488	Munn	Christopher		12/13/2024	Website
489	Oldham	David		12/13/2024	Website
490	Pagel	Kathleen		12/13/2024	Website
491	Pasek	JoAnn		12/13/2024	Website
492	Ricci	Sharon		12/13/2024	Website

Comment #	Last Name	First Name	Organization	Date Received	Method Received
493	Staggs	Sue Ellen		12/13/2024	Website
494	Sullivan	Donald		12/13/2024	Website
495	Taylor	Janice		12/13/2024	Website
496	Hiltbrunner	Carl		11/9/2024	Website
497	Hunt	Sandy		11/11/2024	Website
498	Lass	Megan		11/8/2024	Website
499	Morenz	Kyler		11/20/2024	Website
500	Gredzens	Lia		11/12/2024	Oral Public Meeting
501	Binns	Jeb		11/12/2024	Oral Public Meeting
502	O'Connor	Kathleen		11/12/2024	Oral Public Meeting
503	Wong	Linda		11/12/2024	Oral Public Meeting
504	Bowersox-Johnson	Brandon		11/12/2024	Oral Public Meeting
505	Cristal	Colleen		11/13/2024	Oral Public Meeting
506	Carnell	Sue		11/13/2024	Oral Public Meeting
507	Brunso	Joanna		11/13/2024	Oral Public Meeting
508	Kropack	Jenn		11/13/2024	Oral Public Meeting
509	Paterson	Mary		11/13/2024	Oral Public Meeting
510	Nichols	Vicky		11/13/2024	Oral Public Meeting
511	Hunt	Sandy		11/13/2024	Oral Public Meeting
512	Veloria	Velma		11/14/2024	Oral Public Meeting
513	Edrozo	Jan		11/14/2024	Oral Public Meeting
514	Konsak	Chad		11/14/2024	Oral Public Meeting
515	Seia	Joseph		11/14/2024	Oral Public Meeting
516	Martin	Candy		11/14/2024	Oral Public Meeting
517	Jorgensen	Pamela		11/14/2024	Oral Public Meeting
518	Jorgensen	Jerry		11/14/2024	Oral Public Meeting
519	Jorgensen	Pamela		11/14/2024	Oral Public Meeting
520	Arevalo	Maria		11/14/2024	Oral Public Meeting
521	Markkanen	Marianne		11/14/2024	Oral Public Meeting
522	Burdine	John		11/16/2024	Oral Public Meeting

Comment #	Last Name	First Name	Organization	Date Received	Method Received
523	Wong	Linda		11/14/2024	Oral Public Meeting
524	Brown	Arlene		11/14/2024	Oral Public Meeting
525	Parfitt	Claire		11/16/2024	Oral Public Meeting
526	O'Ferrall	Andrea		11/16/2024	Oral Public Meeting
527	Wong	Lynda		11/16/2024	Oral Public Meeting
528	Mutter	Terry		11/16/2024	Oral Public Meeting
529	Docekal	Susan		11/16/2024	Oral Public Meeting
530	Brooke	Cara		11/16/2024	Oral Public Meeting
531	Paulson	Jeffrey		11/16/2024	Oral Public Meeting
532	Moore	Sarah		11/16/2024	Oral Public Meeting
533	Kroeker	Anne		11/16/2024	Oral Public Meeting
534		Anonymous1		11/12/2024	Public Meeting
535		Anonymous2		11/12/2024	Public Meeting
536		Anonymous3		11/12/2024	Public Meeting
537		Anonymous4		11/12/2024	Public Meeting
538		Anonymous5		11/14/2024	Public Meeting
539		Anonymous6		11/13/2024	Public Meeting
540	Brooke	Cara		11/16/2024	Public Meeting
541	Brooke	Cara		11/16/2024	Public Meeting
542	Brunt	Camie		11/12/2024	Public Meeting
543	Butler	Laura		11/14/2024	Public Meeting
544	Cate	Rebecca		11/16/2024	Public Meeting
545	Chapin	Alyson		11/13/2024	Public Meeting
546	Cornell	Sue		11/13/2024	Public Meeting
547	Corr	John		11/13/2024	Public Meeting
548	Corr	John		11/13/2024	Public Meeting
549	Corr	Nancy		11/13/2024	Public Meeting
550	Coulter	Chris		11/14/2024	Public Meeting
551	Federa	Jody		11/13/2024	Public Meeting
552	Hartley	Vicky		11/14/2024	Public Meeting

Comment #	Last Name	First Name	Organization	Date Received	Method Received
553	Hulse	T		11/14/2024	Public Meeting
554	James	Pat		11/14/2024	Public Meeting
555	James	Pat		11/14/2024	Public Meeting
556	Kane	John		11/16/2024	Public Meeting
557	Kinney	Dan		11/12/2024	Public Meeting
558	Knickerbocker	Dana		11/16/2024	Public Meeting
559	Moore	Sarah		11/16/2024	Public Meeting
560	O'Ferrall	Andrea		11/16/2024	Public Meeting
561	O'Ferrall	Andrea		11/16/2024	Public Meeting
562	Paulson	Jeffrey		11/16/2024	Public Meeting
563	Roseze	M.		11/14/2024	Public Meeting
564	Sarsfield	Tracie		11/16/2024	Public Meeting
565	Seia	Joseph		11/14/2024	Public Meeting
566	Smith	Justin		11/16/2024	Public Meeting
567	Standridge	Tanis		11/16/2024	Public Meeting
568	Stewart	Janice		11/14/2024	Public Meeting
569	Sykes	DW		11/13/2024	Public Meeting
570	Sykes	Maria		11/13/2024	Public Meeting
571	Tien	Jennifer		11/14/2024	Public Meeting
572	Van Wyk	Meg		11/14/2024	Public Meeting
573	Volkert	Brian		11/14/2024	Public Meeting
574	K			12/13/2024	FAA
575	Cano Villares	Fabio		12/8/2024	FAA
576	Cano Villares	Fabio		12/9/2024	FAA
577	Claflin	Dawn		12/9/2024	FAA
578	Myrick	Alex and Janice		12/13/2024	FAA
579	Rasmussen	Nancy		12/2/2024	Website
580	Goebel	David		11/19/2024	Email
581	Keane	Taria	City of SeaTac, City of Des Moines, City of Normandy Park,	10/25/2024	Email

Comment #	Last Name	First Name	Organization	Date Received	Method Received
			City of Tukwila, City of Burien, and City of Federal Way		
582	Matz	Nicholas	Cities of Burien, SeaTac, Des Moines and Normandy Park	10/29/2024	Email
583	Jordan-Sabo	Marjorie	Ecology	10/24/2024	Email

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City of Burien – Received via email and website

City of Burien
400 SW 152nd Street
Suite 300
Burien, WA 98166-1911

P 206.241.4647
F 206.248.5539

burienwa.gov

December 11, 2024

Via Email to samp@portseattle.org & Online Comment Form

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

Dear Mr. Rybolt:

The City of Burien believes there are significant defects in the Sustainable Airport Master Plan (SAMP) currently under review for Seattle-Tacoma International Airport. It is the City's position that these deficiencies may only properly be resolved through development of an Environmental Impact Statement and not the Environmental Assessment currently in process for the Port of Seattle. 1

Given the short time frame allowed for study and comment (Oct. 21-Dec. 13, 2024), the objections raised here are not comprehensive but nonetheless reflect our concerns about the SAMP's impact on residents of the City of Burien.

Unrealistically small study boundary

The General Study Area—the Port's boundaries for its Area of Potential Effect—is drawn very tightly around the airport campus. The Port is attempting to force evaluation of the 31 "Near Term Projects" (NTPs) that make up the SAMP largely for impacts that will occur while those projects are under construction. This tactic ignores the impact—noise and other forms of pollution—that would occur in surrounding communities once additional aircraft and vehicles accommodated as a result of the SAMP projects leave the airport grounds.

Tables 4.6[1] and 4.8[2] of the SAMP document show the NTPs will result in a significant increase in carbon monoxide and nitrogen dioxide emissions. These estimates include approaching and climbing aircraft, whose altitudes are low enough to create emissions issues on the ground below for miles beyond the airport boundaries. Yet the Port's consultants, Landrum and Brown, conclude that "no significant impacts to air quality were identified (and) no mitigation would be necessary."[3] 2

[1] Sustainable Airport Master Plan (SAMP), Port of Seattle, October 2024, p. 4-13
[2] Ibid, p. 4-14
[3] Ibid, p. 4-16

001-1. General Response #1

001-2. General Response #2
General Response #8

001. City of Burien –Received via email and website

Cumulative impact: SR-509

This is especially alarming when taken with one of the most critical omissions from the SAMP: Consideration of cumulative impact from the impending connection of SR-509, which runs through Burien for approximately four miles, southward to Interstate 5. This SR-509 Gateway project will make 509 the primary truck route between the maritime ports of Tacoma and Seattle and bring tens of thousands of additional vehicles through Burien each day.

According to the National Environmental Policy Act: "Cumulative impact is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time."[4]

Port staff have repeatedly asserted that the 509 Gateway, which is being undertaken by the Washington State Department of Transportation (WSDOT) is not connected to the SAMP. This defies logic, given that the Port and WSDOT have coordinated to such an extent that the 509 Gateway will provide a new southern entrance to the airport.

The Final Environmental Impact Statement issued in 2003 for the 509 Gateway projected up to 6,850 vehicles per hour (both directions) north of SR-518 and up to 8,150 vehicles per hour (both directions) south of SR-518, which terminates on the eastern edge of downtown Burien.[5] Over a 24-hour period, then, SR-509 through Burien will carry between 164,400 and 195,600 vehicles daily.

WSDOT does not project in 24-hour increments, instead offering estimates for "peak hour" traffic volumes that are dramatic in their own right. Compared to 2015 measurements,[6] the segment of 509 between S. 188th Street and S. 146th Street will by 2045 will experience an increase of 112.5 percent during morning peak hours and nearly 74 percent during afternoon/evening peak hours.[7]

It is the City of Burien's position that a new and thorough evaluation must be made of noise and emissions levels that will result in Burien from the opening of this highway extension.

3

Cumulative impact: Third runway

The SAMP itself forecasts a 28 percent increase in annual aircraft operations, to 540,000 takeoffs and landings, by 2034. This makes more significant the SAMP's omission of the 2008 opening of the third runway at Seattle-Tacoma International. The Port's SAMP timeline only goes back to 2017, despite the fact the projected number of takeoffs and landings for 2024—about 423,000 annually—is about 16.5 percent greater than levels in the early 2000s before the third runway opened.

4

[4] National Environmental Policy Act, 40 CFR 1508.7
[5] Final Environmental Impact Statement, SR-509 Corridor Completion, Washington State Department of Transportation et. al., January 2003, p. 2-34
[6] Environmental Reevaluation, Puget Sound Gateway Program—Phase 1 of the SR 509 Completion Project, Washington State Department of Transportation, January 2018, Table 2, p. 11
[7] Ibid, Table 7, p. 18

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001-3. General Response #17
General Response #19b

001-4. General Response #17
General Response #19a

001. City of Burien – Received via email and website

Using as a baseline the 365,000 annual flight operations from that earlier period, people living under the flight path have been and will be exposed to a 48 percent increase in aircraft traffic—with all of its attendant noise and other forms of pollution. There are myriad health consequences linked to these contaminants, along with evidence that people beneath the flight path are experiencing those consequences.[8] The third runway, then, is a past action the Port of Seattle cannot be allowed to ignore. It must be considered as part of the cumulative impact. 4

Air quality and noise: SAMP ignores emerging science and policy

The SAMP ignores emerging science and government policy on air quality and noise standards. Of particular concern is the Port's silence regarding a 2020 report to the Washington State legislature that emphasized "people living in airport communities are *disproportionately* more likely to experience poor health"[9] (emphasis added).

The report, written by Public Health—Seattle and King County, listed an array of air quality-related issues including cardiovascular and respiratory disease. Of particular concern is the alarm the authors raised about the effects of ultrafine particles (UFPs) found in higher concentrations below aircraft flight paths. UFPs are not regulated but the report outlined significant health consequences associated with larger "fine particulate matter"[10] and recommended additional study of UFPs and their effects on human health. 5

Public Health also recommended development of a robust network of air quality monitors along the flight paths and in other areas near Sea-Tac International. A similar recommendation came in a 2020 report from the Washington Department of Commerce on how operations at SEA affect adjacent cities, including Burien.[11]

Consultants hired by the Port of Seattle dismissed much of the research on a variety of grounds.[12] It would appear the Port is disinclined to take a hard look at the emerging data on the health impacts of UFPs, which we believe the situation demands.

Noise standards present a different—and also significant—challenge. The FAA Reauthorization Act of 2024 set in motion an "assessment of alternative noise metrics that could be used to supplement or replace the existing Day Night Level (DNL) standard."[13] Against this backdrop comes a 2022 presentation to the Acoustical Society of America that argued policymakers should factor in the frequency of flights to and from a given airport.[14] (The SAMP currently under consideration would increase operations to and from SEA to nearly 1,500 per day—a 24-hour average of 62.5 flights per hour, or more than one a minute.) 6

[8] Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature, Public Health Seattle and King County, December 2020
[9] Ibid, p. 2
[10] Ibid, p. ii
[11] Study of the Current and Ongoing Effects of the Operation of the Seattle-Tacoma International Airport, Washington State Department of Commerce, May 2020, Post-Report Update, p. 2
[12] Community Health and Airport Operations Noise & Air Pollution: The King County Health Study, Ramboll Group, undated.
[13] Airport Noise Report, May 2, 2024 (Volume 36, Number 13)
[14] The FAA's 65 dBA DNL is not a safe noise exposure level for the American public, Daniel Fink, Proceedings of Meetings on Acoustics, March 2024

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001-5. General Response #9b
General Response #10
The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

001-6. General Response #12
General Response #14

001. City of Burien – Received via email and website

Further, the World Health Organization in Europe has set 45 Lden—a similar measure to DNL in the United States—as the threshold for adverse health effects.[15] These issues, and the science behind them, also demand a hard look in the context of Seattle-Tacoma International. 6

Economic consequences: Outdated and unsupported data

We are skeptical of the Port's estimates of the airport's economic benefit to Burien.[16] Compiled with data from 2017, the Port's figures are outdated in any case. Circumstances in local economies and workplaces have changed drastically since the Covid pandemic of 2020. The Port should be required to revise its data accordingly—and also to include information about the negative impacts Burien has sustained because of the continued and substantial growth of Seattle-Tacoma International.

The SAMP ignores these negative impacts—a notable omission because, in 1997, consultants commissioned by the State of Washington outlined significant economic downside to the opening of the third runway. These consultants, led by the firm of Hellmuth, Obata and Kassabaum (HOK), forecast a cycle of "blighting" that would drive down property values and, consequently, municipal tax revenues. HOK estimated that, over a 20-year period following the opening of the third runway, five airport-adjacent cities including Burien would lose $39.9 million in property tax revenues.[17] The Port is silent to this cost. 7

Data pertaining to jobs created by Sea-Tac International provide an example of the need to verify. The Port estimates that 540 Burien residents work at the airport. Figures compiled by the watchdog organization Sea-Tac Noise.Info puts the number at 820.[18] However, more than half of those (444) are non-Port workers whose positions do not provide "living" wages.

Further, it would appear actual economic benefit has fallen short of predictions for redevelopment of land vacated to create the so-called "clear zone" for the third runway. The SAMP itself highlights the warehouse complex known as the Northeast Redevelopment Area (NERA), which the Port claims would result in 600-800 new jobs.[19] However, employer data provided to the City of Burien shows that only about 165 people work at the NERA site. 8

Conclusion

We are compelled to note that a disproportionate number of our residents who live along the flight path are members of communities the State of Washington classifies as vulnerable under a variety of socioeconomic categories. These are people who generally lack the means to move elsewhere and will continue to bear the brunt of the cost, both economic and health-related, for the significant economic growth the SAMP will make possible with volume at Sea-Tac growing to more than 1,100 flights per day.

[15] Environmental Noise Guidelines for the European Region, World Health Organization, 2018
[16] SAMP, Appendix K, p. 30
[17] Sea-Tac International Airport Impact Mitigation Study, Hellmuth, Obata + Kassabaum et. al., February 1997, p. ES-6
[18] Employees in Airport Communities, Sea-Tac Noise.Info, November 2020
[19] SAMP, Appendix K, p. 30

Page 4 of 5

001-7. General Response #20
The 2017 data was the most recent and best data available at the time the study was completed. The information presented in this analysis is sufficient for the FAA to accurately assess the impacts for each alternative.

001.8 The Port estimate of 540 people from Burien working at the Airport came from the 2017 data, which was the most recent data available when the analysis was being completed. The estimate of 376 people from Burien working at the Airport from the Sea-Tac Noise Website is from November 2020, during the COVID pandemic when operations were down at the Airport and employment numbers were probably lower as a result. Given the recovery in operations and general growth in area, it is reasonable to assert that the employment numbers would be closer to the 2017 data than the 2020 data. Therefore, the employment data provided in the EA is reliable for the FAA to accurately assess the impacts for each alternative at this time.

The 600-800 new jobs related to the NERA site referenced by the Port are the total jobs expected when the site is fully built. As of today, only a portion of the site has been constructed, which is why only a fraction of the jobs have been realized.

001. City of Burien – Received via email and website

A Finding of No Significant Impact under an Environmental Assessment, especially regarding the areas addressed in this document, would be not only erroneous but spurious. Allowing these projects to proceed without more rigorous study would cause substantial, irreversible harm to the City of Burien—which believes the only proper way to gauge the SAMP's true impacts on our community, and to develop a comprehensive strategy to mitigate those impacts, would be to conduct a thorough review utilizing an Environmental Impact Statement. 9

Sincerely,

Kevin Schilling
Mayor, Burien City Council

Stephanie Mora
Deputy Mayor, Burien City Council

Linda Akey
Burien City Councilmember

Alex Andrade
Burien City Councilmember

Hugo Garcia
Burien City Councilmember

Jimmy Matta
Burien City Councilmember

Sarah Moore
Burien City Councilmember

001-9. General Response #1

002. City of Des Moines

December 13, 2024

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

Dear Mr. Rybolt:

Thank you for the opportunity to review and comment on the Seattle Tacoma Sustainable Airport Master Plan Environmental Assessment. We have collaborated with partner cities and a consultant to research and prepare our comments. As a result, our delegated staff members have signed this document, and we are signing and sending this same document separately.

Please understand that though individual councilmembers in our, and partner cities may not have sent individual letters, we have partnered as cities to engage a consultant to research and speak on our behalf. Our votes from our partner daises acknowledge that we believe and agree with the statements in this letter. Please consider these electeds' votes as having sent comments.

As you know, the City of Des Moines is located directly south of SEA and below the concentrated flight paths for arrivals during north-flow conditions and departures during south-flow conditions. Our residents are exposed to overflight activity during all conditions, both day and night. The growth in operations at SEA will result in increased impacts, especially for close-in communities, including Des Moines.

The City recognizes the Port's role in driving the economic growth of our region and we appreciate the airport's importance in facilitating regional, national, and international connectivity. However, as one of the communities directly affected by airport operations and development, we believe it is essential that SEA growth is balanced to sustain the quality of life in the region, particularly for those communities adjacent to SEA.

Most importantly, regardless of legal and regulatory requirements for abatement and mitigation of these impacts, it is our hope that the Port of Seattle will proactively and collaboratively work with the City to understand how our residents are impacted, how those impacts will increase, and how we can work together to plan for SEA's growth while also developing plans to address existing and increasing impacts associated with Sea-Tac operations. Collaboration with airport neighbors will build trust and enable partnership with those most impacted enabling the region to work together on shared economic goals.

Working together we can respond to growing demand at SEA, while acknowledging and addressing the inevitable impacts of that growth, most of which will be experienced by our residents who live closest to the airport.

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002-1. Thank you for your comment. The Port of Seattle collaborates with the City of Des Moines in multiple ways, including through: membership in the Highline Forum (elected officials and city manager); StART (Des Moines community members and city administrator); discussions with city staff regarding Port-owned properties in the city; financial support and membership in the Des Moines Creek Basin Committee; presentations to the Des Moines City Council; and through direct contact with city administrators and city councilmembers on a variety of issues. It is anticipated that collaboration will continue through all these venues into the future.

002. City of Des Moines

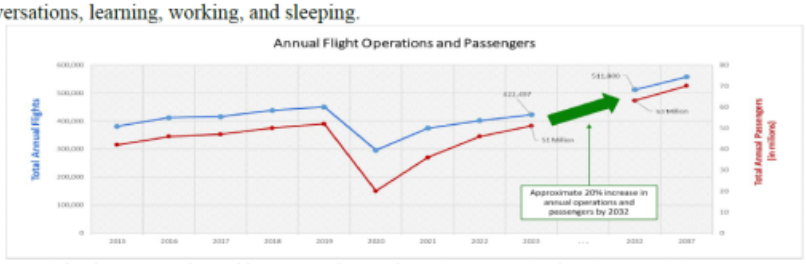
The City of Des Moines held a community meeting on December 3, 2024, to help the community understand the environmental Review and comment period process, but also to understand the community concerns regarding the SAMP and its impacts on the community and its residents. Approximately, ninety people attended the meeting split between in person and online attendance, we heard concerns and questions for over 45 minutes, and could have gone on for hours longer, had we not needed to limit it to an hour meeting. Additionally, community members held their own meetings gathering support to help their follow citizens express their concerns and respond to the SAMP. This letter aims to capture and communicate the concerns of the community who live and work in the City of Des Moines, based on the information provided to the city at the meeting, over email, and through conversations with staff and Council. 1

Public Comment Period

A number of residents expressed concern over the time allotted for the public comment period. We understand the Port requested an extension which was granted. However, the amount of information contained in the Environmental Assessment combined with the highly technical nature of the content would require months to review thoroughly. The period, even with the extension, does not provide ample time for staff, let alone the public, to review areas of interest to ensure their concerns are satisfactorily addressed. It is very disappointing that the FAA offered such a short timeframe, especially considering the magnitude of the SAMP and Environmental Assessment. In many ways it seems allowing the public to review the assumptions, analyses, and conclusions, was more about "checking a box" rather than truly seeking input. It is our hope that this is not the Port's or FAA's intention, and more time will be put into long-term planning for truly understanding and addressing the impacts that will result in not only the SAMP projects, but also the growth expected over the next ten (10) years. This should not be just about "checking a box" but rather respecting the communities and environment that are directly and indirectly impacted by SEA. 2

Aircraft Noise

The expansion of operations at SEA will result in increased impacts, particularly for nearby communities. Residents of our communities are subjected to constant aircraft overflights day and night, irrespective of runway usage or flow. Operational levels have reached pre-COVID levels and are expected to continue to growth through the EA study period. By 2032, annual operations are forecast to reach 511,800. This is an increase of nearly 20%, resulting in more overflights, more noise events, and more disruptions to conversations, learning, working, and sleeping. 3



Data Source: Port of Seattle Environment and Sustainability & 2023 Annual Report and SEA SAMP DRAFT EA, Appendix A
Total Annual Passenger data is rounded to the nearest million.

2

002-2. General Response #3
General Response #4

002-3. General Response #13

002. City of Des Moines

According to the Environmental Assessment, noise exposure will not exceed NEPA thresholds; however, the DNL 65 dBA contour will expand, resulting in "significant" (as defined in CFR Part 150) aircraft noise exposure for more residents and noise-sensitive facilities, including schools and nursing homes.

A

Mitigation Status / Land Use	2022 Existing Condition DNL 65+dB	2032 No Action DNL 65+dB	2032 Proposed Action DNL 65+dB	Existing (2022) vs. No Action (2032)	Existing (2022) vs. Proposed Action (2032)
Sound Insulation Completed					
Single-Family	3,193	4,146	4,258	953	1,065
Multi-Family	349	388	436	39	87
Mobile Home	0	0	0	0	0
Sub Total	3,542	4,534	4,694	992	1,152
					0
Not Sound Insulated					0
Single-Family	662	1,046	1,089	384	427
Multi-Family	1,887	3,782	3,895	1,895	2,008
Mobile Home	125	156	177	31	52
Sub Total	2,674	4,984	5,161	2,310	2,487

Data Source: Annual Report and SEA SAMP 1

comparison of the existing noise exposure conditions (2022) indicates the 14,061 total population exposed to "significant" noise exposure conditions will increase to nearly 22,000 in 2032, even in the No Action scenario. This represents an increase of 37%. And the Proposed Action scenario increases this even further. It is clear that the growth in operations at SEA, with or without the Proposed Actions included in the SAMP will have a substantial impact on residents. Worth noting, based on the analysis in the EA, most, if not all of the increased noise exposure (increase in the existing DNL 65 dBA contour) will occur within the City of Des Moines. Again, leaving our residents carrying most of the impacts associated with the growth in operations. 4

Global research indicates that elevated levels of noise exposure can result in health impacts, sleep disturbance, and impact learning. While we acknowledge the socio-economic benefits the airport brings to the region, it is crucial that growth is sustainable and does not disproportionately burden close-in communities with environmental impacts and reduced quality of life. With no mitigations identified in the Environmental Assessment, it is imperative that the Port's update of the Part 150 study includes both noise abatement measures to reduce noise exposure and mitigation efforts, such as sound insulation for eligible homes and schools. Additional studies, including but limited to, ongoing monitoring and testing in the City of Des Moines. 5

A comparison of the existing conditions (2022) versus future conditions with the Proposed Action will result in an increase in daily arrivals of 14% and a 25% increase in nighttime arrivals. Nighttime operations are particularly impactful for close-in communities as this results in sleep-disturbance and awakenings which add to the health effects of aircraft noise exposure. And while the DNL 65 dBA threshold may not be exceeded for all close-in communities and residents, the effects will extend far beyond those contours and should be considered when planning for impact mitigation. 6

3

002-4. General Response #5
The Airport Noise Compatibility Planning (14 CFR Part 150) is the primary Federal regulation guiding and controlling planning for aviation noise compatibility on and around airports. It does not define levels of significance. FAA Order 1050.1F defines a significant noise impact as an increase of 1.5 dB or more in the 65 DNL. As noted in your comment, the change in noise caused by the Proposed Action does not result in a significant impact in 2032 nor in 2037 (see Section 4.3.10 of the EA).

002-5. General Response #13
General Response #14
The Part 150 Update is a separate process being completed by the Port. The FAA will provide your comment to the Part 150 team.

002-6. General Response #6
General Response #13
While there will be an increase in nighttime operations, the resulting increase in noise is below levels of significance defined in FAA Order 1050.1F (see Section 4.3.10 of the EA). The FAA will provide your comment to the Part 150 team.

002. City of Des Moines

	ARRIVALS DAY	ARRIVALS NIGHT	DEPARTURES DAY	DEPARTURES NIGHT	TOTAL OPS
2022 Existing Condition	469	82	456	97	1,100
2032 Proposed Action	545	108	500	100	1,303
Difference	14%	25%	9%	3%	16%

The DNL noise metric does not adequately reflect residents' experiences with aircraft noise. This is particularly true given the current conditions within the NAS, characterized by a significantly higher number of aircraft operations/overflights and quieter aircraft (per event). Supplemental metrics, including the Number-of-Events-Above (NA) and NA night, should be utilized in the FAR Part 150 study to provide decision-makers and the public with a comprehensive understanding of both existing conditions and future changes, including those projected for the SAMP (2032). These metrics should also be considered when evaluating potential noise abatement strategies that can be applied beyond the DNL 65 dBA contours, as practiced at other airports in the United States.

The FAA's Neighborhood Environmental Survey confirmed that community noise annoyance is significantly higher than historically recorded. According to the study, 60-70% of residents are "highly annoyed" at noise exposure levels of DNL 65 dBA, and 27-37% are "highly annoyed" at levels down to DNL 55 dBA. While federal regulations mandate the use of DNL 65 dBA for certain policy decisions, impacts on residents outside this exposure level should be considered during noise compatibility planning. For SEA to truly support "sustainable" growth, it must consider the impacts on neighboring jurisdictions and the quality of life in those communities. 7

Health Effects

Global research indicates elevated levels of noise exposure can lead to health impacts, sleep disturbance, and impacts to learning. While we acknowledge the socio-economic benefits the airport brings to the region, it is important that growth is sustainable and does not benefit the region with only those close-in communities bearing the burden in terms of environmental impacts and reduced quality of life. The increase in aircraft operations will result in an increase in aircraft noise and emissions, both of which are known to have health effects in nearby communities. The concentration of operations over Des Moines results in greater exposure to aircraft noise and emissions for residents of Des Moines resulting in an unfair burden for our community. 8

Impacts on Education and Learning

Under the existing conditions (2022) there are nine (9) schools within the DNL 65 dBA. This will increase to 12 schools in both the 2032 No Action and 2032 Proposed Action scenarios. Almost half of those schools are in Des Moines. Again, federal regulations characterize this level of noise exposure as not compatible with noise-sensitive development which includes schools. Research indicates that aircraft noise exposure can impair classroom learning. And while federal regulations cite DNL 65 dBA as the threshold of what is "compatible", the growth in daily aircraft noise events are likely to be disruptive and to impede learning, affecting many more than the 12 schools within the DNL 65 dBA contours. Health and well-being for our communities, as well as our children's education 9

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002-7. General Response #12
The FAA will provide your comment to the Part 150 team.

002-8. General Response #14
Aircraft operations over Des Moines are due to multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft.

002-9. General Response #6
General Response #14
General Response #16
While there was an increase in the number of schools within the 65 DNL contour (12 in 2032 and 11 in 2037), the Proposed Action did not result in a significant increase in noise in 2032 or 2037 (see Section 4.3.10 of the EA). However, the FAA will provide your comment to the Part 150 team.

002. City of Des Moines

should all be carefully considered as the Port plans for growth in SEA operations and strives to sustainability when collaborating with neighboring communities. 9

Air Quality

Air quality is another major concern for communities surrounding the airport. The Environmental Assessment indicates increases in all critical air pollutants. Although these increases do not exceed significance thresholds according to federal guidelines, they will impact our residents, particularly vulnerable populations such as those with asthma, other respiratory conditions, and the elderly. With Des Moines located directly south of SEA, our residents are overflown by nearly all aircraft arriving or departing the airport, depending on which flow is in use. The result is ongoing and growing emissions and air pollutants from the vehicular traffic, as well as the increased ground-service equipment (GSE) and aircraft. Air pollutants including air toxins, carbon monoxide, nitrogen dioxide, ozone, and ultrafine particulate matter are negatively impacted our community by the airport according to health study results by University of Washington (MOV-UP 2019). 10

Surface Transportation and Congestion

Total passengers are forecast to reach 63 million annually by 2023. The 20% increase in passengers will mean a significant increase in vehicular traffic on local roads for arriving and departing passengers as well as the increase in support services such as concessionaires, vendors, employees, etc. This will result in additional impacts for our communities including more roadway congestion, increased air pollution and noise. The EA indicates the Port will mitigate these impacts through the funding of local improvements to roadways and intersections. Mitigation plans should be developed in collaboration with impacted jurisdictions. 11

Third Runway

While the 3rd Runway (16R-34L) is outside the scope of the Environmental Assessment, it is worth noting that the runway increased overflights of Des Moines and residents have expressed concerns with this increase. While we understand the FAA can (and does) use it as needed, we hope you will consider limiting the growth in operations and use of that runway, especially during nighttime hours. A preferential runway-use program or preferential nighttime runway-use program could limit the growth in impact for residents of Des Moines with little or no impact to airfield capacity, particularly if applied as nighttime only. 12

Airspace and Flight Procedure Changes

The increase in total operations will result in more aircraft noise including overnight as well as increased emissions. Ultimately, airspace and flight procedures/patterns will likely change to accommodate the increased operations in the existing airspace. Airspace and flight procedure/noise abatement changes should be thoroughly explored. These can help mediate the increase in impacts while improving efficiency and safety. The Environmental Assessment identifies specific impacts on airport-adjacent communities, and specific mitigation plans should be developed in collaboration with these communities. Sustainable growth requires adequate and effective mitigation to offset or reduce impacts, which should be identified and prioritized in collaboration with affected communities, including the City of Des Moines. 13

5

002-10. General Response #8
General Response #9a
General Response #9b
General Response #10

002-11. The FAA and the Port coordinated with WSDOT and jurisdictions where the Proposed Action would result in surface transportation impacts to develop mitigation. The Port will adhere to the terms of the Agreements reached with each jurisdiction when implementing the mitigation outlined in Section 4.3.12 of the EA.

002-12. The FAA will provide your comment to the Part 150 team for consideration given that it is outside the scope of this EA.

002-13. General Response #13
As noted in Section 1.3 of the EA, the only projects evaluated in this EA that may require modifications to existing flight procedures are the airfield projects (A01-A10) because they will require relocation of FAA-owned equipment (including navigational and visual aids). Most of these modifications are expected to be minor changes to accommodate the shift in equipment location. We will provide this comment to the Part 150 team for consideration during the development of the Noise Compatibility Plan.

002. City of Des Moines

Alternative Airports

Continued growth at SEA will result in increased impacts for more and more residents. There have been discussions and studies of expanding capacity and commercial service at other airports as well as siting a new airport as a reliever to SEA. The only truly sustainable approach to meeting demand through 2032 and beyond will be to leverage other existing facilities and/or to build another airport to provide additional capacity for commercial aviation rather than continuing to increase operations at SEA. While capacity on the landside, terminal, and airside can be expanded to improve service, this growth has a reciprocal effect on the quality of life to residents of communities including Des Moines. True sustainability cannot be accomplished solely by meeting the needs of SEA and its customers. True sustainability requires consideration and ultimately limiting the negative impacts for the cities, communities, and residents surrounding SEA. 14

Moving Forward

The Port should collaborate with local jurisdictions as the airport expands to ensure mutual prosperity for both the airport and its neighbors. In addition, as the FAR Part 150 moves forward to review noise contour changes, SEA should incorporate that review and findings into community communication and educations to remove silos of review and possible impact. 15

As previously noted, the time allotted for the public review and comment on the draft EA was grossly inadequate. Reviewing the thousands of pages of technical documentation and providing meaningful comment requires ample time and is a critical part of NEPA. Public input and input from affected jurisdictions should be a high priority for both the Port and FAA. We ask that a proper review/comment period be offered as part of the SEPA process. 16

In light of the recent ruling by the DC Circuit Court, which invalidated the authority of the CEQ to issue binding regulations under NEPA, and because FAA relies on CEQ's baseline for their environmental analysis related to SAMP, the City of Des Moines requests that FAA reevaluate the finding of no significant impact outside of CEQ's NEPA regulation. Alternatively, FAA is asked to take no further action until there is clarity on what is the proper environmental assessment in relation to SAMP. 17

While we recognize and value the economic and connectivity benefits provided by the airport, we remain committed to advocating for our communities to ensure that any negative impacts are fully considered and mitigated to the greatest extent possible. 18

Thank you for the opportunity to continue a productive dialogue. We look forward to your response and further discussion.

Sincerely,

Mayor Traci Buxton
Deputy Mayor Harry Steinmetz

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002-14. General Response #7a
General Response #7b

002-15. See response to Comment 002-1. Also, the FAA will forward your comment to the Part 150 team.

002-16. General Response #4
General Response #5

002-17. Since the publication of the draft EA, the Council on Environmental Quality (CEQ) revoked its regulations (40 CFR parts 1500-1508) implementing NEPA, 42 U.S.C. 4321 et seq., as amended, in response to Executive Order (E.O.) 14154, Unleashing American Energy. This environmental document relied upon FAA Order 1050.1F, the Fiscal Responsibility Act of 2023, Executive Order (EO) 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity,* EO 14154, *Unleashing American Energy,* and the Supreme Court's decision in *Seven County Infrastructure Coalition v. Eagle County,* 605 U.S. (2025). Therefore, the analysis contained in the draft EA is sufficient for the FAA to determine if the implementation of the Proposed Action will result in significant impacts.

002-18. General Response #6

003. Cities of Burien, Normandy Park, SeaTac, & Des Moines

December 12, 2024

Mr. Steve Rybolt
Port of Seattle, Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
Sent via email: samp@portseattle.org

Dear Mr. Rybolt:

Introduction
Thank you for the opportunity to review and comment on the Seattle Tacoma Sustainable Airport Master Plan Environmental Assessment. On behalf of the Cities of Burien, Normandy Park, SeaTac, and Des Moines, Washington, we are writing to share our collective comments and observations regarding the Seattle Tacoma International Airport (SEA) Sustainable Airport Master Plan Environmental Assessment (EA).

We recognize the Port of Seattle's significant role in driving the economic growth of our region and appreciate the airport's importance in facilitating regional, national, and international connectivity. However, as communities directly affected by airport operations and development, we believe it is essential that SEA growth is balanced to sustain the quality of life in the region, particularly for those communities adjacent to SEA. Historically, south King County, including the communities within the general study area, has a large population of minority and low-income communities. The increase in impacts on these already disadvantaged communities is unfair and must be addressed by the Port. 1

In an effort to share our concerns and comments regarding the environmental assessment and impacts to our citizens, we have engaged in an effort to review the EA, in spite of the limited time offered by the Port, we wish to provide the following comments related to the Environmental Assessment and the impacts our communities face due to the existing and growing impacts attributed to the airport.

First and most importantly, regardless of legal and regulatory requirements for abatement and mitigation of these impacts, it is our hope that the Port of Seattle will proactively and

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003-1. General Response #15

003. Cities of Burien, Normandy Park, SeaTac, and Des Moines

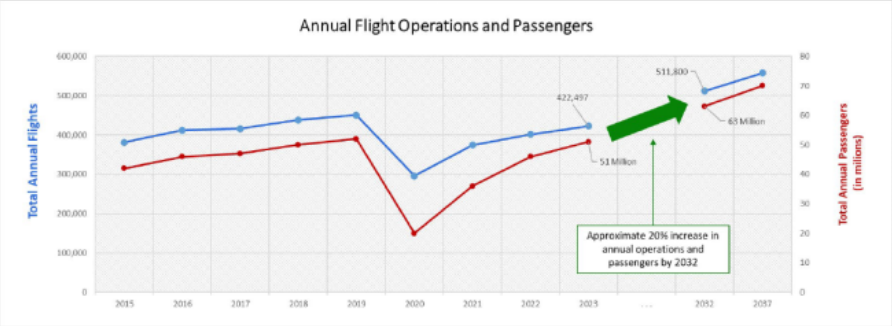
collaboratively engage with the leadership in our four cities to understand these concerns, within and alongside of the NEPA process. Collaboration will build trust and enable partnership with impacted communities, enabling the region to work together on shared economic goals. Working together we can respond to growing demand at SEA, while acknowledging and addressing the inevitable impacts of that growth, most of which will be experienced by our residents who live closest to the airport. 2

Insufficient timeframe for review of EA

Many of our residents expressed concern over the time allotted for the public comment period. We understand the Port requested an extension which was granted. However, the amount of information contained in the Environmental Assessment combined with the highly technical nature of the content would require months to review thoroughly. The review period, even with the extension, does not provide ample time for professional staff, including environmental specialists to conduct a proper review and to provide comment. It is very disappointing that the FAA offered such a short timeframe, especially considering the magnitude of the SAMP and Environmental Assessment. In many ways it seems allowing the public to review the assumptions, analyses, and conclusions, was more about "checking a box" rather than truly seeking input. It is our hope that this is not the Port's intention, and more time will be put into long-term planning for truly understanding and addressing the impacts that will result in not only the SAMP projects, but also the growth expected over the next ten (10) years. This should not be just about "checking a box" but rather respecting the communities and environment that are directly and indirectly impacted by SEA. 3

Aircraft Noise

The expansion of operations at SEA will result in increased impacts, particularly for nearby communities. Residents of our communities are subjected to constant aircraft overflights day and night, irrespective of runway usage or flow. Operational levels have reached pre-COVID levels and are expected to continue to growth through the EA study period. By 2032, annual operations are forecast to reach 511,800. This is an increase of nearly 20%, resulting in more overflights, more noise events, and more disruptions to conversations, learning, working, and sleeping. 4



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003-2. Thank you for your comment. The Port plans on continuing its collaboration with the local jurisdictions.

003-3. General Response #3
General Response #4

003-4. General Response #13

003. Cities of Burien, Normandy Park, SeaTac, and Des Moines

Data Source: Port of Seattle Environment and Sustainability & 2023 Annual Report and SEA SAMP DRAFT EA, Appendix A
Total Annual Passenger data is rounded to the nearest million.

According to the environmental assessment, noise exposure will not exceed NEPA thresholds; however, the DNL 65 dBA contour will expand, resulting in "significant" (as defined in CFR Part 150) aircraft noise exposure for more residents and noise-sensitive facilities, including libraries, schools, childcare centers, nursing homes, and places of worship.

Mitigation Status / Land Use	2022 Existing Condition DNL 65+ dB	2032 No Action DNL 65+ dB	2032 Proposed Action DNL 65+ dB	Existing (2022) vs. No Action (2032)	Existing (2022) vs. Proposed Action (2032)
Sound Insulation Completed					
Single-Family	3,193	4,146	4,258	953	1,065
Multi-Family	349	388	436	39	87
Mobile Home	0	0	0	0	0
Sub Total	*3,542*	*4,534*	*4,694*	*992*	*1,152*
					0
Not Sound Insulated					0
Single-Family	662	1,046	1,089	384	427
Multi-Family	1,887	3,782	3,895	1,895	2,008
Mobile Home	125	156	177	31	52
Sub Total	*2,674*	*4,984*	*5,161*	2,310	*2,487*
Total Housing Units	**6,216**	**9,518**	**9,855**	**3,302**	**3,639**
Total Estimated Population	**14,061**	**21,975**	**22,799**	**7,914**	**8,738**

Data Source: Annual Report and SEA SAMP DRAFT EA, Appendix F

A comparison of the existing noise exposure conditions (2022) indicates the 14,061 total population exposed to "significant" noise exposure conditions will increase to nearly 22,000 in 2032, even in the No Action scenario. This represents an increase of 37%. And the Proposed Action scenario increases this even further. It is clear that the growth in operations at SEA, with or without the Proposed Actions included in the SAMP will have a substantial impact on residents. 5

Global research indicates that elevated levels of noise exposure can result in health impacts, sleep disturbance, and impact on learning. While we acknowledge the socio-economic benefits the airport brings to the region, it is crucial that growth is sustainable and does not disproportionately burden close-in communities with environmental impacts and reduced quality of life. With no mitigations identified in the environmental assessment, it is imperative that the Port's update of the Part 150 study includes both noise abatement measures to reduce noise exposure and mitigation efforts, such as sound insulation for eligible homes and schools.

The Part 150 update must also address the numerous issues associated with the existing/historic sound insulation program. Issues with the contractors' quality of work, damage to residents' homes, and other issues with the program have led to tremendous stress for residents doing nothing to improve quality of life or to mitigate aircraft noise impacts. These issues must be addressed during the Part 150 update to ensure the same problems are not repeated. Impacts on residents already heavily impacted by SEA were compounded by the experience and added costs resulting from the sound insulation program. 6

A comparison of the existing conditions (2022) versus future conditions with the Proposed Action will result in an increase in daily arrivals of 14% and a 25% increase in nighttime arrivals. 7

3

003-5. The Airport Noise Compatibility Planning (14 CFR Part 150) is the primary Federal regulation guiding and controlling planning for aviation noise compatibility on and around airports. It does not define levels of significance. FAA Order 1050.1F defines a significant noise impact as an increase of 1.5 dB or more in the 65 DNL. As noted in your comment, the change in noise caused by the Proposed Action does not result in a significant impact in 2032 nor in 2037 (see Section 4.3.10 of the EA).

003-6. General Response #14
The Part 150 Update is a separate process being completed by the Port. The FAA will provide your comment to the Part 150 team.

003-7. General Response #6
While there will be an increase in nighttime operations, the resulting increase in noise is below levels of significance defined in FAA Order 1050.1F (see Section 4.3.10 of the EA). The FAA will provide your comment to the Part 150 team.

003. Cities of Burien, Normandy Park, SeaTac, and Des Moines

Nighttime operations are particularly impactful for close-in communities as this results in sleep-disturbance and awakenings which add to the health effects of aircraft noise exposure. While the DNL 65 dBA threshold may not be exceeded for all close-in communities and residents, the effects will extend far beyond those contours and should be considered when planning for impact mitigation. 7

	ARRIVALS DAY	ARRIVALS NIGHT	DEPARTURES DAY	DEPARTURES NIGHT	TOTAL OPS
2022 Existing Condition	469	82	456	97	1,100
2032 Proposed Action	545	108	500	100	1,303
Difference	14%	25%	9%	3%	16%

Data Source: SEA SAMP DRAFT EA, Appendix F

The DNL noise metric does not adequately reflect residents' experiences with aircraft noise. This is particularly true given the current conditions within the NAS, characterized by a significantly higher number of aircraft operations/overflights and quieter aircraft (per event). Supplemental metrics, including the Number-of-Events-Above (NA) and NA night, should be utilized in the FAR Part 150 study to provide decision-makers and the public with a comprehensive understanding of both existing conditions and future changes, including those projected for the SAMP (2032). These metrics should also be considered when evaluating potential noise abatement strategies that can be applied beyond the DNL 65 dBA contours, as practiced at other airports in the United States.

The FAA's Neighborhood Environmental Survey confirmed that community noise annoyance is significantly higher than historically recorded. According to the study, 60-70% of residents are "highly annoyed" at noise exposure levels of DNL 65 dBA, and 27-37% are "highly annoyed" at levels down to DNL 55 dBA. While federal regulations mandate the use of DNL 65 dBA for certain policy decisions, impacts on residents outside this exposure level should be considered during noise compatibility planning. For SEA to truly support "sustainable" growth, it must consider the impacts on neighboring jurisdictions and the quality of life in those communities. Sustainable growth requires adequate and effective mitigation to offset or reduce impacts, which should be identified and prioritized in collaboration with affected communities. 8

Also noteworthy, SEA has experienced consistent growth in air carrier operations since 2003. The increase in operations has resulted in the continued rise in environmental and community impacts, including those considered in the SAMP environmental assessment, however, the increase in impacts was largely ignored by SEA, since it was not attached to a federal action requiring environmental review. The Port has done little to acknowledge or mitigate the growth in impact and because there was no federal action trigger, the cumulative impacts attributed to this growth is not considered in the SAMP EA. 9

4

003-8. General Response #12
The FAA will provide your comment to the Part 150 team.

003-9. General Response #5
General Response #17
General Response #19

003. Cities of Burien, Normandy Park, SeaTac, and Des Moines

Impacts on Education and Learning
Under the existing conditions (2022) there are nine (9) schools within the DNL 65 dBA. This will increase to 12 schools in both the 2032 No Action and 2032 Proposed Action scenarios. Again, federal regulations characterize this level of noise exposure as not compatible with noise-sensitive development which includes schools. Research indicates that aircraft noise exposure can impair classroom learning. And while federal regulations cite DNL 65 dBA as the threshold of what is "compatible", the growth in daily aircraft noise events are likely to be disruptive and to impede learning, affecting many more than the 12 schools within the DNL 65 dBA contours. The health and well-being for our communities, as well as our children's education should all be carefully considered as the Port plans for growth in SEA operations and strives for sustainability when working with neighboring communities. 10

Health Effects
Global research indicates elevated levels of noise exposure can lead to health impacts, sleep disturbance, and impacts to learning. While we acknowledge the socio-economic benefits the airport brings to the region, it is important that growth is sustainable and does not benefit the region with only those close-in communities bearing the burden in terms of environmental impacts and reduced quality of life. 11

Air Emissions / Air Quality
Air quality is another major concern for communities surrounding the airport. The environmental assessment indicates increases in all critical air pollutants. Although these increases do not exceed significance thresholds, they will impact our residents, particularly vulnerable populations such as those with asthma, other respiratory conditions, and the elderly. 12

Surface Transportation and Congestion
Total passengers are forecast to reach 63 million annually by 2032. The 20% increase in passengers will mean a significant increase in vehicular traffic on local roads for arriving and departing passengers as well as the increase in support services such as concessionaires, vendors, employees, etc. This will result in additional impacts for our communities including more roadway congestion, increased air pollution and noise. The EA indicates the Port will mitigate these impacts through the funding of local improvements to roadways and intersections. We expect mitigation plans to be developed in collaboration with impacted jurisdictions following completion of the NEPA and SEPA processes. 13

Airspace and Flight Procedure Changes
The increase in total operations will result in more aircraft noise including overnight as well as increased emissions. Ultimately, airspace and flight procedures/patterns will likely change to accommodate the increased operations in the existing airspace. Airspace and flight procedure changes should be thoroughly explored. These can help mediate the increase in impacts while improving efficiency and safety. Environmental Assessment identifies specific impacts on airport-adjacent communities, and specific mitigation plans should be developed in collaboration with 14

5

003-10. General Response #6
General Response #14
General Response #16
While there was an increase in the number of schools within the 65 DNL contour (12 in 2032 and 11 in 2037), the Proposed Action did not result in a significant increase in noise in 2032 or 2037 (see Section 4.3.10 of the EA). However, the FAA will provide your comment to the Part 150 team.

003-11. General Response #14

003-12. General Response #8
General Response #10

003-13 The FAA and the Port coordinated with WSDOT and jurisdictions where the Proposed Action would result in surface transportation impacts to develop mitigation. The Port will adhere to the terms of the Agreements reached with each jurisdiction when implementing the mitigation outlined in Section 4.3.12 of the EA.

003-14. As noted in Section 1.3 of the EA, the only projects evaluated in this EA that may require modifications to existing flight procedures are the airfield projects (A01-A10) because they will require relocation of FAA-owned equipment (including navigational and visual aids). Most of these modifications are expected to be minor changes to accommodate the shift in equipment location. The FAA will provide your comment to the Part 150 team for consideration during development of the Noise Compatibility Plan.

003. Cities of Burien, Normandy Park, SeaTac, and Des Moines

these communities. Note, we included recommended flight procedure changes in our 2018 SAMP comments. These should be considered during the Part 150 update. The letter which included potential flight procedure changes is attached. 14

SEPA Review and Comment Period

And as noted, the time allotted for the public review and comment on the draft EA was grossly inadequate. Reviewing the thousands of pages of technical documentation and providing meaningful comment requires ample time and is a critical part of NEPA. Public input and input from affected jurisdictions should be a high priority for both the Port and FAA. We ask that a proper review/comment period be offered as part of the SEPA process. 15

While we recognize and value the economic and connectivity benefits provided by the airport, we remain committed to advocating for our communities to ensure that any negative impacts are fully considered and mitigated to the maximum extent possible. Thank you for the opportunity to continue a productive dialogue. We look forward to your response and further discussion. 16

Sincerely,

Liz Stead
Liz Stead
Community Development Director
SEPA Responsible Official
City of Burien

Nicholas Matz
Nicholas Matz
Community Development Director
SEPA Responsible Official
City of Normandy Park

Rebecca Deming
Community Development Director
SEPA Responsible Official
City of Des Moines

Jenn Kester
Planning Manager
SEPA Responsible Official
City of SeaTac

6

003-15. General Response #4
General Response #5

003-16. General Response #6

004. City Council of Des Moines

DES MOINES WASHINGTON
CITY COUNCIL

December 13, 2024

Mr. Steve Rybolt
Port of Seattle, Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
Sent via email: samp@portseattle.org

Dear Mr. Rybolt:

Thank you for the opportunity to review and comment on the Seattle Tacoma Sustainable Airport Master Plan Environmental Assessment. As you know, the City of Des Moines is located directly south of SEA and below the concentrated flight paths for arrivals during north-flow conditions and departures during south-flow conditions. Our residents are exposed to overflight activity during all conditions, both day and night. The growth in operations at SEA will result in increased impacts, especially for close-in communities, including Des Moines.

The City recognizes the Port's role in driving the economic growth of our region and we appreciate the airport's importance in facilitating regional, national, and international connectivity. However, as one of the communities directly affected by airport operations and development, we believe it is essential that SEA growth is balanced to sustain the quality of life in the region, particularly for those communities adjacent to SEA.

Most importantly, regardless of legal and regulatory requirements for abatement and mitigation of these impacts, it is our hope that the Port of Seattle will proactively and collaboratively work with the City to understand how our residents are impacted, how those impacts will increase, and how we can work together to plan for SEA's growth while also developing plans to address existing and increasing impacts associated with Sea-Tac operations. Collaboration with airport neighbors will build trust and enable partnership with those most impacted enabling the region to work together on shared economic goals.

Working together we can respond to growing demand at SEA, while acknowledging and addressing the inevitable impacts of that growth, most of which will be experienced by our residents who live closest to the airport.

1

The City of Des Moines held a community meeting on December 3, 2024, to help the community understand the environmental Review and comment period process, but also to understand the community concerns regarding the SAMP and its impacts on the community and its residents.

Approximately, ninety people attended the meeting split between in person and online attendance,

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21630 11th Avenue S. | Des Moines, WA 98198

004-1. Thank you for your comment. The Port of Seattle collaborates with the City of Des Moines in multiple ways, including through: membership in the Highline Forum (elected officials and city manager); StART (Des Moines community members and city administrator); discussions with city staff regarding Port-owned properties in the city; financial support and membership in the Des Moines Creek Basin Committee; presentations to the Des Moines City Council; and through direct contact with city administrators and city councilmembers on a variety of issues. It is anticipated that collaboration will continue through all these venues into the future.

004. City Council of Des Moines

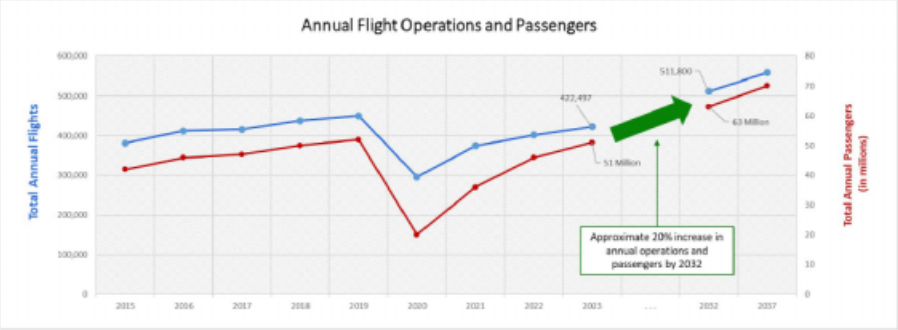
we heard concerns and questions for over 45 minutes, and could have gone on for hours longer, had we not needed to limit it to an hour meeting. Additionally, community members held their own meetings gathering support to help their follow citizens express their concerns and respond to the SAMP. This letter aims to capture and communicate the concerns of the community who live and work in the City of Des Moines, based on the information provided to the city at the meeting, over email, and through conversations with staff and Council.

Public Comment Period

A number of residents expressed concern over the time allotted for the public comment period. We understand the Port requested an extension which was granted. However, the amount of information contained in the Environmental Assessment combined with the highly technical nature of the content would require months to review thoroughly. The period, even with the extension, does not provide ample time for staff, let alone the public, to review areas of interest to ensure their concerns are satisfactorily addressed. It is very disappointing that the FAA offered such a short timeframe, especially considering the magnitude of the SAMP and Environmental Assessment. In many ways it seems allowing the public to review the assumptions, analyses, and conclusions, was more about "checking a box" rather than truly seeking input. It is our hope that this is not the Port's or FAA's intention, and more time will be put into long-term planning for truly understanding and addressing the impacts that will result in not only the SAMP projects, but also the growth expected over the next ten (10) years. This should not be just about "checking a box" but rather respecting the communities and environment that are directly and indirectly impacted by SEA. 2

Aircraft Noise

The expansion of operations at SEA will result in increased impacts, particularly for nearby communities. Residents of our communities are subjected to constant aircraft overflights day and night, irrespective of runway usage or flow. Operational levels have reached pre-COVID levels and are expected to continue to growth through the EA study period. By 2032, annual operations are forecast to reach 511,800. This is an increase of nearly 20%, resulting in more overflights, more noise events, and more disruptions to conversations, learning, working, and sleeping. 3



Data Source: Port of Seattle Environment and Sustainability & 2023 Annual Report and SEA SAMP DRAFT EA, Appendix A

2

004-2. General Response #3
General Response #4

004-3. General Response #13

004. City Council of Des Moines

Total Annual Passenger data is rounded to the nearest million.

According to the Environmental Assessment, noise exposure will not exceed NEPA thresholds; however, the DNL 65 dBA contour will expand, resulting in "significant" (as defined in CFR Part 150) aircraft noise exposure for more residents and noise-sensitive facilities, including schools and nursing homes.

Mitigation Status / Land Use	2022 Existing Condition DNL 65+ dB	2032 No Action DNL 65+ dB	2032 Proposed Action DNL 65+ dB	Existing (2022) vs. No Action (2032)	Existing (2022) vs. Proposed Action (2032)
Sound Insulation Completed					
Single-Family	3,193	4,146	4,258	953	1,065
Multi-Family	349	388	436	39	87
Mobile Home	0	0	0	0	0
Sub Total	*3,542*	*4,534*	*4,694*	*992*	*1,152*
					0
Not Sound Insulated					0
Single-Family	662	1,046	1,089	384	427
Multi-Family	1,887	3,782	3,895	1,895	2,008
Mobile Home	125	156	177	31	52
Sub Total	*2,674*	*4,984*	*5,161*	2,310	*2,487*

Data Source: Annual Report and SEA SAMP 1

A comparison of the existing noise exposure conditions (2022) indicates the 14,061 total population exposed to "significant" noise exposure conditions will increase to nearly 22,000 in 2032, even in the No Action scenario. This represents an increase of 37%. And the Proposed Action scenario increases this even further. It is clear that the growth in operations at SEA, with or without the Proposed Actions included in the SAMP will have a substantial impact on residents. Worth noting, based on the analysis in the EA, most, if not all of the increased noise exposure (increase in the existing DNL 65 dBA contour) will occur within the City of Des Moines. Again, leaving our residents carrying most of the impacts associated with the growth in operations. 4

Global research indicates that elevated levels of noise exposure can result in health impacts, sleep disturbance, and impact learning. While we acknowledge the socio-economic benefits the airport brings to the region, it is crucial that growth is sustainable and does not disproportionately burden close-in communities with environmental impacts and reduced quality of life. With no mitigations identified in the Environmental Assessment, it is imperative that the Port's update of the Part 150 study includes both noise abatement measures to reduce noise exposure and mitigation efforts, such as sound insulation for eligible homes and schools. Additional studies, including but limited to, ongoing monitoring and testing in the City of Des Moines. 5

A comparison of the existing conditions (2022) versus future conditions with the Proposed Action will result in an increase in daily arrivals of 14% and a 25% increase in nighttime arrivals. Nighttime operations are particularly impactful for close-in communities as this results in sleep-disturbance and awakenings which add to the health effects of aircraft noise exposure. And while the DNL 65 dBA threshold may not be exceeded for all close-in communities and residents, the effects will extend far beyond those contours and should be considered when planning for impact mitigation. 6

3

004-4. The Airport Noise Compatibility Planning (14 CFR Part 150) is the primary Federal regulation guiding and controlling planning for aviation noise compatibility on and around airports. It does not define levels of significance. FAA Order 1050.1F defines a significant noise impact as an increase of 1.5 dB or more in the 65 DNL. As noted in your comment, the change in noise caused by the Proposed Action does not result in a significant impact in 2032 nor in 2037 (see Section 4.3.10 of the EA).

004-5. General Response #14
The Part 150 Update is a separate process being completed by the Port. The FAA will provide your comment to the Part 150 team.

004-6. General Response #6
While there will be an increase in nighttime operations, the resulting increase in noise is below levels of significance defined in FAA Order 1050.1F (see Section 4.3.10 of the EA). The FAA will provide your comment to the Part 150 team.

004. City Council of Des Moines

	ARRIVALS DAY	ARRIVALS NIGHT	DEPARTURES DAY	DEPARTURES NIGHT	TOTAL OPS
2022 Existing Condition	469	82	456	97	1,100
2032 Proposed Action	545	108	500	100	1,303
Difference	14%	25%	9%	3%	16%

The DNL noise metric does not adequately reflect residents' experiences with aircraft noise. This is particularly true given the current conditions within the NAS, characterized by a significantly higher number of aircraft operations/overflights and quieter aircraft (per event). Supplemental metrics, including the Number-of-Events-Above (NA) and NA night, should be utilized in the FAR Part 150 study to provide decision-makers and the public with a comprehensive understanding of both existing conditions and future changes, including those projected for the SAMP (2032). These metrics should also be considered when evaluating potential noise abatement strategies that can be applied beyond the DNL 65 dBA contours, as practiced at other airports in the United States.

The FAA's Neighborhood Environmental Survey confirmed that community noise annoyance is significantly higher than historically recorded. According to the study, 60-70% of residents are "highly annoyed" at noise exposure levels of DNL 65 dBA, and 27-37% are "highly annoyed" at levels down to DNL 55 dBA. While federal regulations mandate the use of DNL 65 dBA for certain policy decisions, impacts on residents outside this exposure level should be considered during noise compatibility planning. For SEA to truly support "sustainable" growth, it must consider the impacts on neighboring jurisdictions and the quality of life in those communities. 7

Health Effects

Global research indicates elevated levels of noise exposure can lead to health impacts, sleep disturbance, and impacts to learning. While we acknowledge the socio-economic benefits the airport brings to the region, it is important that growth is sustainable and does not benefit the region with only those close-in communities bearing the burden in terms of environmental impacts and reduced quality of life. The increase in aircraft operations will result in an increase in aircraft noise and emissions, both of which are known to have health effects in nearby communities. The concentration of operations over Des Moines results in greater exposure to aircraft noise and emissions for residents of Des Moines resulting in an unfair burden for our community. 8

Impacts on Education and Learning

Under the existing conditions (2022) there are nine (9) schools within the DNL 65 dBA. This will increase to 12 schools in both the 2032 No Action and 2032 Proposed Action scenarios. Almost half of those schools are in Des Moines. Again, federal regulations characterize this level of noise exposure as not compatible with noise-sensitive development which includes schools. Research indicates that aircraft noise exposure can impair classroom learning. And while federal regulations cite DNL 65 dBA as the threshold of what is "compatible", the growth in daily aircraft noise events 9

4

004-7. General Response #12
The FAA will provide your comment to the Part 150 team.

004-8. General Response #14
General Response #16

004-9. General Response #6
General Response #14
General Response #16
While there was an increase in the number of schools within the 65 DNL contour (12 in 2032 and 11 in 2037), the Proposed Action did not result in a significant increase in noise in 2032 or 2037 (see Section 4.3.10 of the EA). However, the FAA will provide your comment to the Part 150 team.

004. City Council of Des Moines

are likely to be disruptive and to impede learning, affecting many more than the 12 schools within the DNL 65 dBA contours. Health and well-being for our communities, as well as our children's education should all be carefully considered as the Port plans for growth in SEA operations and strives to sustainability when collaborating with neighboring communities. 9

Air Quality

Air quality is another major concern for communities surrounding the airport. The Environmental Assessment indicates increases in all critical air pollutants. Although these increases do not exceed significance thresholds according to federal guidelines, they will impact our residents, particularly vulnerable populations such as those with asthma, other respiratory conditions, and the elderly. With Des Moines located directly south of SEA, our residents are overflown by nearly all aircraft arriving or departing the airport, depending on which flow is in use. The result is ongoing and growing emissions and air pollutants from the vehicular traffic, as well as the increased ground-service equipment (GSE) and aircraft. Air pollutants including air toxins, carbon monoxide, nitrogen dioxide, ozone, and ultrafine particulate matter are negatively impacted our community by the airport according to health study results by University of Washington (MOV-UP 2019). 10

Surface Transportation and Congestion

Total passengers are forecast to reach 63 million annually by 2023. The 20% increase in passengers will mean a significant increase in vehicular traffic on local roads for arriving and departing passengers as well as the increase in support services such as concessionaires, vendors, employees, etc. This will result in additional impacts for our communities including more roadway congestion, increased air pollution and noise. The EA indicates the Port will mitigate these impacts through the funding of local improvements to roadways and intersections. Mitigation plans should be developed in collaboration with impacted jurisdictions. 11

Third Runway

While the 3rd Runway (16R-34L) is outside the scope of the Environmental Assessment, it is worth noting that the runway increased overflights of Des Moines and residents have expressed concerns with this increase. While we understand the FAA can (and does) use it as needed, we hope you will consider limiting the growth in operations and use of that runway, especially during nighttime hours. A preferential runway-use program or preferential nighttime runway-use program could limit the growth in impact for residents of Des Moines with little or no impact to airfield capacity, particularly if applied as nighttime only. 12

Airspace and Flight Procedure Changes

The increase in total operations will result in more aircraft noise including overnight as well as increased emissions. Ultimately, airspace and flight procedures/patterns will likely change to accommodate the increased operations in the existing airspace. Airspace and flight procedure/noise abatement changes should be thoroughly explored. These can help mediate the increase in impacts while improving efficiency and safety. The Environmental Assessment identifies specific impacts on airport-adjacent communities, and specific mitigation plans should 13

5

004-10. General Response #8
General Response #9a
General Response #9b
General Response #10

004-11. The FAA and the Port coordinated with WSDOT and jurisdictions where the Proposed Action would result in surface transportation impacts to develop mitigation. The Port will adhere to the terms of the Agreements reached with each jurisdiction when implementing the mitigation outlined in Section 4.3.12 of the EA.

004-12. The FAA will provide your comment to the Part 150 team for consideration given that it is outside the scope of this EA.

004-13. As noted in Section 1.3 of the EA, the only projects evaluated in this EA that may require modifications to existing flight procedures are the airfield projects (A01-A10) because they will require relocation of FAA-owned equipment (including navigational and visual aids). Most of these modifications are expected to be minor changes to accommodate the shift in equipment location. The FAA will provide your comment to the Part 150 team for consideration during development of the Noise Compatibility Plan.

004. City Council of Des Moines

be developed in collaboration with these communities. Sustainable growth requires adequate and effective mitigation to offset or reduce impacts, which should be identified and prioritized in collaboration with affected communities, including the City of Des Moines. 13

Alternative Airports

Continued growth at SEA will result in increased impacts for more and more residents. There have been discussions and studies of expanding capacity and commercial service at other airports as well as siting a new airport as a reliever to SEA. The only truly sustainable approach to meeting demand through 2032 and beyond will be to leverage other existing facilities and/or to build another airport to provide additional capacity for commercial aviation rather than continuing to increase operations at SEA. While capacity on the landside, terminal, and airside can be expanded to improve service, this growth has a reciprocal effect on the quality of life to residents of communities including Des Moines. True sustainability cannot be accomplished solely by meeting the needs of SEA and its customers. True sustainability requires consideration and ultimately limiting the negative impacts for the cities, communities, and residents surrounding SEA. 14

Moving Forward

The Port should collaborate with local jurisdictions as the airport expands to ensure mutual prosperity for both the airport and its neighbors. In addition, as the FAR Part 150 moves forward to review noise contour changes, SEA should incorporate that review and findings into community communication and educations to remove silos of review and possible impact. 15

As previously noted, the time allotted for the public review and comment on the draft EA was grossly inadequate. Reviewing the thousands of pages of technical documentation and providing meaningful comment requires ample time and is a critical part of NEPA. Public input and input from affected jurisdictions should be a high priority for both the Port and FAA. We ask that a proper review/comment period be offered as part of the SEPA process. 16

In light of the recent ruling by the DC Circuit Court, which invalidated the authority of the CEQ to issue binding regulations under NEPA, and because FAA relies on CEQ's baseline for their environmental analysis related to SAMP, the City of Des Moines requests that FAA reevaluate the finding of no significant impact outside of CEQ's NEPA regulation. Alternatively, FAA is asked to take no further action until there is clarity on what is the proper environmental assessment in relation to SAMP. 17

While we recognize and value the economic and connectivity benefits provided by the airport, we remain committed to advocating for our communities to ensure that any negative impacts are fully considered and mitigated to the greatest extent possible. 18

Thank you for the opportunity to continue a productive dialogue. We look forward to your response and further discussion.

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004-14. General Response #7a
General Response #7b

004-15. See response 004-001 above. Also, the FAA will provide your comment to the Part 150 team.

004-16. General Response #4
General Response #5

004-17. Since the publication of the draft EA, the Council on Environmental Quality (CEQ) revoked its regulations (40 CFR parts 1500-1508) implementing NEPA, 42 U.S.C. 4321 et seq., as amended, in response to Executive Order (E.O.) 14154, Unleashing American Energy. This environmental document relied upon FAA Order 1050.1F, the Fiscal Responsibility Act of 2023, Executive Order (EO) 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity,* EO 14154, *Unleashing American Energy,* and the Supreme Court's decision in *Seven County Infrastructure Coalition v. Eagle County,* 605 U.S. (2025). Therefore, the analysis contained in the draft EA is sufficient for the FAA to determine if the implementation of the Proposed Action will result in significant impacts.

004-18. General Response #6

004. City Council of Des Moines

On behalf of Des Moines Residents,

Traci Buxton
Mayor
City of Des Moines

Katherine Caffrey
City Manager
City of Des Moines

005. City of Federal Way (Received via website and mail)

CITY OF Federal Way
Centered on Opportunity

CITY HALL
33325 8th Avenue South
Federal Way, WA 98003-6325
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www.cityoffederalway.com
Jim Ferrell, Mayor

December 13, 2024

Federal Aviation Administration (FAA) and Port of Seattle
C/O Mr. Steve Rybolt
Port of Seattle, Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

Re: City of Federal Comments Regarding SAMP/NEPA Review

Dear Members of the Federal Aviation Administration and Port of Seattle SAMP/NEPA Review Committee:

As the elected officials of the City of Federal Way, we are writing you to contribute comments for the National Environmental Policy Act (NEPA) process related to the SEA Airport Master Plan (SAMP) expansion.

First, we wanted to reiterate our appreciation, on behalf of our residents, to the FAA and Port of Seattle for adding a public meeting in our City, and for extending the review and response time from 30 days to 52 days. 1

Second, we are concerned about impact of the expansion of the airport by 19 additional gates. SEA is projecting passenger traffic from 46.9 million in 2017 to 56 million in 2027, and further increasing to 66 million by 2034. This will result in greater noise and health impacts on Federal Way residents. 2

Third, we wanted to acknowledge that Project 1A should positively impact our City by raising the glide path of the east runway. This will raise the descent angle for aircraft on the east runway (34 right) from 2.75 degrees to 3.0 degrees, raising the flight path, which may contribute to less air noise on that flight path. 3

Fourth, while we acknowledge and support a successful airport that safely contributes positively to our economy and vibrancy as a region, we ask that these benefits be balanced with actions that may be implemented for the health impacts on our residents. 4

005-1. Thank you for your comment.

005-2. General Response #8
General Response #10
General Response #13
General Response #14
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Passengers are forecasted to be 1.96% higher (1.1 million additional passengers) with the Proposed Action compared to the No Action in 2032 and 7.75% higher (4.6 million additional passengers) in 2037. Passengers include people arriving and departing from SEA and connecting passengers.

005-3. Thank you for your comment.

005-4. Thank you for your comment. Your comment has been noted (see response to Comment 005-2).

005. City of Federal Way (Received via website and mail)

Please let us know if you have any questions, clarifications, and solutions.

Sincerely,

Jim Ferrell, Mayor

Linda Kochmar, Council President

Lydia Assefa-Dawson, Councilmember

Paul McDaniel, Councilmember

Susan Honda, Councilmember

Hoang V. Tran, Councilmember

Jack Walsh, Councilmember

Jack Dovey, Councilmember

006. City of SeaTac

City of SeaTac
4800 South 188th Street, SeaTac, WA 98188-8605 | City Hall: 206.973.4800 | www.seatacwa.gov

December 13, 2024

Via Email: samp@portseattle.org

Kandice Krull
Environmental Protection Specialist
FAA – Denver Airports District Office

Steve Rybolt
Senior Environmental Program Manager
Port of Seattle

Re: City of SeaTac Comments: Sustainable Airport Master Plan: FAA's Draft NEPA Environmental Assessment (EA)

Ms. Krull:

On behalf of the City of SeaTac, I am writing to formally convey our comments regarding the Port of Seattle's (Port) Sustainable Airport Master Plan (SAMP) and the FAA's Draft NEPA Environmental Assessment (EA) with respect to the future infrastructural development and expansion at Seattle-Tacoma International Airport (SEA). SeaTac acknowledges and commends the Port's commitment to long-term sustainability. However, we believe that several significant issues, particularly those directly affecting the SeaTac community, are inadequately addressed within the current environmental review framework. This is unfortunate, since several of these issues were identified during the 2018 scoping of the Environmental Assessment.

The FAA's Draft NEPA Environmental Assessment (EA) materials posted on the SAMP Environmental Review website on October 21, 2024, raise significant concerns about potential impacts on the SeaTac community. As you know, the City of SeaTac has joined the neighboring jurisdictions of Burien, Des Moines, and Normandy Park to retain professional assistance to help us respond to areas of concern in all four municipalities. The comments in this letter are intended to supplement, and do not abrogate, the joint comments provided by the four cities in the comment letter dated December 12, 2024.

Scope of Environmental Assessment: Consideration of Cumulative Impacts and Background Growth
The City of SeaTac, in its September 2018 letter to your office, noted that, beyond the near-term projects, "it is clear that the Port has developed concepts for how future expansion (Long-Term Vision) will occur after completion of the defined 'near-term projects.'" The City respectfully reiterates that Washington SEPA Guidelines (WAC 197-11-005 (2)) states:

> *"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."*

The City has raised its concern with the 'piecemeal' environmental review and assessment process in previous Port SEPA actions, including the International Arrivals Facility, North Satellite Expansion, Flight Corridor Safety Program, and the Concourse D Hardstand Project. The City reiterates this concern in light of the SAMP's compartmentalization between near-term and long-term work at the

1

City Council:
Mayor Mohamed Egal, Deputy Mayor Iris Guzmán
Senayet Negusse, Jake Simpson, Peter Kwon, James W. Lovell, Joe Vinson

Interim City Manager Kyle Moore
City Attorney Mary Mirante Bartolo
City Clerk Kristina Gregg

006-1. General Response #19
General Response #19c

006. City of SeaTac

airport. A piecemeal approach to environmental review does not adequately consider the cumulative impacts of all these projects together, which is a requirement under WAC 197-11-060 (3) and WAC 197-11-060 (5.d.ii) that state that 'phased review' is not appropriate when 'it would merely divide a larger system into segmented fragments or avoid discussion of cumulative impacts.' 1

Moreover, SeaTac has expressed ongoing concern regarding the methodologies employed in assessing SAMP background growth in the environmental review contained within the EA. Specifically, the period from 2012 to 2023, now considered in terms of accrued demand, coexists with significant proposed funding—$5 billion—for airport infrastructure enhancements that are occurring outside the SAMP environmental review process.[1] With the inherent complexities of growth projections and environmental ramifications, there is a distinct worry that the previous environmental reviews and current assessment framework may not accurately capture the growth trajectory of SEA and its potential environmental impacts. 2

In relation to the assessed background growth during the 2012 – 2023 timeframe, SeaTac has previously sought clarification on whether the SAMP properly contextualizes the development that has transpired and will continue to occur at the airport. Our concern is that the very significant growth that has occurred at SEA during 2012-2023 is relegated to a foregone conclusion without sufficient environmental review or analysis. The City is skeptical of the Port's stated position that "*implementation of the NTPs would neither induce regional macro-economic growth nor induce demand for air services to higher levels than expected in the unconstrained forecast.*" This assertion appears overly simplistic and does not reflect the complex interdependencies of regional economic development and air travel demand. (Landrum & Brown, 1-11). 3

NEPA/SEPA Review Separation

On February 12, 2019, The Port of Seattle issued the Near-term Projects Environmental Review Scoping Report. Within the report, the Port committed to coordinated NEPA/SEPA environmental reviews to make review "easier by the public, agencies, and potentially affected Tribes" (Landrum & Brown, 2). However, in practice, the NEPA process is occurring in advance of, and separate from, the state SEPA review.[2] The July 2018 SAMP NTP Environmental Review Process Scoping Information Packet states that,

> *"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"* (Landrum & Brown, 1).

An integrated approach to environmental impact assessment across both federal and state parameters ensures that all environmental impacts are identified prior to any action. On Page 16 of the report, the Port offers a "Preliminary Environmental Review Schedule" which shows that the Draft NEPA EA and SEPA EIS would be released in the Early Fall of 2019 and a Final NEPA EA and SEPA EIS by Early Winter 2019. 4

[1] The City learned of further leases and acquisitions the Port has made for properties near the airport to bolster their employee parking capacity following the publication of the NEPA Draft EA on October 21, 2024. These leases/acquisitions that were not included as part of the SAMP's Near-term projects or any other environmental assessment that the city can find.

[2] To the City of SeaTac's knowledge, the Port did not communicate its reason to separate the NEPA and SEPA review processes from a concurrent review to consecutive environmental reviews.

006-2. General Response #5
General Response #17
General Response #19

006-3. General Response #5
General Response #17

As explained in the Constrained Operating Growth Scenarios Report in Appendix A, implementation of the Proposed Action will increase SEA's ability to accommodate increased aircraft operations and passengers at an acceptable level of service by adding gates and passenger processing facilities. As a result, the number of aircraft operations and passengers will increase toward the projected unconstrained levels identified in the 2023 Updated Forecast. This higher growth rate is expected to occur for three years after implementation (2032 to 2035) as airlines adjust their schedules to the additional gate availability. However, SEA will again experience constrained growth rates starting around 2036 as airfield and airspace constraints become the primary constraining factors, which will be exhibited through departure delay. This is why this statement was included in the EA.

006-4. General Response #5
General Response #19c

See response to Comment 006-1.

006. City of SeaTac

Now, with the NEPA process progressing on a separate timeline, there exists a greater risk that critical information regarding environmental impacts may not be adequately incorporated into the ongoing environmental assessment.

The Scoping Report cited above goes on to note that "*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*" (Landrum & Brown, 1). The commitment to a full Environmental Impact Statement (EIS) within the 2019 Scoping Report highlights discrepancies between the projected and actual growth in passenger traffic at the airport. As stated in the Draft Environmental Assessment (EA):

> *"Since the SAMP forecasts were prepared, actual passenger traffic at SEA had exceeded the SAMP forecasts, reflecting strong economic growth, decreases in domestic airfares, airline competition, the continued development of Delta Air Lines hub, and strong growth in both origin-destination and connecting passengers. The analysis conducted to prepare the 2019 updated forecast indicated that the resulting level of aircraft operations could exceed the Airport's ability to accommodate the demand, even with implementation of the Proposed Action."*

How will the Port reconcile the separate NEPA and SEPA review processes to ensure a comprehensive analysis of environmental impacts? The Port's approach to the environmental review process, which includes dividing it into Near-term and Long-term strategies, increases the difficulty of adequately analyzing and mitigating for these effects. 4

<u>Consolidation of Employee Parking Projects: L-06 & L-07</u>
Originally scoped as providing a new 1,500-stall employee parking lot and a new parking structure of up to 2,000 stalls, the Port instead proposes an 8-story 3,500-stall parking structure on Port property north of SR 518 and south of S. 144th Street with an approximately 3.3-acre footprint. The original L-06 and L-07 projects were intended to "accommodate increased demand and replace stalls displaced by potential cargo development on the existing North Employee Parking Lot (NEPL).

In 2024, the City became aware of ongoing acquisitions by the Port outside of the original 2018 SAMP's scope. This appears to us to be a function of ongoing demand and growth at the airport and, therefore, functionally, should have been included in the environmental analysis documents.

The City is concerned that the cumulative impacts of these changes were not adequately communicated to the public or included as a substantive revision to the proposed SAMP Near-term Projects as part of surface transportation mitigation discussions between Port and City staff. 5

<u>Surface Transportation Mitigation</u>
A Letter of Understanding dated September 15, 2015, notes that the City and Port have worked together on a shared travel demand model to inform the City's Transportation Improvement Plan and the SAMP. This approach was confirmed in the 2018 Interlocal Agreement and reaffirmed as part of the 2024 joint update to the shared travel demand model.

The decision not to proceed with the previously proposed Airport South Access Expressway (South Access) is concerning to the City. According to the PSRC Regional Transportation Plan, the South Access project would involve a new two-lane, limited-access arterial road connecting the airport drive system south to the planned extension of SR 509 to I-5. It would also involve relocating the existing south airport entrance from S. 182nd Street to a new connection with the local roadway network at S. 188th Street and 28th Ave. S. 6

006-5. The Port currently has a waiting list for employee parking and has been actively looking for solutions to resolve the current demand. At the October 22, 2024, Port Commission meeting, Port staff requested authorization for the Executive Director to execute three, 30 Year Ground Leases for Three Parking Facilities Located Adjacent to SEA. This proposed lease of additional parking was not included as part of the analysis in the EA because it was not known at the time the analysis was completed for the EA, it is not using federal funding, and it is not part of the NTPs (it addresses an existing need while L07 addresses a future need). NTP L07 will provide parking to accommodate future demand that still exists even with the recent parking lot acquisition.

006-6. General Response #19b The concept of South Access Expressway (South Access) has been considered in regional transportation planning efforts for over a decade, with discussions involving WSDOT, the Port of Seattle, and the City of SeaTac. The Sustainable Airport Master Plan (SAMP) Long-Term Vision incorporates the South Access improvements as a conceptual future project (beyond 2034). Therefore, the South Access is not included as part of the Near-Term Projects and is considered outside the scope of this EA. Additional planning, environmental review, and coordination would be required if this project moved forward.

006. City of SeaTac

The Port's position is that while Airport South Access Expressway, or South Access, will remain in the regional plan, it is not currently part of the SAMP, which has major implications for the city's transportation network. The South Access project was included in the PSRC Regional Transportation Plan's Regional Capacity Project List, adopted in May 2022, with a projected completion date of 2032, which falls within the SAMP program horizon. Over the past two years, City staff engaged in ongoing discussions during the development of the updated 2024 travel demand model. Through these discussions, City staff discovered that the South Access project would not be completed as initially planned. 6

Regarding the Port's proposed surface transportation mitigation, the Port's mitigation development occurred before the updated 2024 joint-travel demand model (SeaCast) effort was completed. A further evaluation utilizing more recent traffic count data and the updated model parameters is necessary to adequately assess impacts outside of the SAMP study area confined to the airport campus proper. 7

Regarding potential unanalyzed impacts directly related to surface transportation, it is noted within the Draft EA that the passenger parking facilities and arrival and departure curb construction are reliant on the terminal concourse work due to space limitations. As a result, those elements do not have a separate alternatives analysis covering the potential for further changes to the scope of work around parking for passengers and employees should the proposed L-07 project not come to fruition. 8

On September 30, 2024, the Port provided the City a draft Traffic Impact Mitigation Agreement for the surface transportation mitigation proposed in the Draft EA. Port staff shared that the FAA wants this agreement signed prior to the issuance of Record of Decision. Further, Port staff have shared that the SEPA EIS will not be issued prior to the NEPA Record of Decision. As a SEPA-responsible official for the City of SeaTac, I cannot recommend Council authorization of the proposed surface transportation mitigation agreement prior to the SEPA environmental review, given the separation of the NEPA and SEPA environmental review process and concerns with possible impacts resulting from omitting the parking alternatives from the analysis. 9

<u>Aviation Noise & Emissions</u>
Residents of SeaTac are regularly exposed to noise and emissions from departing and arriving aircraft and supporting airfield operations, particularly during early morning and late-night hours. The City appreciates the Port's continued participation in noise mitigation efforts.

Prolonged exposure to aircraft noise and particulate emissions has been linked to various health issues, including hypertension, stress, hearing loss, and a reduction in overall quality of life. It is impactful both in the home and while residents travel to work or recreate at one of our parks. Recent research from a two-year Mobile Observations of Ultrafine Particles (MOV-UP) study funded by the Washington State Legislature and led by the University of Washington (UW) Department of Environmental & Occupational Health Sciences and the Department of Civil and Environmental Engineering, found that communities underneath and downwind of jets landing at SEA are exposed to a type of ultrafine particle pollution that is distinctly associated with aircraft. 10

The landmark 2019 UW study is the first to identify the unique signature of aircraft emissions in Washington. The study findings raise important questions of health equity and the potential health burden from jet-related air pollution that falls heaviest on South King County communities adjacent to the airport, which socio-economic data shows tend to be less affluent, less healthy, and more

006-7. Updated traffic counts were collected in the Fall of 2022 and the Spring of 2023. The FAA and the Port utilized the best available model and data available when the study was completed, in accordance with FAA Order 1050.1F. The Port shared all the traffic count data with the local jurisdictions.

006-8. Employee parking alternatives are discussed in Section 2.6.1.2 of the EA. The decision to construct L07 does not have any impact on the decision to construct the terminal project. The terminal could be built without L07 and L07 could be built without the terminal. The two projects are not connected.

006-9. The FAA and the Port coordinated with WSDOT and jurisdictions where the Proposed Action would result in surface transportation impacts to develop mitigation. The Port will adhere to the terms of the Agreements reached with each jurisdiction when implementing the mitigation outlined in Section 4.3.12 of the EA. Though the FAA would prefer to have the Traffic Impact Mitigation Agreements signed prior to the completion of the NEPA process, it is not required.

006-10. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14
General Response #15

006. City of SeaTac

racially and ethnically diverse than King County as a whole.[3] In the 2018 SAMP Executive Summary, the Port stated, *"As activity increases in the future, additional aircraft overflights and potential aircraft noise impacts could increase"* (Leigh Fisher, 42).

The significant concerns surrounding the potential increases in carbon monoxide and nitrogen dioxide emissions, as detailed in Tables 4.6 and 4.8 of the SAMP, along with the findings of the notable UW study and the ongoing Part 150 Study related to airport noise, raise questions about the consultants' conclusion that "no significant impacts to air quality were identified, and no mitigation would be necessary." This assertion appears inconsistent with a potential expansion of the 2032 Action Alternatives 65+ DNL noise contour and the expected increase in airfield operations (Landrum & Brown, p. 4-13~4-14). 10

The City continues to partner with the Port of Seattle as a SEA Stakeholder Advisory Roundtable: Aviation Noise Working Group member and as part of the ongoing Part 150 Noise Study process. The City requests that the SAMP environmental review process be delayed until the completion of or incorporation of the Part 150 Noise Study findings. 11

Marin Audubon v. Federal Aviation Administration

On November 12, 2024, the Washington D.C. Circuit Court issued an opinion in *Marin Audubon Society v. Federal Aviation Administration*. In light of the recent ruling by the DC Circuit Court, which invalidated the authority of the CEQ to issue binding regulations under NEPA, and because FAA has improperly relied on CEQ's baseline for their environmental analysis related to SAMP, SeaTac is persuaded that FAA should reevaluate the finding of no significant impact outside of CEQ's NEPA regulation. Alternatively, FAA is asked to take no further action until there is clarity on what is the proper environmental assessment in relation to SAMP. 12

Assessment of Cumulative Impacts

When considering the cumulative impacts described in SEPA guidelines, it is clear that not only the immediate impacts of the proposed near-term projects but also how they interact with long-term expansions must be evaluated. It is particularly troubling that while there is broad concern about the cumulative effects of multiple projects, the SAMP environmental assessment process seems to treat these expansions as separate entities, neglecting the larger environmental narrative.

This fragmented view makes it difficult to ascertain the full extent of potential impacts on air quality, noise pollution, traffic congestion, and community health, particularly for those living near the airport.

The background growth assessment from 2012 to 2023 deserves deeper investigation. This issue raises questions about the accuracy of basing future infrastructure plans on projected demands without considering actual growth dynamics in the region. For example, what are the implications of increased passenger traffic beyond SAMP forecasts? If growth continues to exceed projections, the airport may face challenges that were not anticipated, which could strain local infrastructure and services. 13

The City appreciates the 8-day extension for review of the FAA's Draft EA. However, the City of SeaTac contends that significant concerns with the Sustainable Airport Master Plan (SAMP) render the extended 53-day window still inadequate for the City to appropriately weigh the potential outcomes of what the Port proposes. The 53-day review period occurs during the holiday season, and 14

[3] King County Community Health Needs Assessment Report, 2018-19.

006-11. The Part 150 update is a separate process that the Port is currently undertaking. This EA is not dependent on the results of the Part 150. Therefore, there is no reason to delay the completion of the EA until the Part 150 update is completed.

006-12. Since the publication of the draft EA, the Council on Environmental Quality (CEQ) revoked its regulations (40 CFR parts 1500-1508) implementing NEPA, 42 U.S.C. 4321 et seq., as amended, in response to Executive Order (E.O.) 14154, Unleashing American Energy. This environmental document relied upon FAA Order 1050.1F, the Fiscal Responsibility Act of 2023, Executive Order (EO) 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity,* EO 14154, *Unleashing American Energy,* and the Supreme Court's decision in *Seven County Infrastructure Coalition v. Eagle County,* 605 U.S. (2025). Therefore, the analysis contained in the draft EA is sufficient for the FAA to determine if the implementation of the Proposed Action will result in significant impacts.

006-13. General Response #17

006-14. General Response #3
General Response #4

006. City of SeaTac

while cities across the Puget Sound are working to adopt their respective major comprehensive plan updates as required by state law. 14

In light of the significant questions around the validity of CEQ regulations raised in *Marin* and the unaddressed outstanding issues that the City has raised since 2018 in individual and joint letters with the jurisdictions of Burien, Normandy Park, and Des Moines, it is impossible to adequately respond on behalf of the community in a timely fashion while addressing the areas of concern for our City.

Thank you for your consideration and for providing opportunities for public and agency comments.

Sincerely,

Jenn Kester
SEPA Responsible Official
City of SeaTac

Evan Maxim
Director of Community & Economic Development
City of SeaTac

CC: Kyle Moore, Interim City Manager
City Council

007. City of Tukwila

City of Tukwila

Thomas McLeod, Mayor

Mayor's Office – Marty Wine, City Administrator

December 13, 2024

Mr. Steve Ryboldt
Port of Seattle
Aviation Environment and Sustainability
PO Box 68727
Seattle, WA 98168

RE: Sustainable Airport Master Plan Draft Environmental Assessment
City of Tukwila Comment Letter

Dear Mr. Ryboldt:

Thank you for the opportunity to provide comments on SeaTac Airport's Sustainable Airport Master Plan Draft Environmental Assessment (SAMP Draft EA). The City of Tukwila is disappointed that our comments raised during the Scoping Process[1] were not considered or addressed in the SAMP Draft EA. In fact, except for a very small part of the City, impacts to Tukwila were not even considered in the SAMP Draft EA. 1

The City believes that the SAMP Draft EA study area is too small, the mitigation measures are insignificant, and the SAMP Draft EA fails to meet the Port's own commitment to equity and social justice. The City of Tukwila respectfully requests that a full Environmental Impact Statement be completed for the proposed Master Plan and that the General Study Area (GSA) be expanded to at least include all of the City of Tukwila.

The GSA is too small as outlined in the SAMP Draft EA. The Port incorrectly assumes that the impacts of the airport's operation and the projects identified by the SAMP Draft EA are confined to only the 3,692 acres that mostly includes Port of Seatle properties and land uses immediately adjacent to the airport. This is fundamentally wrong. The Airport's operations, including expanding capacity, impacts a much larger geographical area. For example, in the City's 2018 Scoping Letter we clearly identified that traffic from the airport travels on city streets. Growth at SeaTac Airport would naturally increase traffic on freeways and roadways beyond the GSA. The GSA should be expanded to include study of the true impacts within South King County. 2

The proposed mitigation measures are wholly inadequate to address the impacts from the proposed projects identified in the SAMP Draft EA[2]. This is likely due to the limited GSA. An 3

[1] See letter dated September 27, 2018.
[2] The only actual offsite mitigation proposed are a few upgrades to existing intersections.

Tukwila City Hall • 6200 Southcenter Boulevard • Tukwila, WA 98188 • 206-433-1800 • Website: TukwilaWA.gov

007-1. Although the FAA is not required under NEPA to respond to scoping comments, the FAA and the Port did consider all scoping comments in preparing the Draft EA and used them to determine the extent and depth of the analysis in the Draft EA. The Final Scoping Report in Appendix N summarizes the scoping comments received during the scoping efforts.

007-2. General Response #2

007-3. General Response #5
General Response #6

007. City of Tukwila

Port of Seattle, SAMP DRAFT EA
December 13, 2024
Page 2

expanded GSA will likely identify the need for additional offsite mitigation measures. One notable item missing from the SAMP DRAFT EA is an expanded area regarding air quality impacts. It is common sense that an expanded airport, allowing for more flights, would result in greater air quality impacts to communities beneath the flight paths. This is just one example of the inadequate mitigation measures fail due to the limitations of the GSA. 3

The Port of Seattle's website notes that "it commits to taking a role in regional and national efforts to achieve equity and social justice." Yet, the SAMP Draft EA does not demonstrate any commitment to addressing equity and social justice. The area around SeaTac has a per capita income nearly half of King County's,[3] and is one of the most diverse in King County and the State of Washington. No mitigation measures are proposed to address the impact on historically marginalized and low-income communities. Additionally, expanding out the GSA would show even more impacts associated with the projects outlined in the SAMP Draft EA that would need to be addressed. 4

A strong airport is essential to the economic health of the Puget Sound region. We support the expansion of a truly "sustainable" airport. What is presented in the SAMP Draft EA falls short. It's unfortunate that that the SAMP Draft EA did not more effectively identify the issues associated with airport expansion. A full Environmental Impact Statement, with an expanded GSA, is needed to fully account for the airport's Master Plan impacts. 5

Please contact me at (206) 731-9071 or at Brandon.Miles@Tukwilawa.gov if you have any questions or if the City can be of assistance with providing information.

Sincerely,

Brandon J. Miles, Director
Strategic Initiatives and Government Relations

[3] SAMP Draft EA. 3-56

Phone: 206-433-1800 • Email: Mayor@TukwilaWA.gov • Website: TukwilaWA.gov

007-4. General Response #2
General Response #5
General Response #6
General Response #15

007-5. General Response #1
General Response #2

008. Puget Sound Regional Council

Puget Sound Regional Council

1201 Third Avenue, Suite 500 Seattle, WA 98101-3055 | psrc.org | 206-464-7090

December 13, 2024

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 the environmental review 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. VISION 2050, the region's long-range plan for land use, transportation, and economic growth, recognizes the airport as a critical economic asset that supports the region's businesses, commercial aviation, and the aerospace industry (MPP-Ec-5). The importance of aviation in the region and how to connect to it is also addressed by PSRC's Regional Economic Strategy and Regional Transportation Plan. The following comments underscore the importance of the SAMP in implementing our regional plans.

Commercial aviation is a critical part of the region's economy. The Regional Economic Strategy (2021), calls on the region to continue to analyze and address regional commercial aviation and air cargo capacity challenges, including the movement of high value air cargo, that benefit the economy while minimizing community and environmental impacts. The SAMP and its implementation will help to advance this important regional goal. 1

The Regional Transportation Plan (2022) builds from the findings contained in the Regional Aviation Baseline Study completed in 2021 and calls for continued coordinated planning to ensure the regional airport system can accommodate growth in aviation and continue to meet regional goals related to the environment and maintain a sustainable, multimodal transportation system. A guiding policy is that the region should maximize aviation capacity within the existing regional airport system before constructing new airports, which is the approach of the SAMP and its identification of near-term projects. 2

008-1. Thank you for your comment. Comment noted.

008-2. Thank you for your comment. Comment noted.

008. Puget Sound Regional Council

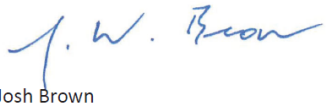
We encourage the Port of Seattle to continue addressing the full suite of multimodal transportation connections to and within the airport, particularly the exploration of opportunities to enhance access between the regional transit system and the passenger terminals and employment concentrations at the airport. Convenient access for all users, including those with mobility challenges, should be a priority. 3

We appreciate the acknowledgment in the SAMP of the regional growth strategy in PSRC's VISION 2050 and the connection to the SeaTac Regional Growth Center. We encourage the Port to continue strong coordination with the City of SeaTac and other local jurisdictions in understanding the benefits and impacts to these communities and planning for a sustainable airport. 4

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, as well as the Port's ongoing 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,



Josh Brown
Executive Director

008-3. The Port will continue to look for opportunities to increase multimodal transportation use to and from the Airport. The Port of Seattle Commission authorized five new employee commute trip reduction programs for 2025.

008-4. Thank you for your comment. The Port plans on continuing their collaboration with the local jurisdictions, including the City of SeaTac.

009. SoundTransit

SOUNDTRANSIT

December 13, 2024

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

Subject: Draft Environmental Assessment for the Sustainable Airport Master Plan Near-Term Projects

Dear Mr. Rybolt:

Sound Transit appreciates the opportunity to review the October 2024 Draft Environmental Assessment for the Sustainable Airport Master Plan (SAMP) Near-Term Projects. As described in Appendix L, Surface Transportation, of the Draft Environmental Assessment, Sound Transit provides bus and Link light rail service to and from the airport. The Link light rail SeaTac/Airport Station is located east of, and adjacent to, the northeast corner of the Main Garage.

Some of the SAMP Near-Term Projects have the potential to affect Sound Transit operations and facilities. Due to this, we recommend that the potential temporary construction and permanent impacts to transit operations be included in the Final Environmental Assessment. Additionally, we would like to request continued design coordination, including Sound Transit review of the 30%, 60% and 90% design packages, of the following elements and any other elements that may affect Sound Transit operations or facilities: 1 2

- L01 – North Airport Expressway Relocation
- L02 – Elevated Busway and Stations
- L03- Second Terminal Roads and Curbside
- L04 - Northeast Ground Transportation Center (light rail pedestrian connections)
- Terminal 2 advanced planning

Sound Transit values the partnership with the Port of Seattle and looks forward to continued coordination through construction completion to ensure minimal disruption to our shared customers. If you have any questions, please contact Katie Drewel at katie.drewel@soundtransit.org or (206) 903-7198.

Sincerely,

Will Chevalier
Director, Link Light Rail

William Chevalier

Digitally signed by William Chevalier
Date: 2024.12.13 11:29:05 -08'00'

cc: Geri Poor, Port of Seattle
Heather Hooper, Port of Seattle
Katie Drewel, Sound Transit
Tom Wilson, 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

009-1. It is not anticipated that there will be any disruptions to Sound Transit operations, either during construction or after implementation of the Proposed Action. If anything changes during design or prior to construction of the projects, the Port will coordinate directly with Sound Transit.

009-2. The Port will coordinate with SoundTransit during design if impacts or potential impacts to SoundTransit operations are identified.

010. EPA

REGION 10
SEATTLE, WA 98101

December 2, 2024

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

Dear Steve Rybolt:

The U.S. Environmental Protection Agency has reviewed Federal Aviation Administration's November 2024 Draft Environmental Assessment for the Seattle-Tacoma International Airport Sustainability Airport Master Plan Near Term Projects (EPA Project Number 18-0056-FAA). The EPA has conducted its review pursuant to the National Environmental Policy Act and our review authority under Section 309 of the Clean Air Act. The CAA Section 309 role is unique to the EPA and requires the EPA to review and comment publicly on any proposed federal action subject to NEPA's environmental impact statement requirement.

The DEA evaluates the potential environmental impacts associated with implementing thirty-one near-term projects (NTPs) to meet the forecasted demand of the airport to 2032, including a second terminal with additional gates, an elevated busway, cargo facilities, roadway realignment, airfield updates, parking infrastructure, and facilities for sustainable aviation fuel. The project area is approximately 5.8 square miles in the City of SeaTac in King County, Washington. The DEA identifies and evaluates a No Action Alternative (Alternative 1), the Proposed Action (Alternative 2) which proposes to construct a new second terminal north of the existing terminal, and a Hybrid Terminal Option (Alternative 3).

After reviewing the DEA, the EPA has identified public health and environmental quality concerns about potential project impacts to communities with environmental justice concerns and is providing recommendations to improve the assessment and environmental outcome of the proposed action. In addition, the EPA recommends providing more clarifying information in the Final EA on analysis of impacts related to air quality, climate change, and wetlands. These and other recommendations are discussed in our enclosed Detailed Comments.

010. EPA Thank you for the opportunity to review the DEA for this project. If you have questions about this review, please contact Emily Bitalac of my staff at 206-553-2581 or at bitalac.emily@epa.gov, or me, at 206-553-2117 or at sturges.susan@epa.gov. Sincerely, SUSAN STURGES Digitally signed by SUSAN STURGES Date: 2024.12.02 10:32:05 -08'00' Susan Sturges, Acting Manager NEPA Branch Enclosure	

010. EPA

U.S. EPA Detailed Comments on the
Seattle-Tacoma International Airport SAMP NTP DEA
King County, Washington
December 2024

Environmental Justice (EJ)

Executive Order 12898 *Federal Actions to Address Environmental justice in Minority Populations and Low-Income Populations*, February 11, 1994 was supplemented by Executive Order 14096, *Revitalizing Our Nation's Commitment to Environmental Justice for All*, April 26, 2023 which directs federal agencies, as appropriate and consistent with applicable law: to identify, analyze, and address disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities, including those related to climate change and cumulative impacts of environmental and other burdens on communities with EJ concerns. Section 3 (b)(i) of EO 14096 also directs the EPA to assess whether each agency analyzes and avoids or mitigates disproportionate human health and environmental effects on communities with EJ concerns when carrying out responsibilities under Section 309 of the Clean Air Act, 42 U.S.C. 7609. 1

Consistent with EO 14096, the EPA recommends the FEA identify, analyze, and address adverse impacts of the proposed action and cumulative impacts to overburdened communities surrounding the project area.

Assessing the EPA's Environmental Justice Screening and Mapping Tool (EJScreen) information is a useful first step in understanding or highlighting locations that may be candidates for further review or outreach.[1] The EPA considers a project to be in an area of potential EJ concern when an EJScreen for the impacted area shows one or more of the EJ Indexes at or above the 80th percentile in the nation and/or state. At a minimum, the EPA recommends an EJScreen analysis consider EJScreen information for the block groups which contains the proposed action and a one-mile radius around those areas.

The EPA conducted an EJScreen analysis which indicates that for the block group encompassing the majority of the general study area (GSA), all 12 of the EJ Indexes exceed the 80th percentile when compared to the state. Exceeded EJ Indexes include indicators relating to air quality with particulate matter 2.5 at the 87th percentile, ozone at the 80th percentile, nitrogen dioxide at the 95th percentile, diesel particulate matter at the 98th percentile, and toxic air releases at the 98th percentile. Further, EJScreen shows the GSA experiences higher rates of asthma than the state average and are in the 91st percentile compared to the state for lack of health insurance. The block groups surrounding the GSA show similar percentiles. 2

The EPA also recommends considering the Washington State Department of Health Environmental Health Disparities map.[2] This map depicts cumulative health impact as a ranking from 1 to 10, with 10 being the highest impact. These rankings reflect the risk each community faces from multiple environmental hazards and the degree to which a community is more vulnerable to those hazards because of certain sociodemographic factors. Rankings for this map can be interpreted to measure

[1] https://ejscreen.epa.gov/mapper/. Accessed 11/14/2024.
[2] https://fortress.wa.gov/doh/wtnibl/WTNIBL/. Accessed 11/14/2024.

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010-1. General Response #15
General Response #17
Since the publication of the draft EA, EOs 12898, 13985, 14091, and 14096 were revoked. On January 21, 2025, President Trump issued EO 14173. In addition, CEQ revoked its regulations (40 CFR parts 1500-1508) implementing NEPA in response to EO 14154. Consequently, it is no longer a legal requirement or the policy of the federal government to conduct environmental justice analyses.

010-2. General Response #15

010. EPA

relative environmental risk factors in communities. The GSA rank is 10, with surrounding areas ranking 9 and 10.

These screening tools indicate that the proposed project is located within an area with EJ concerns and that these communities face significant environmental disparities. The EPA has concerns that the historically overburdened nature of the area coupled with any increase in emissions and noise exposure could result in significant disproportionate adverse impacts on communities with EJ concerns. The EPA, therefore, recommends the FEA further consider cumulative effects in the EJ analysis and implications for the proposed projects. The sections below include specific recommendations for public health, mitigation, children's health, and meaningful engagement. 2

Public Health

The DEA states that Puget Sound Clean Air Agency does not "anticipate exceedances of the NAAQS as a result of the Action Alternatives" and that "action alternatives are not expected to cause an exceedance of USEPA's health-based standards and therefore are not expected to cause adverse health effects to EJ populations."[3] The EPA recommends the FEA clarify the health-based standards this statement is referring to. The EPA recommends the FEA note that although no NAAQS exceedances are anticipated to occur, and the NAAQS are designated to protect sensitive populations, NAAQS attainment does not assure there is no localized harm to populations. 3

Studies also indicate that proximity to airports and airport activities may cause adverse health effects including increased rate of premature death, pre-term births, and decreased lung function.[4] The EPA also notes local ongoing studies at the University of Washington with assistance from surrounding cities and the Port of Seattle are examining impacts from ultrafine particulate matter.[5]

To fully identify and evaluate public health impacts, the EPA recommends partnering with public health experts including local and state health departments, tribal health agencies, or federal public health agencies. We recommend the analysis consider the cumulative effects of increasing and existing exposures on the affected communities. This is consistent with the Council on Environmental Quality's (CEQ) EJ Guidance which states that "agencies should consider relevant public health data and industry data concerning the potential for multiple or cumulative exposure to human health or environmental hazards in the affected population and historical patterns of exposure to environmental hazards… Agencies should consider these multiple, or cumulative effects, even if certain effects are not within the control or subject to the discretion of the agency proposing the action."[6] 4

Also consider conducting a Health Impact Assessment (HIA). HIAs are flexible decision-support tools that help to determine the potential effects of a project on the health of a population and the distribution of those effects within the population and can provide recommendations on monitoring 5

[3] DEA, page 4-54.
[4] A Systematic Review of the Impact of Commercial Aircraft Activity on Air Quality Near Airports https://pmc.ncbi.nlm.nih.gov/articles/PMC8318113/. Accessed 11/14/2024.
[5] https://connect.burienwa.gov/airport-operations-and-public-health/. Accessed 11/14/2024.
[6] https://www.epa.gov/sites/default/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf. Accessed 11/15/2024.

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010-3. General Response #15

010-4. General Response #9b
General Response #10
General Response #15
The analysis completed for the EA meets the requirements of FAA Orders 1050.1F and 5050.4B.

010-5. General Response #15
Neither FAA Order 1050.1F nor the Aviation Emissions and Air Quality Handbook, Version 3, Update 1 requires the preparation of an HIA for assessing health impacts. The analysis completed for the EA meets the requirements of FAA Order 1050.1F.

010. EPA

and managing those effects.[7] Benefits of HIAs include empowering affected communities, raising awareness of health issues, protecting public health, advancing health equity, and building positive health outcomes early in the decision-making process. An HIA may be especially helpful as the FAA continues to plan for long term vision environmental review projects.[8] The EPA notes the Federal Highway Administration and the Washington State Department of Transportation included a local HIA for the State Route 520 Bridge Replacement project which may be a good resource.[9] The EPA's HIA Resource and Tool Compilation also offers resources to collect and analyze data, establish a baseline profile, assess potential health impacts, and establish benchmarks and indicators for monitoring and evaluation.[10] 5

Mitigation

The DEA concludes that communities with EJ concerns would be exposed to increased air emissions, noise, socioeconomic impacts, and roadways that do not meet mobility standards because of the proposed action but that these impacts are not significant with mitigation. However, the DEA does not identify mitigation to address these impacts.[11] The EPA recommends the FEA identify mitigation measures through robust community involvement (e.g., informed by meaningful engagement with the impacted community).

The CEQ EJ Guidance identifies important ways to consider mitigation for EJ under NEPA, including:

- "Mitigation measures identified as part of an EA . . . should, whenever feasible, address significant and adverse environmental effects of proposed federal actions on minority populations, low-income populations, and Indian tribes."
- "Each Federal agency must provide opportunities for effective community participation in the NEPA process, including identifying potential effects and mitigation measures in consultation with affected communities and improving the accessibility of public meetings, crucial documents, and notices."

The EPA recommends developing specific mitigation measures to address the potential disproportionate EJ impacts. In developing mitigation measures, consider mechanisms to minimize impacts of the proposed project to communities. It is important to shape mitigation efforts through engagement with each uniquely impacted group. Examples of mitigation measures to consider include installing double-paned windows and sound insultation to residential buildings, schools, businesses, places of worship, etc. to reduce impacts from noise. Another example may be to hire a noise liaison to talk to communities to better understand the regulations on noise levels within FAA's policies and the health impacts increased exposures to noise may cause. Additionally, High Efficiency Particulate Air (HEPA) filters and vegetation can be installed and planted to help with air quality concerns. 6

[7] National Research Council. 2011. Improving Health in the United States: The Role of Health Impact Assessment. Washington, DC: The National Academies Press.
[8] DEA, page 1-2.
[9] https://wsdot.wa.gov/sites/default/files/2021-11/SR520-report_I5toMedina-FEIS-Attachment14-HealthAssessment.pdf. Accessed 11/20/2024.
[10] https://www.epa.gov/healthresearch/health-impact-assessment-hia-resource-and-tool-compilation. Accessed 11/20/2024.
[11] DEA, page 4-8.

010-6. General Response #6
General Response #15

010. EPA

Children's Health

EJScreen indicates that the block group encompassing the majority of the GSA is in the 94th state percentile for children under the age of 5. The DEA also states that there are twelve schools within the 65+ Day Night Average Sound Level (DNL) noise contour.[12]

We recommend the FEA include a discussion of children's susceptibility to noise. For example, young children are more susceptible than adults to the effects of background noise on spoken communication. Short-term noise exposure can hinder classroom learning, while long-term noise exposure correlates with decreased reading comprehension and motivation.[13,14] We recommend working with state and/or local authorities to identify potential mitigation, such as retrofitting schools with insulation, soundproofing windows, adding a second windowpane, sealing gaps, installing sound barriers, adding vegetative barriers, and improving exterior roofing, consistent with radon safety. The DEA states that only two schools have been sound insulated. 7

In addition, children are especially vulnerable to air emissions due to higher relative doses of air pollution, smaller diameter airways, and more active time spent outdoors and closer to ground-level vehicle exhaust sources. We recommend the FEA include a discussion about reducing child exposure and identify any additional mitigation.

As identified above, the GSA has a higher percentage of asthma rates than the state average. We recommend the FEA include a discussion of existing asthma rates and severity among children and the community and identify mitigation measures such as air filters for schools.[15]

Meaningful Engagement

The DEA discusses two virtual roundtable discussions with community leaders in 2020.[16] We recommend the FEA detail any additional engagement including with the broader community to ensure all affected community members are provided with opportunities to participate in the decision-making process. The EPA notes the FAA hosted four in-person public meetings in different locations during the DEA comment period. The EPA recommends in addition to in-person meetings, to offer virtual options to maximize participation opportunities for communities that will be affected by the project. We also recommend the FEA discuss how community feedback is reflected in the decision-making process. 8

[12] DEA, page 4-44.
[13] Assessment of Noise Exposure to Children: Considerations for the National Children's Study. National Center for Biotechnology Information https://pubmed.ncbi.nlm.nih.gov/25866843/. Accessed 11/14/2024.
[14] Assessing Aircraft Noise Conditions Affecting Student Learning, Volume 1: Final Report (2014). National Academies of Sciences, Engineering, and Medicine. 2014. The National Academies Press. https://nap.nationalacademies.org/read/22433/chapter/1. Accessed 11/14/24.
[15] Ambient Air Pollution: Health Hazards to Children. American Academy of Pediatrics. https://publications.aap.org/pediatrics/article/147/6/e2021051484/180283/Ambient-Air-Pollution-Health-Hazards-to-Children. Accessed 11/14/2024.
[16] DEA, page 3-70.

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010-7. General Response #4
General Response #14
General Response #16

010-8. General Response #3

010. EPA

Air Quality

The DEA establishes that the area surrounding the project is in attainment with all criteria air pollutants. The EPA recommends the FEA include a table of existing background criteria air pollutant concentrations to quantitatively disclose existing air quality conditions. Background air quality design concentrations can be calculated using local regulatory monitor datasets or tools such as the NW-AIRQUEST design concentration lookup tool supported by the local and regional air quality authorities.[17] 9

The EPA recommends the FEA identify specific Best Management Practices (BMPs) and minimization measures related to air quality. For construction activities, we recommend the FEA: 10

- Identify and disclose the specific BMPs from FAA AC 150/5370-10H, *Standard Specifications for Construction of Airports*, which is mentioned in the DEA, that will be used to reduce potential emissions. Particulate matter (PM) and nitrogen oxides (NOx) emissions from construction activities are of particular concern.
- Develop a dust management plan to ensure PM emissions from construction are minimized. Emissions from construction equipment impact the health and well-being of people working and living near construction sites.
- Establish a Diesel Emissions Reduction Policy for the project to include procedures such as idle reduction practices.[18]

The EPA also notes some errors in Table 3-2 for PM and the same table in Appendix C Table 1 in the DEA. We recommend the FEA correct these errors including: 11

- The "Form of Measurement" column entry for $PM_{2.5}$ 1-year average is listed as "particulate matter" should be corrected to "Annual mean, averaged over 3 years."
- The third row for PM is listed as "(PM_{10})" should be corrected to "($PM_{2.5}$)" such that the primary and secondary 24-hour standard for $PM_{2.5}$ is 35 ug/m^3.

Climate Change

GHG Emissions

The EPA appreciates the DEA includes a GHG emission analysis that quantifies operational and construction emissions associated with each alternative for select years. The GHG emission analysis demonstrates the proposed action will increase GHG emissions by 2.2% metric tons compared to the No Action Alternative in 2032 and by 7.4% metric tons in 2037.[19] The FAA is pursing to achieve net zero GHG emissions by 2050 from the U.S. aviation sector, while the Port of Seattle's Century Agenda goal is to reach net zero GHG emissions by 2040.[20] Washington State Department of Ecology's Climate Commitment is also to reduce GHG emissions by 95% by 2050.[21] The EPA recommends the FEA discuss consistency with state and other locally relevant GHG emission reduction and climate resilience goals. 12

[17] https://lar.wsu.edu/nw-airquest/. Accessed 11/14/2024.
[18] https://www.epa.gov/dera/reducing-diesel-emissions-construction-and-agriculture#construction. Accessed 11/14/2024.
[19] DEA Appendix C, page 66.
[20] DEA Appendix C, page 64-65.
[21] https://ecology.wa.gov/Air-Climate/Climate-Commitment-Act#capandinvest. Accessed 11/14/2024.

7

010-9. This comment has been considered. Modeling is used to determine existing and future conditions in accordance with FAA Order 1050.1F and FAA's Aviation Emissions and Air Quality Handbook, Version 3, Update 1 for consistency purposes.

010-10. Specific BMPs will be determined during design but will adhere to all FAA ACs and local/state/federal regulations and will consider future technological improvements.

010-11. Thank you for the comment – all errors have been corrected

010-12. General Response #11

010. EPA

To help improve the NEPA analysis and provide additional clarity for the public, the EPA also recommends the FEA:

- Identify, where relevant and consistent with the purpose and need for this EA, opportunities that can reduce GHG and other emissions, increase resiliency, and promote adaptation to a changing climate. The CEQ's 2023 NEPA Guidance on Consideration of GHG and Climate Change (CEQ NEPA GHG Guidance) indicates that agencies, "should analyze reasonable alternatives, including those that would reduce GHG emissions relative to baseline conditions, and identify available mitigation measures to avoid, minimize, or compensate for climate effects."[22] 13
- Include the social cost of GHG (SC-GHGs) to better contextualize GHG emissions from the alternatives. The CEQ NEPA GHG Guidance includes best practices for quantifying direct and indirect emissions and computing the SC-GHGs. The EPA has developed estimates of the SC-GHG which reflect the best available science for estimating the social value of changes in GHG emissions.[23] 14
- Update the emissions factors with the most recent data.[24] The DEA indicates the 2022 EPA GHG Emission Factors Hub emission factors were used to derive emissions for several stationary sources.[25] 15
- Discuss considerations taken to determine future annual fuel usage (e.g., whether the total assumes potential future fuel reductions or integration of biofuels and how those assumptions were made). 16
- Clarify potentially applicable reporting requirements for the proposed action alternative (e.g., reporting under 40 CFR Part 98 Subpart C for stationary fuel combustion).[26] 17

Green Infrastructure

The DEA explains that King County is advancing green building codes and a more sustainable commercial energy code towards net zero GHG in new buildings.[27] We recommend the FEA discuss how the alternatives align with these plans, and to consider net-zero ready design features. The EPA also recommends using green building practices to the extent practicable to reduce potential greenhouse gas emissions (e.g., operating cleaner diesel fleets during construction, such as the use of Tier 4 engines or ground electric equipment, electrification of airport operations and fleets, diversifying fuel sources, improving energy efficiency, and considering renewable energy such as on-site solar photovoltaic). 18

[22] Council on Environmental Quality. National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change. January, 2023. https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-on-consideration-of-greenhouse-gas-emissions-and-climate. Page 1201. Accessed 11/14/2024.
[23] U.S. Environmental Protection Agency. (2023). Supplementary Material for the Regulatory Impact Analysis for the Final Rulemaking, "Standards of Performance for New, Reconstructed, and Modified Sources and Emissions Guidelines for Existing Sources: Oil and Natural Gas Sector Climate Review": EPA Report on the Social Cost of Greenhouse Gases: Estimates Incorporating Recent Scientific Advances. https://www.epa.gov/environmental-economics/scghg. Accessed 11/14/2024.
[24] https://www.epa.gov/climateleadership/ghg-emission-factors-hub. Accessed 11/20/2024.
[25] DEA Appendix C, page 47.
[26] DEA Appendix C, page 56.
[27] DEA Appendix C, page 64.

8

010-13. General Response #11 Minimization measures are identified in Section 4.3.3.3 of the Draft EA.

010-14. Executive Order 14151 revoked the calculation of the Social Cost of Carbon as a consideration for federal environmental documents.

010-15. General Response #11.

010-16. General Response #11.

010-17. The Port will continue to meet all applicable reporting requirements.

010-18. The Port will meet local building codes for all projects. However, neither the FAA nor the Port can commit to restrict construction equipment to certain types because it would restrict competition and be considered an unfair advantage during the competitive bidding process.

010. EPA

Sustainable Procurement
Executive Order 14057 *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability* requires federal agencies to set annual targets for cutting GHG emissions, including by way of sustainable procurement via a Buy Clean policy. The EPA recommends the FEA discuss strategies to ensure sustainable procurement of construction materials (e.g., steel, concrete, etc.) in accordance with the federal guidance. We recommend requiring suppliers and contractors to publicly disclose GHG emissions and set science-based targets to reduce emissions. The EPA announced expanded technical assistance opportunities to businesses, the federal government, and other organizations by offering Environmental Product Declaration (EPD) development support to help estimate embodied carbon emissions. A map of manufacturers that provide EPDs and links to plug into a whole-building embodied carbon model is linked below.[28] General Services Administration also provides tools for measuring embodied carbon in buildings and actionable strategies for reduction and procurement approaches.[29] The EPA also notes additional tools and resources for EPDs and life cycle assessments.[30] 19

Climate Resilience
Green infrastructure techniques can also reduce stormwater runoff. Given the Port's recent vulnerability assessment that found stormwater and industrial wastewater system infrastructure was moderately vulnerable to climate effects,[31] the EPA encourages the implementation of low-impact infrastructure to reduce stormwater runoff in onsite stormwater management. Green infrastructure (e.g., raingardens and bioretention systems) may help enhance resilience to increased rainfall intensity by reducing potential for operational disruptions due to flooding and filter pollutants transported in runoff. The EPA notes additional resources related to green infrastructure, which can be consulted.[32] 20

Wetlands
The DEA states that projects will protect wellhead protection areas (WHPAs) from groundwater contamination.[33] The EPA recommends the FEA include additional analysis on the hydrologic connectivity between wetlands and WHPAs to fully evaluate the potential impacts to groundwater that may result from altering potential recharge areas. If additional analysis suggests that impacts to wetlands in the project area will impact recharge zones and groundwater quality within the WHPAs, we recommend the project and the FEA commit to avoiding impacts to those wetlands or finding ways to mitigate these potential impacts to WHPAs. 21

[28] https://www.buildingtransparency.org/resources/maps/. Accessed 11/29/2024.
[29] https://sftool.gov/learn/about/658/embodied-carbon. Accessed 11/29/2024.
[30] https://www.epa.gov/greenerproducts/tools-resources-and-funding-opportunities. Accessed 11/29/2024.
[31] DEA, page 4-62.
[32] https://www.epa.gov/green-infrastructure. Accessed 11/13/24.
[33] DEA Appendix M, pdf page 56.

9

010-19. EO 14057 has been revoked.

010-20. The Port has included possible stormwater techniques to treat the increase in stormwater runoff from the Action Alternatives. The Port will continue to consider options to address stormwater as new technology becomes available.

010-21. As noted in the Impact Assessment for Aquatic Critical Areas in Appendix M, during the project design and permitting phase, detailed geotechnical and hydrogeological assessments will be developed to characterize the potential for groundwater contamination of the wellhead protection areas (WHPAs) from the proposed projects. The potential of the proposed uses to release contaminants will then be assessed, and appropriate measures applied to minimize any risk of contaminant release to the WHPA. The Port will work with the relevant authorities to comply with all applicable requirements to avoid and/or minimize the potential for contamination.

011. Department of Ecology

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
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December 13, 2024

Steve Rybolt
Aviation Environment and Sustainability Department
Port of Seattle
PO Box 68727
Seattle, WA 98168

Re: Comments on the Federal Aviation Administration's National Environmental Policy Act Draft Environmental Assessment for the Sustainable Airport Master Plan Near-Term Projects

Dear Steve Rybolt:

Thank you for the opportunity to provide comments on the Federal Aviation Administration's (FAA) National Environmental Policy Act (NEPA) draft Environmental Assessment (EA) for the Sustainable Airport Master Plan (SAMP) Near-Term Projects.

Based on our review of the SAMP materials and consideration of potential impacts, the Washington State Department of Ecology (Ecology) recommends an expanded analysis of the impacts of this project. Further, we encourage the Port of Seattle (Port) to consider developing a comprehensive Environmental Impact Statement for the proposed project to more fully consider project impacts and potential mitigation measures. 1

This recommendation is based on documented elevated health risks, environmental pollution and climate impacts, environmental justice, and other existing and potential impacts to the surrounding community. Increased airport activity, particularly air traffic and construction, can significantly contribute to air pollution. These pollutants have been linked to respiratory and cardiovascular diseases, particularly affecting vulnerable populations such as children, the elderly, and individuals with pre-existing health conditions.

We acknowledge the preliminary efforts behind the environmental assessment but have identified critical gaps requiring further analysis. Please consider the following comments

011-1. General Response #1

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regarding environmental justice, air quality, greenhouse gas emissions and cleanup of contaminated sites.

Environmental Justice
Ecology's Initiative to Improve Air Quality in Overburdened Communities, a core component of the Climate Commitment Act, identified 16 Washington communities disproportionately burdened by health and environmental inequities and significantly impacted by criteria air pollution. The Port's proposed project is located within a 44-square-mile area in South King County, and falls within an area designated as overburdened due to elevated levels of PM2.5, ozone, and NO2.

1. **Socio-Economic Impact / Environmental Justice Analysis**: The proposed study area is too narrow and excludes nearby communities already disproportionately affected by pollution from aircraft and vehicle traffic, which the project would exacerbate. We recommend expanding the study area to more accurately reflect where airport operations will have an impact. Further, environmental justice and health equity concerns have been documented for communities in proximity to the airport. A detailed environmental assessment should evaluate existing health vulnerabilities and the potential for additional health impacts. 2 3

2. **Air Quality Analysis**: The assessment does not adequately address ultrafine particles and their impacts on surrounding communities. While research on the health effects of ultrafine particles is ongoing, recent studies provide enough evidence to warrant their inclusion. Omitting this data underestimates the project's impacts on vulnerable populations. 4

Air Quality
The draft EA estimates of air pollutants emitted during landing and take-off (LTO) in 2035 and 2037 are higher than near-current amounts regardless of whether no action is taken, or the SAMP actions are implemented. Carbon monoxide (CO) emissions in 2035 and 2037 are about 2-fold higher than the amount the US Environmental Protection Agency estimates occurred in 2022, likewise nitrogen oxide and sulfur oxide emissions will be about 74% higher than emissions were in 2022, and PM2.5 and PM10 emissions will be about 31% higher than in 2022. Why do CO emissions increase at a higher rate than the other pollutants? 5

Use of the FAA Aviation Environmental Design Tool default mixing height of 3,000 feet for calculating dispersion of flight emissions is likely to underestimate ground-level impacts at times and overestimate them at other times given seasonal and diurnal variations. The University of Washington Mobile ObserVations of Ultrafine Particles investigation found aircraft attributable ground level ultrafine concentrations appear well beyond the flight paths of aircraft using the Sea-Tac Airport. 6

011-2. General Response #2
General Response #15

011-3. General Response #9b
General Response #10
General Response #15

011-4. General Response #9b

011-5. Both aircraft and motor vehicles are major contributors of CO emissions. The CO levels increase more substantially than those of other emissions between the Existing Conditions (2022) and both the Future No Action and Future Proposed Action scenarios because of the projected increase in aircraft operations and motor vehicle traffic.

011-6. The mixing height was determined in consultation with the Puget Sound Clean Air Agency. The mixing height was defined as 3,084 feet in altitude above field elevation, which is based on the USEPA's *Mixing Heights, Wind Speeds, and Potential for Urban Air Pollution Throughout the Contiguous United States*. The mixing height is the height at which the atmosphere is sufficiently stable to suppress further upward mixing.

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The draft EA indicates the proposed projects will allow increased numbers of LTOs, consequently the EA should assess the potential for increased numbers of below-mixing height flights to increase in population exposure to ultrafine particles. The general study area seems not to extend far enough in N-S flightpaths directions past the runways in near-ground approach and landing. Neither the general study area nor the 65+ Day-Night Level Noise Contour are sufficiently large enough to include significant impacts. 7

The draft EA doesn't integrate exposure to pollutants or noise in terms of their contributions to overall burden. It doesn't assess how sustained and repeated exposures effects build up over time or the potential for them to interact and increase adverse health effects. It doesn't fully assess how the cumulative effects of air pollution and noise disproportionately affect populations that are already vulnerable due to socioeconomic factors, age, existing health conditions, and proximity to airport emissions. 8

Even though the projected increases in criteria air pollutant emissions are not expected to create any new violations of the Federal National Ambient Air Quality Standards (NAAQS). Significant impacts to air quality are evident. Compliance with Federal NAAQS is not evidence there are- and will not be significant impacts. Existing and future exposure levels are likely to have effects - especially when combined, repeated exposures are considered. 9

Soil Contamination Concerns
We appreciate the Port's attention in conducting a review of reported contaminated sites in the vicinity of the proposed project and we commend the Port for taking steps to proactively remediate contamination. In the FAA's draft NEPA EA, the Port notes that there are eleven documented incidents of hazardous materials contamination located within the limits of disturbance of one or more elements of the Proposed Action.

We wish to take this opportunity to send a reminder that redevelopment presents an opportune time to conduct cleanup activities in concert with redevelopment, which can save time and money. We encourage the Port to use this redevelopment opportunity to conduct remedial actions on any contamination that has a nexus with ground disturbing activities as is feasible. 10

We appreciate the Port's attention to the use and storage of per- and polyfluoroalkyl substances (PFAS). As indicated in the Assessment, PFAS have been employed at the airport due to their use in fire-suppressing aqueous film-forming foams. State regulations for PFAS were implemented in 2021. As such, Ecology's records of where PFAS may have been used historically is limited. Any prior cleanups conducted likely did not evaluate the presence of PFAS as part of cleanup activities nor report their release if these chemicals were used. We encourage the Port to conduct sampling and further investigations anywhere that PFAS and/or other contaminants are suspected to be released to the environment. If previously unreported contamination were to 11

011-7. General Response #2, General Response #9b Response to Comment 011-6.

011-8. General Response #10 General Response #14

011-9. General Response #8

011-10. As noted in Section 4.3.6.2 of the Draft EA, all work within an area of contamination would be conducted in accordance with the Port's Construction General Requirements for handling contaminated soil. All material excavated would be tested prior to disposal and all excavations would be monitored by a trained environmental professional for evidence of unanticipated contaminated soils. Any material found to be contaminated would either be removed and disposed of in accordance with federal, state, and local requirements, encapsulated on-site to minimize any human health or environmental exposure risk, or remediated below established cleanup levels.

011-11. As noted in Section 4.3.6.2 of the Draft EA, construction occurring on or near areas where PFAS was either stored or deployed would follow Port specifications for handling contaminated soil noted in response to Comment 11-10.

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be identified, please report it Ecology's web form in accordance with the Model Toxics Control Act.

As you are likely aware, Ecology's What's in My Neighborhood provides an interactive map showing reported contaminated sites and can be accessed at https://apps.ecology.wa.gov/neighborhood/. Electronically available documents can be accessed through the cleanup site webpage at https://apps.ecology.wa.gov/gsp/SiteSearchPage.aspx. To review documents not available electronically, please put in a public records request using the instructions or online submission form available at https://ecology.wa.gov/About-us/Accountability-transparency/Public-records-requests. 11

Greenhouse Gas Emissions and Climate Change

The draft EA defers greenhouse gas mitigation action to the US Aviation Climate Action Plan to achieve emission reductions. This project proposal should include a detailed plan for implementing the US Aviation Climate Action Plan and provide a clear description and analysis of how the project will achieve greenhouse gas emissions reductions. Without this action, it is reasonable to assume that this project would result in a significant increase in statewide and global emissions and impede state and global goals of limiting the impacts of global warming. 12

To meet the imminent threat of climate change to Washington's citizens, economy, and environment, as well as the well-documented impacts of global warming around the world, the Washington State legislature, following global scientific consensus, has established greenhouse gas emissions limits in RCW 70A.45.020. These limits require emission reductions of 45% by 2030, 70% by 2040, and 95% by 2050. The state has enacted the following climate policies which are designed to collectively meet these emission limits:

- Clean Energy Transformation Act
- Motor Vehicle Emission Standards
- Climate Commitment Act
- Healthy Environment for All (HEAL) Act
- Clean Fuel Standard
- Hydrofluorocarbons (HFC) Emission Reductions
- Move Ahead Washington
- Amending the Growth Management Act to address climate change and greenhouse gas emission reductions

13

The FAA's environmental analysis should identify potential compliance obligations for meeting Washington greenhouse gas emission limits and the policies in place to achieve these limits. The emissions analysis should include a complete analysis of current operations, the future no-action scenario, the future proposed action scenario, and should include Scope 1, 2 and 3 emissions.

011-12. General Response #11

011-13. General Response #11

011. Department of Ecology

Given these gaps in the analysis and the scale of the proposed project, Ecology recommends preparing a full Environmental Impact Statement. This step is essential to ensuring a comprehensive evaluation of project impacts on health, environment, safety, and community, particularly for populations already facing disproportionate health and pollution burdens from existing airport operations. 14

Thank you for considering these comments from Ecology. If you have any questions or would like to respond to these comments, please contact me at (425) 681-6236 or by email at meg.bommarito@ecy.wa.gov.

Sincerely,

Meg Bommarito
Regional Planner

Sent by email: Steve Rybolt, samp@portseattle.org

ecc: Meg Bommarito, Ecology
Tom Buroker, Ecology
Kim Smith, Ecology
Stacey Waterman, Ecology
Matt Kadlec, Ecology
Christopher Hanlon-Meyer, Ecology

011-14. General Response #1

012. WSDOT

Washington State Department of Transportation

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710
206-440-4000
TTY: 1-800-833-6388
www.wsdot.wa.gov

December 13, 2024

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

Dear Mr. Rybolt,

The Washington State Department of Transportation appreciates the opportunity to comment on the Federal Aviation Administration's Draft Environmental Assessment for the Sustainable Airport Master Plan's Near-Term Projects at the Seattle-Tacoma International Airport. We have reviewed the Draft EA and have enclosed our comments, questions, and requested clarifications as you proceed in the environmental process.

General Comments

The Port of Seattle worked closely with the WSDOT's Northwest Region Traffic Office to establish appropriate methods for calculating additional vehicle trips generated by SAMP and distributing those trips onto the local roadway network. The Port of Seattle staff identified locations in the roadway network that would require mitigation for the additional trips and proactively worked to determine appropriate conceptual project scopes to pursue at those locations. Thank you for following WSDOT's Design manual regarding traffic analysis and intersection control evaluations and please continue coordination with the Traffic Office as needed. 1

Specific Comments, Questions, & Clarifications

Chapter 1 – Intro and Purpose Pages 1-4, Table 1-2/T02: Please clarify whether the new 1350 space parking garage will accommodate passenger pick-ups like the cell phone waiting lot.

Chapter 1 – Intro and Purpose, pages 1-5, Table 1-2/L01: This new roadway appears to utilize the space where the current cell phone waiting lot is located. Is this accurate and if so, please clarify whether lot be relocated, or if its function will be absorbed elsewhere on the site. 2

Chapter 1 – Intro and Purpose, pages 1-5, Table 1-2/L03: The onramp from S 160th to SR 518 is to EB SR 518, but this table mentions a WB on-ramp. Please update as necessary. 3

012-1. Thank you for your comment. Comment noted.

012-2. The cell phone lot will be relocated to the main parking garage to accommodate the construction of L01. The traffic analysis accounted for the relocation of the cell phone lot to the main parking garage. The relocation was inadvertently left out of the project description. The description of L01 in Table 1-2: Proposed Action has been updated to include the relocation of the cell phone parking lot.

012-3. The description of NTP L03 in Table 1-2 has been updated to change on-ramp from WB to EB.

012. WSDOT

Mr. Rybolt
December 13, 2024
Page 2

Chapter 1 – Intro and Purpose, pages 1-13, Table 1-3/Row 3: Please clarify whether the additional 620' of arrival curb is intended to take pressure off the cell phone lot. 4

Chapter 5 – Cumulative Impacts, pages 5-4, Table 5-1/Row 5: Please provide additional information to understand if the cell phone lot access with be modified/disrupted with the building of L01. 5

Appendix L – Surface Transportation, page E-6: The document states that future analysis models will come from WSDOT's SR 518 Corridor Planning Study and will need to be confirmed with WSDOT. Please work with WSDOT's Northwest Region Traffic Office for this as needed. 6

Appendix N – Scoping: The document includes contract information for a previous WSDOT Northwest Region Environmental Manager. Please update your list of contacts to include Eliza McGovern, the current WSDOT NWR Environmental Manager. 7

We appreciate the opportunity to review and comment on the Draft EA. Please let us know if you have any questions or would like to discuss our comments further as you proceed.

Sincerely,

Robin Mayhew, AICP
Deputy Region Administrator

cc: Brian Nielsen, NWR Region Administrator
Mike Swires, Assistant Regional Administrator, Transportation Operations
Elizabeth McGovern, NWR Environmental Manager
Travis Phelps, Management of Mobility Director
Christina Strand, NWR Traffic Engineer
Jeff Storrar, WSDOT Policy Manager

012-4. The additional 620' of arrival curb is needed to maintain a LOS C for future 56 MAP demand levels. The additional arrival curb may indirectly relieve pressure from the cell phone lot. For more information, please see Section 1.1.1 of the Purpose and Need Technical Report in Appendix B.

012-5. See response 12-2 above.

012-6. This comment has been noted.

012-7. This comment has been noted.

013. Senator Karen Keiser

From: Keiser, Sen. Karen
To: samp@portseattle.org
Cc: Orwall, Rep. Tina; Gregerson, Rep. Mia; Wilson, Sen. Claire; Taylor, Rep. Jamila; Hasegawa, Sen. Bob; Nguyen, Sen. Joe
Subject: [EXTERNAL] Comments on the Sustainable Airport Master Plan
Date: Sunday, November 17, 2024 5:36:42 PM
Attachments: image001.png

You don't often get email from karen.keiser@leg.wa.gov. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

I find the SAMP unsustainable for the tens of thousands of residents I represent who are already negatively impacted by SeaTac Airport operations. The environmental assessment (EA) is not a comprehensive approach to the economic, health or environmental impacts of a plan to increase take-offs and landings over the next ten years by nearly 30%. In my opinion that huge expansion should trigger a full environmental impact statement to assess the wide range of impacts of adding 87,000 flights—an additional 300 flights a day over current air traffic—to the already heavily burdened and diverse communities surrounding the airport. The EA approach also does not assess the disproportionate racial impact of this major expansion plan on residents living in airport impacted neighborhoods. Nor does the EA process include any greenhouse gas reduction plan which should be included in the assessment. 1 2 3

I also object to treating the SAMP as 31 individual projects rather than the huge megaproject it really is. This is an effort to misdirect public comment and attention. This plan should be treated as a whole and not as a piecemeal dissection of individual projects. 4

We already have alarming evidence of the impact of current airport operations on the health and well-being of the children in our airport neighborhoods. The current asthma study of children has taken small steps with a small sample to reduce asthma attacks by providing indoor air filtration and vigorous household cleaning methods, and those steps have achieved a reduced use of rescue inhalers and an improvement in children's sleep. But the prospect of a 28% increase in noise and air pollution dims the prospect for progress of childhood asthma occurrences and emergencies. The Seattle-King County Public Health report in 2020 also found significant correlations with serious health conditions related to aircraft emissions and aircraft noise including higher rates of respiratory illness, cardiovascular disease and cancers. There is no provision to mitigate this additional health risk to residents of airport neighborhoods in the SAMP plan. 5

The SAMP plan of increased take-offs and landings will also exacerbate this social and economic injustice to the disproportionately lower income populations in our airport communities. The municipalities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila and Federal Way have suffered from the depressed property values in the neighborhoods of these airport communities. In 1997, consultants on the 3rd runway project predicted that these municipalities would lose some $40 million in property tax revenues because of these depressed valuations. There has been no mitigation of this negative economic impact to these small, under-resourced cities. And if the SAMP goes forward as planned, there will even larger 6

013-1. General Response #1

013-2. General Response #15

013-3. General Response #11
Minimization measures are identified in Section 4.3.3.3 of the EA.

013-4. The Proposed Action in the Draft EA includes all 31 proposed NTPs and they are analyzed together as one project in the Draft EA.

013-5. General Response #10
General Response #14
General Response #16

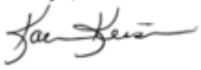
013-6. General Response #20

013. Senator Karen Keiser

economic impacts to these municipalities, with not prospect for economic mitigation. The SAMP plan will intentionally create what local residents refer to as a permanent "jet ghetto," of poor and underprivileged municipalities and residents. 6

I urge the Port of Seattle to take a step back from this damaging and unjust SAMP approach to providing aviation services to the entire state and region, with the disproportionate burden and costs being born by the poorest parts of King County. It is unjust and I object. 7

Always,



Senator Karen Keiser
33rd District of Washington
President Pro Tem
http://sdc.wastateleg.org/keiser/

If you would like to subscribe to my weekly e-newsletter, Click Here

If your concern involves a confidential issue or a whistleblower complaint, please call my office at 360-786-7664 and leave your phone number or a voicemail so we can call you directly. All e-mails are now considered public records and could be revealed through a public records request.

013-7. This comment has been noted.

014. Senayet Negusse (submitted twice through website)

Outlook

EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 3:49 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Senayet Negusse

[redacted]

Comment

PLEASE DO NOT SHARE MY PERSONAL IDENTIFIABLE INFORMATION.

I am writing to express my deep concerns regarding the FAA's Draft Environmental Assessment) for the Sustainable Airport Master Plan (SAMP). While I appreciate the 8-day extension to the 45-day review period, the 53 days still do not provide enough time for any person or entity to properly assess the impacts of the proposed 31 projects, especially with the review period falling during the holiday season. Moreover, many of our residents and the airport workforce speak languages other than English, making it even more difficult for these communities to engage meaningfully in the review process. Sufficient time and outreach are essential for ensuring that all affected groups have the opportunity to meaningfully participate. 1

Additionally, the Draft EA fails to adequately address the human health impacts related to the airport's operations, including noise pollution and public health concerns due to ultrafine particulate matter. Over the years, residents have consistently raised concerns about the health effects of airport noise and pollution. The University of Washington School of Public Health study on ultrafine particles has highlighted the potential health risks to those living near the airport, and this issue remains insufficiently addressed in this EA. Given the potential for significant adverse health effects, particularly in underserved communities, I believe a full Environmental Impact Statement (EIS) is necessary to thoroughly assess these risks and ensure appropriate responses. 2 3

Additionally, offsetting environmental damage is another critical concern. In light of the environmental harm caused by airport expansion, I request that the Port work closely with the City of SeaTac and other neighboring cities to develop a comprehensive plan for offsetting these impacts. This plan should include concrete steps to reduce air and noise pollution, protect public health, and improve the quality of life for residents who are impacted by the airport's operations. 4

Finally, the preservation of green space and tree canopy is crucial in mitigating the environmental damage caused by airport expansion. I request that the Port commit to preserving as much green space as possible during any future development, particularly in areas that can help offset environmental harm and support local ecosystems. 5

In conclusion, I respectfully request an extension of the review period to allow all community members, especially non-English speakers and those with additional access needs adequate time and resources to provide feedback. I also strongly urge the Port and FAA to conduct a full EIS to evaluate the long-term environmental and public health impacts, including noise (beyond the 65 DnL) and ultrafine particle pollution in all surrounding airport port communities. Additionally, I request the Port of Seattle work closely with the City of SeaTac and 4 neighboring airport cities to collaborative work on a comprehensive plan to offset the environmental damage caused by the proposed expansion which includes a actionable plan to preserve green space and tree canopy during future development. 6

Thank you for your attention to these important issues.

Best,

Senayet Negusse

014-1. General Response #3
General Response #4

014-2. General Response #9b
General Response #10
General Response #14

014-3. General Response #1

014-4. General Response #6
The Port plans on continuing its collaboration with the local jurisdictions.

014-5. General Response #18

014-6. See responses to Comments 014-1 – 014-5.

015. Senayet Negusse (submitted via email)

Outlook

[EXTERNAL] Comments - FAA's National Environmental Policy Act (NEPA) draft Environmental Assessment (EA) for the SAMP Near-Term Projects (NTPs)

From Senayet Negusse <snegusse@seatacwa.gov>
Date Fri 12/13/2024 3:52 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Evan Maxim <emaxim@seatacwa.gov>; Kyle Moore <kmoore@seatacwa.gov>

You don't often get email from snegusse@seatacwa.gov. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hello Port of Seattle SAMP Team:

My name is Senayet Negusse, and I am both a resident of SeaTac and a Councilmember. I respectfully request that my personally identifiable information be kept confidential and not shared at any time. 1

I am writing to express my deep concerns regarding the FAA's Draft Environmental Assessment) for the Sustainable Airport Master Plan (SAMP). While I appreciate the 8-day extension to the 45-day review period, the 53 days still do not provide enough time for any person or entity to properly assess the impacts of the proposed 31 projects, especially with the review period falling during the holiday season. Moreover, many of our residents and the airport workforce speak languages other than English, making it even more difficult for these communities to engage meaningfully in the review process. Sufficient time and outreach are essential for ensuring that all affected groups have the opportunity to meaningfully participate. 2

Additionally, the Draft EA fails to adequately address the human health impacts related to the airport's operations, including noise pollution and public health concerns due to ultrafine particulate matter. Over the years, residents have consistently raised concerns about the health effects of airport noise and pollution. The University of Washington School of Public Health study on ultrafine particles has highlighted the potential health risks to those living near the airport, and this issue remains insufficiently addressed in this EA. Given the potential for significant adverse health effects, particularly in underserved communities, I believe a full Environmental Impact Statement (EIS) is necessary to thoroughly assess these risks and ensure appropriate responses. 3 4

Additionally, offsetting environmental damage is another critical concern. In light of the environmental harm caused by airport expansion, I request that the Port work closely with the City of SeaTac and other neighboring airport cities to develop a comprehensive plan for offsetting these impacts. This plan should include concrete steps to reduce air and noise pollution, protect public health, and improve the quality of life for residents who are impacted by the airport's operations. 5

Finally, the preservation of green space and tree canopy is crucial in mitigating the environmental damage caused by airport expansion. I request that the Port commit to preserving as much green space as possible during any future development, particularly in areas that can help offset environmental harm and support local ecosystems. 6

In conclusion, I respectfully request an extension of the review period to allow all community members,

015-1. This comment has been noted. Personal information was redacted from Comment 014.

015-2. General Response #3
General Response #4

015-3. General Response #9b
General Response #14

015-4. General Response #1

015-5. General Response #6
The Port plans on continuing its collaboration with the local jurisdictions.

015-6. General Response #18

015. Senayet Negusse

especially non-English speakers and those with additional access needs adequate time and resources to provide feedback. I also strongly urge the Port and FAA to conduct a full EIS to evaluate the long-term environmental and public health impacts, including noise (beyond the 65 DnL) and ultrafine particle pollution in all surrounding airport port communities. Additionally, I request the Port of Seattle work closely with the City of SeaTac and 4 neighboring airport cities to collaborative work on a comprehensive plan to offset the environmental damage caused by the proposed expansion which includes a actionable plan to preserve green space and tree canopy during future development. 7

Thank you for your attention to these important issues.

Senayet Negusse
Position 1
SeaTac City Council
e:snegusse@seatacwa.gov **c:** 206.586.1915

This communication may be subject to public disclosure laws of the State of Washington (RCW 42.56)

015-7. See responses to Comments 015-1 – 015-6.

016. WA Department of Health

Outlook

[EXTERNAL] Comments- Draft EA SeaTac Sustainable Airport Master Plan

From Johnson, Deborah L (DOH) <deborah.johnson@doh.wa.gov>
Date Fri 12/13/2024 6:38 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Kester, J <jkester@seatacwa.gov>; Guida, Eric (COM) <eric.guida@commerce.wa.gov>; Burgess, Sarah (she/they) <Burgess.Sarah@epa.gov>; Bitalac, Emily <Bitalac.Emily@epa.gov>; Tucker, Michelle <Tucker.Michelle@epa.gov>

You don't often get email from deborah.johnson@doh.wa.gov. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Thank you for the opportunity to review & comment on the Draft Environmental Assessment for the Sustainable Airport Master Plan Near-Term Projects for Seattle-Tacoma International Airport. We have the following comments on the document:

p. 3-110, Groundwater.

"In Washington State, the Department of Health administers the state Wellhead Protection Program to prevent contamination of groundwater used for drinking water."

Washington State Department of Health's Office of Drinking Water (DOH/ODW) does not directly administer groundwater contamination measures. Instead, individual water purveyors are required, under WAC 246-290-135, to integrate a tailored source water protection program into their water system plans subject to DOH/ODW review & approval. This includes:

- establishment of sanitary control areas closest to sources, which are to be under the system's direct control;
- for well & spring sources, development & implementation of a wellhead protection program, which includes, in part, delineation of wellhead protection areas (WHPAs); and
- for surface water sources, development & implementation of a watershed control program.

In turn, the state's Growth Management Act then tasks local jurisdiction (cities, towns, & counties) with protecting drinking water quality & quantity, including enacting critical areas regulations specific to critical aquifer recharge areas. These include WHPAs (WAC 365-190-100(4)(b)). Land uses within the noted WHPAs are subject to City of SeaTac's critical areas regulations. (It appears that a small portion of the WHPA associated with the McMicken Heights well may be within Tukwila's rather than SeaTac's corporate limits.)

1

The WHPAs provided in Exhibits 3-24, 3-25, & 3-27 appear to be accurate depictions of those in our Source Water Assessment Program (SWAP) map. However, it is important to note that only the Riverton Heights WHPA is modeled. In late 2023 we were notified by Washington State Department of Ecology of the presence of PFAS in one or both Riverton Heights wells. PFAS is discussed in relation to the shuttered Tyee well on p. 4-91 but probably should be moved to this section as an existing condition. The McMicken Heights & Tyee WHPAs were delineated using the calculated fixed radius (CFR) approach. (See EPA discussion of delineation methods.) The CFR method results from a math formula applied to individual well operating characteristics & is not indicative of groundwater flow. Case studies have shown us that the CFR method is likely to overlay areas that do not need

2

016-1. The McMicken Heights well is owned and operated by Highline Water District. The well address is within the City of SeaTac. The Port will work with the Highline Water District to comply with all applicable requirements to avoid.

016-2. The wellhead protection areas were obtained from King County and City of SeaTac, which was the best available information when the analysis was completed. During the project design and permitting phase, detailed geotechnical and hydrogeological assessments will be developed to characterize the potential for groundwater contamination from the proposed projects. Information on PFAS contamination of the Tyee well has been added to Section 3.3.15.2.

016. WA Department of Health

protective regulation while excluding other areas that should be included in the protections afforded a WHPA. This creates a limitation in evaluting the relationship between airport impacts & the Tyee & McMicken Heights wells. 2

While there is a list of references (Ch. 7) we did not note a literature review. It's our understanding there was abundant hydrogeological analysis conducted in association with the Third Runway project. Would any of that information better inform this process in terms of groundwater flow to the south & east of the airport (generally, vicinity of the un-modeled WHPAs)? 3

pp. 4-2 through -10, 4.3 Environment Impacts and Mitigation.

Consideration of drinking water is not included in Table 4-2, Summary of Potential Environmental Impacts. 4

p. 4-72, 4.3.14.1 Significant Impact Threshold.

The impact threshold associated with ground water is, in part, contaminating "an aquifer used for public water supply such that public health may be adversely impacted." This environmental document focuses on WHPAs, including those that have not been modeled, so do not relate to groundwater flow. This work does not identify the location & extent of the aquifer itself, which is the specific feature cited in the impact threshold. To inform a determination about the probability of contamination, this work needs to include that degree of evaluation. 5

p. 4-91, 4.3.14.5 Groundwater.

"WHPA were established to prevent contamination of the water source by establishing management zones around public wells based on the time it would take for a contaminant to travel through the aquifer to the pumping well."

As explained above, these are not management zones but translate to locally regulated critical areas. The "times of travel" associated with WHPAs (which are not included in the exhibits mentioned above) are theoretical & relate to the length of time it would take for a contaminant to travel through the ground, not the aquifer. The remainder of the paragraph in which this sentence appears is roughly accurate, although impact calculations are not based on ground disturbance but the potential for contaminants to enter the ground, & by extension ground water, within WHPAs.

The "guidelines established as part of the Wellhead Protection Program" (WAC 246-290-130 & -135 (linked above)) are invoked as part of this discussion. However, as explained above, these are not land-use regulations but planning requirements applicable to the purveyor & its water system plan content. Instead, any impacts to WHPAs would be subject to critical areas review & any conditions applied by the City of SeaTac (or Tukwila, if the project area happens to be within its city limits). 6

The identified "permanent impacts" fail to identify the use of potential groundwater contaminants associated with Alternatives 2 & 3 such as chemical deicer or fire suppressants, or petrochemicals such as jet fuel; & fail to analyze the impacts of those potential contaminants on the existing drinking water sources. This lack of dimension in the evaluation does not support the assertion that "the Proposed Action would not contaminate an aquifer used for public water supply, [so] no significant impacts are anticipated."

p. 5-18, 5.1.9 Water Resources.

The finding of no significant impact relative to ground water focuses on WHPAs rather than the aquifer itself, which again is the basis for the significance threshold. See discussion above. 7
###

016-3. See response to 16-2.

016-4. Table 4-2 has been updated to include all water resources.

016-5. As noted in Section 3.3.15.2. of the Draft EA, there are several regional aquifers that underlie the General Study Area. A Phase 1 Groundwater Study completed in July 2008 determined that groundwater contamination at SEA does not threaten groundwater quality outside of the Aircraft Operations and Maintenance Area (AOMA). This was confirmed through groundwater sampling events from 2011 through 2015. The groundwater sampling delineated the downgradient extents of the modelled contaminant plumes (which were smaller than predicted by the model) and confirmed that the contaminants in the plumes will not impact potential local receptors (surface water bodies or drinking water supply wells), nor extend beyond the AOMA. This is due to the geology, hydrogeology, and hydrostratigraphy of the area. This information is the basis for the determination that the proposed project would not contaminate an aquifer used for public water supply (Section 4.3.14.5).

016. WA Department of Health

This concludes our comments. If you have any questions or need additional information, please contact me.

Deborah Johnson
Wellhead Protection Program Coordinator
Office of Drinking Water
Environmental Public Health Division
deborah.johnson@doh.wa.gov
doh.wa.gov | 253-433-4054

016-6. As noted in the Impacts Assessment for Aquatic Critical Areas in Appendix M, land use conversion within a WHPA presents the potential for impact if construction or operation of new projects could result in a release of contaminants. However, these impacts can be avoided by project design and operational measures that minimize the risk of contamination. During the project design and permitting phase, detailed geotechnical and hydrogeological assessments will be developed to characterize the potential for groundwater contamination from the proposed projects and appropriate measures would be included to minimize any risk of contaminant release. The Port would work with the relevant authorities to comply with all applicable requirements.

016-7. See response to Comment 016-5.

017. Representative Tina Orwall

From: Orwall, Rep. Tina
To: samp@portseattle.org
Cc: Orwall, Rep. Tina
Subject: [EXTERNAL] Suggestion for public review of Port of Seattle's Draft EA for SAMP
Date: Saturday, November 9, 2024 1:32:35 PM
Attachments: image001.png

You don't often get email from tina.orwall@leg.wa.gov. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hello,

Thank you for providing multiple ways to access the draft EA document for the SAMP. I appreciate that multiple opportunities are provided for the public to weigh in via electronic submission of written comments or at public meetings. Our community also would benefit from a longer public comment period. Please consider expanding the timeline. 1

May I suggest that one additional opportunity be provided for a public meeting via Zoom? It would accommodate many people who may wish to share their comments orally but who aren't able to attend a public meeting. 2

Thank you for your consideration.

Sincerely,

Tina

Representative Tina L. Orwall, M.S.W.
33rd legislative district
tina.orwall@leg.wa.gov

Click here to subscribe to my email newsletter, or copy and paste the link below:
http://www.housedemocrats.wa.gov/roster/rep-tina-orwall/

"Injustice anywhere is a threat to justice everywhere." – Martin Luther King, Jr.

We are striving to have a paperless office. If you could please submit any information to us electronically, we'd appreciate it!

NOTICE OF PUBLIC DISCLOSURE: Please note, this email and any documents you send this office, may be subject to disclosure requirements under the state Public Records Act, RCW 42.56. Please direct public records requests to House.PublicRecords@leg.wa.gov.

From: Port of Seattle <portreply@data.portseattle.org>
Sent: Monday, October 21, 2024 8:01 AM
To: Soderlind, Mary <Mary.Soderlind@leg.wa.gov>
Subject: Port of Seattle's Draft EA for SAMP Now Available Marking the Beginning of Public Comment Period

CAUTION:External email.

To view this email as a web page, go here.

017-1. General Response #4

017-2. General Response #3 The presentation provided by Port Staff at the October 22, 2024; Port Commissioners meeting included a virtual component.

018. Representative Tina Orwall

Outlook

[EXTERNAL] Feedback on the SAMP

From Tina Orwall <tina.orwall@gmail.com>
Date Thu 12/12/2024 8:14 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from tina.orwall@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom it Concern,

I would like to express my concerns on the current SAMP and the impact it will have on our community. Over the last five years we have learned that airport impacts go beyond noise and that we are also impacted by poor air quality. The MOV-UP study conducted by the University of Washington found high concentrations of Jet A ultrafine particles in the area surrounding the airport and determined they are distinguishable from other types of pollution. These ultrafine participles pass the brain/blood barrier and can cause inflammation. After the MOV-UP study we funded the King County DOH to do a health review of the south king county area. They found that persons living in our community have shorter life spans, in fact the life span is shorter the closer you live the airport (10,5,1 mile). Our community has a higher incidence of many chronic conditions including asthma and heart disease. Fortunately we have found that free standing air HEPA air purifiers can significantly reduce the level of these ultrafine participles. The State in partnership with local cities and school districts have placed these HEPA purifiers in classrooms in the Highline School district. Also, there is a UW/KC DOH asthma intervention that has provided treatment and HEPA purifiers and vacuums in homes with children with poorly controlled asthma. This intervention has significantly improved the health of children with asthma and led to a reduction of medical care and a decrease use of inhalers. 1

SeaTac, one of the fastest growing airports in the country, has expanded commercial and cargo flights. In Des Moines, in the early evening, flights coming in for landing often pass our house every 45 seconds. These flights have cumulative impacts on both noise and air pollution. The airport has not done adequate mitigation of noise or air quality to mitigate the CURRENT impact of flight activity. This community deserves to have the airport, a governmental entity, be a good neighbor that cares about the health of the surrounding area. Therefore no further expansion should occur until mitigation is provided to the area to reduce the harm that is being done. 2

Thanks, Tina

Tina Orwall
550 S. 240th Street
Des Moines, WA 98198

018.1 General Response #9b
General Response #10

018-2. General Response #5
General Response #6
General Response #17
The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/

019. Alaska Airlines (Shane Jones submitted via website and email)

Alaska AIRLINES

13 December 2024

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

Re: Alaska Airlines Comments on NEPA Draft Environmental Assessment for SAMP Near-Term Projects

On behalf of Alaska Airlines, I am pleased to submit the following comments on the NEPA Draft Environmental Assessment (EA) for the Port of Seattle's (The Port) Sustainable Airport Master Plan (SAMP) Near-Term Projects at Seattle-Tacoma International Airport (SEA).

Headquartered in the City of SeaTac, along with subsidiary regional carrier Horizon Air and newly acquired subsidiary mainline carrier Hawaiian Airlines, Alaska Airlines represents the largest carrier at SEA by operation and passenger volume. Building on a rich legacy of operational performance, customer service, and connecting communities, our combined networks connect guests to 140+ destinations on 1,500 daily flights and to over 1,200 destinations via the **one**World Alliance and our global partners. At SEA, Alaska flies a peak day schedule of 370 departures to 106 destinations. In 2024, Alaska is expected to serve over 13.5 million enplaned passengers at SEA. Our network also supports our global partner carriers to destinations around the world as well as our own growing international network, including nonstop service to Tokyo and Seoul starting in 2025.

As projections for Puget Sound's population and demand for air travel continue to grow, a smoothly functioning, properly equipped, operationally efficient and environmentally sustainable SEA airport is critical for our travelers, our local communities, and to the continued success of our regional economy. Alaska Airlines is committed to the success of SEA and supports significant and substantial infrastructure development to meet the growing aviation demands of our region. Alaska's hub at SEA is the largest on the West Coast, and our growing international presence there is representative of Alaska's continued commitment to the community, employees, and key business partners in the region.

In recent years, Alaska and the Port have completed and embarked on several significant capital projects at SEA representing hundreds of millions of dollars in investments to improve the guest experience, capacity, and efficiency to meet demand. In 2019 and 2021, we celebrated the two-phased opening of the N Concourse Modernization project: a $700 million project to rebuild and modernize the North Satellite to provide guests with an elevated and comfortable travel experience, including access to Alaska's 15,800 square-foot flagship lounge. More recently, Alaska and the Port embarked on our largest airport renovation project yet: The SEA Gateway Project. This three-year project, led by Alaska as a tenant improvement and slated for completion

PO Box 68900, Seattle, WA 98168
P 206.433.3200

019. Alaska Airlines (Shane Jones submitted via website and email)

Alaska AIRLINES

in 2026, will transform our lobby at SEA into a modern, airy, and easy-to-navigate space for guests and employees and will feature innovative new designs and technologies to improve and streamline the check-in and baggage drop experience for our guests. These projects and others are the result of hard work and collaboration between the Port of Seattle and Alaska Airlines, and we appreciate the foundation we have laid together for successful future partnership.

A key component of SAMP is the proposal to develop a second passenger terminal with a secure-side connection to the North Satellite. This project represents a monumental investment in airport infrastructure that, once complete, will increase operational capacity and add new amenities to support guests and the growing travel demands of our region. Alaska supports this concept and appreciates the Port's commitment to provide a fully connected experience for passengers and airline operations both inside and outside of security. We look forward to partnering with the Port to maximize the potential of this new terminal, including participating in the design and planning phases. 1

At Alaska Airlines, we are proud of the decades of partnership with the Port of Seattle and SEA leadership to grow this vital gateway to our region. We look forward to continuing this partnership in the years ahead as we work together to bring SAMP to fruition and continue to support the growth of our region and economy.

Sincerely,

Shane Jones
Senior Vice President – Fleet, Revenue Products and Real Estate
Alaska Airlines

PO Box 68900, Seattle, WA 98168
P 206.433.3200

019-1. Thank you for your comment. Your comment has been noted.

020. Carnival Corporation (submitted via email and mail)

CARNIVAL
CORPORATION&PLC.

December 11, 2024

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

Dear Mr. Rybolt,

Carnival Corporation is proud to be the global leader in the cruise industry. As you know, five of our renowned cruise lines – Holland America Line, Princess Cruises, Carnival Cruise Line, Cunard, and Seabourn – homeport in Seattle during the summer season.

We are writing to express our strong support for the Port of Seattle's Sustainable Airport Master Plan (SAMP) and its vision for ensuring that Seattle-Tacoma International Airport (SEA) continues to serve as a world-class gateway for travelers.

Carnival Corporation's cruise lines account for approximately 40 percent of all cruise guests departing from Seattle. A significant portion of these guests fly to Seattle from interstate or international markets, often spending several days in the city before or after their cruise.

A world-class airport that efficiently and safely meets the needs of growing passenger demand, while offering modern facilities and an enhanced customer experience, is essential to sustaining and expanding Seattle's tourism economy.

For our guests, the vacation experience begins the moment they leave their front door. A well-functioning airport that prioritizes passenger satisfaction not only complements the cruise experience but also elevates Seattle's reputation as a vibrant, welcoming, and easy-to-navigate destination. Like the city's civic and tourism leaders, we are committed to encouraging visitors to return to Seattle time and time again.

We commend the Port of Seattle's commitment to sustainable and innovative planning, and we look forward to seeing the successful implementation of the SAMP for the benefit of travelers, businesses, and the broader community.

Sincerely,

Robert Morgenstern
Senior Vice President, Alaska Operations
Carnival Corporation and HAP Alaska

1

020-1. Thank you for your comment. Your comment has been noted.

021. BONNY WATSON/Washington Memorial Park

GORDON THOMAS HONEYWELL

Ryan C. Espegard
Direct: (206) 676-7548
E-mail: respegard@gth-law.com

December 13, 2024

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

RE: Protecting the Legacy of the Washington Memorial Park: Comments on the Draft EA for the Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTPs).

Dear Mr. Rybolt and Environmental Review Staff,

We submit the following comments regarding the Draft Environmental Assessment (EA) under the National Environmental Policy Act (NEPA, 42 U.S.C. § 4321 et seq.) and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, for the Sustainable Airport Master Plan (SAMP) Near-Term Projects on behalf of our client, BONNEY WATSON, the oldest privately owned business in Washington. BONNEY WATSON owns and operates Washington Memorial Park cemetery and funeral home ("Washington Memorial Park"), which consists of approximately 70 acres directly abutting the proposed new terminal, parking, and elevated busway.

Washington Memorial Park, a historic and culturally significant property, faces significant adverse impact from the proposed project. This cemetery and park is sacred ground, cherished by families and the local community, it is a testament to lives lived and legacies left behind. Both the Proposed Action and the Hybrid Terminal Option (collectively "North Terminal Alternatives") being carried forward in the Sustainable Airport Master Plan

1

Reply to:
Tacoma Office
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021-1. Chapter 4 of FAA Order 1050.1F and the 1050.1F Desk Reference provides the environmental impact categories that the FAA considers during the NEPA process. Cemeteries are considered as part of the Historical, Architectural, Archeological, and Cultural Resources analysis. If a cemetery is determined to be eligible for listing on the National Register of Historic Places (NRHP), then it is also analyzed as part of the DOT Act, Section 4(f) evaluation.

Fieldwork Studio LLC (Fieldwork) evaluated the Washington Memorial Park Cemetery (Cemetery) in March 2024 to determine if the Cemetery was eligible for listing on the NRHP. Fieldwork identified that the Cemetery did not meet any of the four National Register Criteria for Evaluation, and it did not meet the special criteria considerations for cemeteries. Therefore, Fieldwork recommended the Cemetery as not eligible for listing on the NRHP.

The FAA concurred with the recommendation and submitted the March 2024 memo to the Washington Department of Archaeology and Historic Preservation (DAHP) on July 11, 2024. DAHP concurred with FAA's finding of No Adverse Effect finding on July 12, 2024.

021. BONNY WATSON/Washington Memorial Park

(SAMP) threaten to overshadow and disrupt this historic hallowed place and would impose significant adverse impacts on Washington Memorial Park. 1

Washington Memorial Park is more than a piece of land—it is a place of peace where families come to honor their loved ones and find solace amidst their grief. It is a cultural and historical cornerstone, embodying a shared past and serving as a reminder of the community's values. The North Terminal Alternatives risk stripping away this sanctuary's tranquility and replacing it with noise, pollution, and disruption that will significant adverse environmental impacts harming Washington Memorial Park's historic purpose and aesthetic. Substantial measures to protect Washington Memorial Park are needed that cannot be accomplished with the North Terminal Alternatives as proposed. The Draft EA must be amended to address the significant adverse impacts created by these alternatives, and should carry forward alternatives that take Washington Memorial Park into consideration to protect our community, preserve this historic and cultural site, and avoid irreversible environmental harm. 2

I. BACKGROUND

A. BONNEY WATSON & Washington Memorial Park

BONNEY WATSON owns and operates funeral homes in the Puget Sound area, providing thousands of families with a place to celebrate life and mourn loss.[1] BONNEY WATSON became a part of the Puget Sound community in 1861, with its first location in Seattle.[2] In 1978, BONNEY WATSON expanded, acquiring Washington Memorial Park and becoming a staple SeaTac and South Seattle regional community figure, and offering families a place to privately and respectfully lay their loved ones to rest.[3] Today, BONNEY WATSON is the oldest continually operating business in Washington State. [4]

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[1] BONNEY WATSON'S, *Information*, https://bonneywatson.com/locations/seatac/?utm_source=google&utm_medium=local&utm_campaign=seatac, (last accessed Dec. 10, 2024).

[2] BONNEY WATSON'S, *About Us*, https://bonneywatson.com/about-us/history/ (last accessed Dec. 10, 2024).

[3] *Id.*

[4] *Id.*

Fieldwork completed an HPI for the Cemetery after conducting a site visit and considering the information provided in this letter. Fieldwork determined, and the FAA concurred, that the Cemetery is not eligible for listing on the NRHP. The FAA submitted the updated HPI to DAHP on July 16, 2025. DAHP concurred with the eligibility determination on July 21, 2025.

021-2. The Washington Memorial Park Cemetery is currently located in a noisy airport environment. Though the second terminal and parking garage would alter the visual and aesthetic character of the Cemetery when looking in a south and west direction, the overall visual character of the Cemetery is within a heavily developed environment. Therefore, this change is not anticipated to be a significant negative effect as the change is not one that would result in loss of notable views.

021. BONNY WATSON/Washington Memorial Park

Washington Memorial Park includes a 70-acre cemetery that sits atop a hill with commanding views of the Cascades and Mount Rainier to the east and the Olympic Mountains to the west. It was established in 1928, with its first interment in 1931—18 years prior to Seattle-Tacoma International Airport (SEA)'s dedication occurring in 1949.[5] Washington Memorial Park currently has over 50,000 interments, with an anticipated 100 years of capacity for new placements to serve the community. It is located on a parcel known as King County Parcel 2823049052, commonly known as 16445 International Blvd, SeaTac, Washington. Airport property abuts Washington Memorial Park along the north, west, and south sides of the cemetery, with International Boulevard abutting the parcel to the east.

B. Sustainable Airport Master Plan (SAMP)

The SAMP is a blueprint for the SEA development.[6] The Port of Seattle asserts that the proposed projects would meet the future forecasted demand of an additional 27 million passengers by 2050.[7] The SAMP includes Near-Term Projects (NTPs) planned for construction upon completion of environmental review and commission approval.[8] There are a total of 31 NTPs, including a new terminal with 19 gates, an elevated busway with stations linking the rental car facility and the new terminal, cargo facilities, and a new parking infrastructure to serve the second terminal.[9]

Although the original scoping included consideration of a terminal expansion to the south of the main terminal, the only NTPs involving a terminal expansion being carried forward in the Draft EA are the North Terminal Alternatives directly abutting Washington Memorial Park. Specifically, both North Terminal Alternatives include construction of a second terminal, parking garage, and elevated busway directly abutting Washington Memorial Park's western

3

[5] *Id.*; *SEA Celebrates 75 Years of Service and Connection*, https://www.cascadepbs.org/sponsored/sea-celebrates-75-years-service-and-connection.

[6] Sea Airport's Sustainable Airport Master Plan (Samp) Frequently Asked Questions, https://www.airportprojects.net/sampntpenvironmentalreview/wp-ontent/uploads/sites/45/2024/11/SAMP-FAQ_English_v005.pdf.

[7] Scoping Documents, *Purpose*, https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/09/N01-Scoping-Report.pdf.

[8] *Id.*

[9] *Id.*

021-3. General Response #7
In compliance with FAA Order 1050.1F, the EA identified a range of reasonable alternatives that fulfill the purpose and need for the Proposed Action (see Chapter 2 of the EA). During the master plan process, 16 different terminal concepts were identified and evaluated. After extensive public engagement, five terminal concepts were identified for further comprehensive screening. The Alternatives Evaluation Technical Report in Appendix B provides details on the screening process utilized to identify the alternatives that were carried forward through the NEPA process. Ultimately, the alternatives that did not include the construction of parking garage adjacent to the Washington Memorial Park Cemetery were eliminated either because they did not meet the Purpose and Need (Alternatives 1-B and 1-C) or would result in detrimental operational impacts to the airfield and substantially higher construction costs (Alternative 1-D).

021. BONNY WATSON/Washington Memorial Park

property line with no apparent setbacks. Presentations of the of the Proposed Action depict a multi-level elevated roadway structure that may be 50' tall with separate levels for service vehicles, arrivals, departures, and bus shuttles running tightly along the western property line of Washington Memoria Park. The structure, and the many thousands of vehicles it would carry a day, may only be 18' away from existing gravesites. The Proposed Action essentially places a 50' tall wall of significant sound, glare, pollution, and distraction towering over Washington Memorial Park.

The North Terminal Alternatives are fundamentally incompatible with this sacred site's solemn nature and purpose. Washington Memorial Park is not just a burial ground; it is a place of reflection, mourning, and connection for families and the community. Introducing large-scale airport expansion abutting this sensitive area risks turning it into a noisy, polluted, inaccessible space, lacking in privacy, which is directly at odds with Washington Memorial Park's purpose.

Notably, Washington Memorial Park is a permanent and immovable entity, and not a business that could relocate in response to an incompatible airport expansion. Washington Memorial Park existed before the airport and will remain in place through our collective lifetimes—in perpetuity, as an important part of the community for generations to come. Therefore, the significant impacts of airport expansion on Washington Memorial Park must receive thorough and thoughtful consideration, arguably more so than any other neighboring use. The Draft EA reveals there has been no consideration of these impacts. 4

II. SIGNIFICANT PROJECT IMPACTS REQUIRE MEANINGFUL REVIEW

A. National Environmental Policy Act (NEPA)

Under NEPA guidelines, agencies, including the Federal Aviation Administration (FAA) must evaluate both direct and indirect effects on the human environment from the proposed action or alternatives that are reasonably foreseeable, including indirect effects, cumulative effects, ecological, aesthetic, historic, cultural, economic, social, or health effects.[10] Effects

[10] 40 C.F.R. § 1508.8.

021-4. The Washington Memorial Park Cemetery is currently nestled between two very active roads, the elevated Airport Expressway and International Boulevard. There are two parking lots on either side of the Cemetery, the SeaTac Rental Car Facility just north of the Cemetery, extensive development to the east, and the Gate Gourmet to the west. In addition, the Airport itself is just west of the Cemetery with the Tower visible from the Cemetery. Therefore, the Cemetery is in an existing urban noisy environment and the Proposed Action would not change this. The Proposed Action proposes to construct a second terminal, parking garage, and elevated busway in the area currently occupied by the Doug Fox Parking lot. As explained in the response to Comment 021-3, the Draft EA considered all reasonable alternatives to meet the purpose and need, as demonstrated in the Alternatives Evaluation Technical Report in Appendix B. As noted in Section 4.3.13.3 of the Draft EA, the Port would work with the Cemetery to provide appropriate screening and visual context to minimize potential impacts to Cemetery operations during design.

021. BONNY WATSON/Washington Memorial Park

may also include those resulting from actions that may have both beneficial and adverse effects, even if, on balance, the agency believes that the effects will be beneficial.[11]

B. Federal Aviation Administration (FAA) Order 1050.1F

FAA Order 1050.1F, titled Environmental Impacts: Policies and Procedures, outlines the procedures for assessing, documenting, and mitigating the environmental impacts of FAA actions, such as airport expansions, airspace changes, and other aviation-related projects.[12] The Order emphasizes compliance with environmental laws, regulations, and executive orders, ensuring that environmental considerations are integrated into FAA decision-making. Order 1050.1F is essential for ensuring that FAA actions comply with NEPA's requirements, address public concerns, and minimize harm to the environment and communities.[13]

III. SIGNIFICANT IMPACTS AFFECTING WASHINGTON MEMORIAL PARK

A. Noise Impacts on Sensitive Receptors

Under NEPA, noise impacts on sensitive receptors, including cultural and historic sites, must be addressed.[14] Further, Order 1050.1F requires analysis of noise impacts on sensitive receptors, including cultural and historic sites, like Washington Memorial Park.[15] Yet, the Draft EA for the SAMP project, specifically Appendix J, titled "Noise and Noise-Compatible Land Use," fails to mention any barriers or buffers in an effort to mitigate the identified increase in noise, and does not address Washington Memorial Park.[16] Silence is essential at Washington Memorial Park, where visitors seek quiet reflection. The increased aircraft and vehicle noise, along with the clamor of construction will significantly invade this atmosphere of stillness. 5

B. Historic and Cultural Preservation

Washington Memorial Park holds historic cultural and emotional significance for the

[11] *Id.*

[12] FAA Order 1050.1F https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050_1F.pdf.

[13] *Id.*

[14] 40 C.F.R. § 1502.16.

[15] Order 1050.1F, Chapter 4, Section 4-1.

[16] See generally, SAMP Noise Technical Report, https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Appendix-J-Noise-and-Noise-Compatible-Land-Use.pdf.

[Washington Memorial Park comments re Draft EA 12.13.24]

021-5. General Response #6
As noted in response to Comment 021-1, the Washington Memorial Park Cemetery was determined not to be eligible for listing on the NRHP. The Noise and Noise-Compatible Land Use analysis documented in Section 4.3.10 was completed in accordance with FAA Order 1050.1F and did not identify significant impacts

021. BONNY WATSON/Washington Memorial Park

community. NEPA requires a thorough evaluation of the impact of these changes on historic and cultural resources.[17] Similarly, chapter five of Order 1050.1F requires thorough consideration of the impacts on historic and cultural resources.[18] Construction and increased airport operations to the west will have visual and physical impacts, including noise, visual obstructions, and construction activity directly abutting it to the west. Consequently, Washington Memorial Park's historic value and its continued use will suffer irrefutable harm.

The proposed project and its impacts have compelled Washington Memorial Park to seek historic listing protection under Section 106 of the National Historic Preservation Act (NHPA).[19] As the review committee is aware, Section 106 mandates federal agencies to account for the effects of their undertakings on historic properties and provides a mechanism for consulting with interested parties to minimize adverse impacts.[20] Washington Memorial Park, with its profound cultural and historical significance, meets the criteria for historic listing due to its association with significant historical events, distinctive landscape features, and alignment with the principles of the Garden Cemetery Movement. 6

As a prime example of the Garden Cemetery Movement, which emerged in the 19th century, Washington Memorial Park emphasizes park-like landscapes, natural beauty, and serene environments, blending aesthetics with functionality to create spaces for reflection and public engagement.[21] Washington Memorial Park's design exemplifies these principles, featuring thoughtfully planned landscapes and seamless integration into its surrounding environment. Additionally, its lush greenery and park-like characteristics contribute uniquely to SeaTac's vision for open recreational and cultural spaces, underscoring its critical role in

[17] 40 C.F.R. § 1508.8; NEPA and NHPA Handbook for Integrating NEPA and Section 106, COUNCIL ON ENVIRONMENTAL QUALITY EXECUTIVE OFFICE OF THE PRESIDENT AND ADVISORY COUNCIL ON HISTORIC PRESERVATION, https://ceq.doe.gov/docs/ceq-publications/NEPA_NHPA_Section_106_Handbook_Mar2013.pdf, at 4 (noting "The term "cultural resources" covers a wider range of resources than "historic properties," such as sacred sites, archaeological sites not eligible for the National Register of Historic Places, and archaeological collections."

[18] Order 1050.1F, Chapter 5, Section 5-2.3.

[19] See 54 U.S.C. § 3021.

[20] Id.

[21] Tate Williams, *In the Garden Cemetery: The Revival of America's First Urban Parks*, https://www.americanforests.org/article/in-the-garden-cemetery-the-revival-of-americas-first-urban-parks/.

021-6. See response to Comment 021-1.

021. BONNY WATSON/Washington Memorial Park

preserving the city's heritage and fulfilling the Parks, Recreation, and Open Space goals and objectives of SeaTac's Comprehensive Plan.[22] These characteristics, combined with the documentation supporting its significance, put the cemetery in a position to achieve protection under the NHPA and Section 106. 6

C. Aesthetics

Washington Memorial Park's tranquil and visually serene setting is essential to its purpose and identity. Both NEPA and Order 1050.1F require agencies to consider aesthetic impacts.[23] Washington Memorial Park's natural beauty contributes to its tranquil setting, offering comfort to the community and visitors. A 50' tall terminal and multi-level elevated roadway built on the property line will devastate Washington Memorial Park's visual character and aesthetics. Additionally, visibility of funeral proceedings from the new airport terminal, parking garage, and elevated busway will destroy the privacy and intimacy of these sacred ceremonial rites. 7

D. Light and Glare

Light pollution and glare from construction activities, expanded airport facilities, and increased aircraft operations present significant concerns for the Washington Memorial Park. Under Order 1050.1F and NEPA, agencies must evaluate light and glare impacts on sensitive areas.[24]

Washington Memorial Park serves as a place for reflection, mourning, and cultural significance. Construction and excessive artificial lighting disrupt the tranquil environment that visitors expect. Nighttime construction activities, increased aircraft movements, and newly installed airport lighting will introduce intrusive glare and light trespassing into the cemetery grounds. These conditions will alter the natural beauty and historic character Washington Memorial Park. 8

[22] *Id.*; Seatac's Parks, Recreation, and Open Space (PROS) Plan, https://www.seatacwa.gov/home/showpublisheddocument/29886/637449988467230000.

[23] 40 C.F.R. § 1502.16; Order 1050.1F, Chapter 4, Section 4-1.

[24] Order 1050.1F, Chapter 4, Section 4-1.11; 40 C.F.R. § 1502.16.

021-7. As noted in Table 4-43, the elevated busway will have a similar visual style and characteristic to the existing elevated Sound Transit tracks. Though the second terminal and parking garage would alter the visual and aesthetic character of the Cemetery when looking in a south and west direction, the overall visual character of the Cemetery is within a heavily developed environment. Therefore, this change is not anticipated to be a significant negative effect as there is no connectivity in terms of the use of the cemetery and the existing view of Airport functions, and the change is not one that would result in loss of notable views. The Port would work with the cemetery to provide appropriate screening and visual context to minimize potential impacts to cemetery operations during design.

021-8. As noted in Table 4-41, lighting for the elevated busway will be like existing street lighting and high mast light poles, each with downward pointing lights. Additional busway and station lighting would be indistinguishable to offsite receptors. The new terminal and parking garage would include multiple above-grade levels on the edge of Port property, and it is likely that new lighting sources would be visible from adjacent

021. BONNY WATSON/Washington Memorial Park

E. Traffic

Order 1050.1F and NEPA mandate the assessment and consideration of cumulative traffic impacts.[25]

The journey to Washington Memorial Park is an important part of the experience for many visitors. The proposed NTPs will result in increased traffic congestion, causing delays and challenges for visitors, staff, and families trying to access Washington Memorial Park and lay their loved ones to rest. These impacts compromise Washington Memorial Park's role as a readily accessible and peaceful, open space within the community. 9

F. Air Quality

Under NEPA guidelines, agencies must evaluate direct and indirect effects on air quality.[26] Similarly, FAA Order 1050.1F emphasizes the evaluation of air quality impacts in compliance with the Clean Air Act. [27]

The air quality at Washington Memorial Park is an important consideration, as it contributes to the environment and experience of this space. Increased emissions from construction activities, aircraft operations, and traffic create pollutants such as nitrogen oxides and particulate matter.[28] Such changes harm Washington Memorial Park's natural beauty and endanger visitors' health. 10

IV. THE DRAFT EA FAILS TO ACCOUNT FOR SIGNIFCANT IMPACTS AND PROVIDES NO MEANGINFUL ALTERNATIVES THAT PROTECT WASHINGTON MEMORIAL PARK.

The Proposed Action is wholly incompatible with Washington Memorial Park, which will remain a directly abutting 70-acre neighbor to the airport in perpetuity. The Proposed Action and the Hybrid Terminal Option (the only alternative carried forward for analysis) were 11

[25] 40 CFR 1508.7; FAA Order 1050.1F, Chapter 5, Section 5-2..

[26] 40 C.F.R. § 1508.8.

[27] FAA Order 1050.1F, Chapter 4, Section 4-1.

[28] Cars, Trucks, Buses and Air Pollution, UNION OF CONCERNED SCIENTISTS, https://www.ucsusa.org/resources/cars-trucks-buses-and-air-pollution#:~:text=Particulate%20matter%20(PM),Carbon%20monoxide%20(CO). (Updated Sept. 15, 2023).

properties. The lighting can be designed to reduce the glare to the Washington Memorial Park Cemetery. The Port would work with the cemetery to provide appropriate screening during design.

021-9. The FAA and the Port collaborated with WSDOT to complete a surface transportation study to identify roadway intersections that would fail to meet local and agency mobility standards in 2032 and 2037 due to the implementation of the Action Alternatives. Mitigation was proposed for the impacted intersections according to each jurisdiction's requirements. With the proposed mitigation, none of the impacted intersections would experience a significant impact.

021-10. General Response #8
General Response #10

021-11. See response to Comment 021-3.

021. BONNY WATSON/Washington Memorial Park

designed with no consideration for Washington Memorial Park. There are no adequate mitigation measures that can salvage the North Terminal Alternatives as currently proposed, and the Draft EA proposes no mitigation. It is abundantly clear that the Draft EA was prepared without any consideration for the impacts the alternatives would have on Washington Memorial Park, the airport's single largest and oldest abutting neighbor. Further, the Draft EA's ultimate conclusion that there are no significant cumulative impacts is astonishing and can only be reached by intentionally ignoring impacts on Washington Memorial Park. 12

The Port of Seattle should go back to the drawing board with Washington Memorial Park in mind. The Draft EA should include genuine alternatives that do not place a terminal and elevated busway directly on Washington Memorial Park's property line. For example, Preliminary Alternative 1-D (South Option) proposed construction of a new terminal and 19 gates south of the current main terminal, but was excluded from consideration from environmental review in the Draft EA.[29] Instead, the Draft EA only includes the North Terminal Alternatives that cause significant adverse impacts to Washington Memorial Park, and a No-Action Alternative.

By going back to the drawing board with Washington Memorial Park in mind, the Port of Seattle can preserve the dignity and purpose of Washington Memorial Park as a sacred space for grieving and remembrance, and respect its historical and cultural significance, and its importance to the community. The only proposed alternative that aligns with the principles of responsible environmental stewardship, cultural preservation, and community well-being is the No-Action Alternative. The EA should include meaningful alternatives and honestly assess the environmental impacts caused the North Terminal Alternatives. 13

V. CONCLUSION

Washington Memorial Park is more than just a piece of land. It is a place of memory, connection, and peace—a sanctuary for those grieving and a testament to the community's

[29] Appendix B, at pages 10 – 30. https://airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Appendix-B-Purpose-Need-and-Alternatives-Supporting-Information.pdf

021-12. General Response #6 The Port would work with the Washington Memorial Park Cemetery during design and construction.

021-13. See response to Comment 021-3.

021. BONNY WATSON/Washington Memorial Park

history. The proposed North Terminal Alternatives are simply incompatible with Washington Memorial Park and the important function it serves for the community. The proposed location of the second terminal, parking garage, and elevated busway directly abutting Washington Memorial Park fails to respect the environmental, cultural, and emotional significance of this sacred site.

BONNEY WATSON is well aware that there is significant pressure to approve the requested expansion to SEA through the SAMP project. However, the agency must complete its due diligence and actively engage and listen to the concerns and impacts raised by the public. We urge the reviewing staff to objectively analyze the impacts the proposed projects would raise instead of orienting their decision towards a desired outcome. We ask you to imagine this place as someone visiting a loved one—seeking comfort, peace, and connection. Would you want that experience overshadowed by noise, pollution, lack of privacy, and disruption? Your decision will determine whether this sacred place is preserved for future generations. Consequently, we urge you to consider not only the environmental impacts outlined under NEPA, and FAA Order 1050.1F, but also the emotional and cultural toll these projects may have on our community. 14

Moving forward with these projects as proposed would cause irreparable harm to a place that is meant to bring solace and peace to grieving families. Thus, we strongly urge you to reconsider true project alternatives and to meet your obligations under NEPA to objectively assess the environmental impacts of proposed actions. The current Draft EA fails to consider Washington Memorial Park and fails to satisfy the obligations of NEPA.

We request acknowledgment of this letter and inclusion of our comments in the final Environmental Assessment if you fail to propose a new Draft EA. Thank you for your time and consideration.

Sincerely,

Ryan Espegard

[Washington Memorial Park comments re Draft EA 12.13.24]

021-14. See responses to Comments 021-1 – 021-13.

022. 350 Seattle

December 12, 2024

To: samp@portseattle.org

CC: Mohamed.h@portseattle.org
calkins.r@portseattle.org
Cho.s@portseattle.org
felleman.f@portseattle.org
Hasegawa.t@portseattle.org

Gentlepeople,

Founded in 2013, 350 Seattle is a grassroots group working for climate justice by organizing people to make deep system change: resisting fossil fuels; building momentum for healthy alternatives; and fostering resilient, just, and welcoming communities. We have an active mailing list of thousands of people, the great majority of whom are in the Seattle metropolitan area. This comment on the Environmental Assessment (EA) of the "Sustainable" Airport Master Plan (SAMP) for SeaTac airport (SEA) was written by volunteer members of the Aviation team, whose specific mission is to lessen the impact of air transportation on climate change.

We were very disappointed to see that our earlier rounds of comments on the SAMP have not been addressed. This plan for the expansion of SEA is anything but sustainable. The airport is not addressing the environmental harms it's causing at its current size. Expansion will only increase the damage to our climate and to the health of people living near the airport and under the flight paths. 1

Here are some specific ways that the EA is insufficient. All quotes are from the EA except as noted.

Projections of aviation demand

1) The projected growth of aviation demand does not consider demand reduction as an alternative. Additional studies are needed to assess the impacts of ending Port of Seattle tourism advertising and dropping its recruitment of more carriers and more routes (including cargo flights). A tax on flyers should also be assessed. 2
2) There is no assessment of how robust the growth projections are given current economic pressures. 3
3) Studies are needed to assess the impact of more frequent passenger and freight rail service that is better connected to SEA. This is now required in some European countries. 4

Climate

022-1. Although the FAA is not required under NEPA to respond to scoping comments, the FAA and the Port did consider all scoping comments in preparing the Draft EA and used them to determine the extent and depth of the analysis in the Draft EA. The Final Scoping Report in Appendix N summarizes the scoping comments received during the scoping efforts.

022-2. General Response #7
General Response #7c

022-3. The forecast was updated in 2019 and 2023 to capture the changing economic conditions. The analysis in the EA relied on the best data available at the time the study was completed and the information presented in the EA is sufficient for the FAA to accurately assess the impacts for each alternative.

022-4. General Response #7
General Response #7d

022. 350 Seattle

4) The EA incorrectly claims that the "the anticipated increase in GHG [Greenhouse gas] emissions due to the Proposed Action in the context of the Airport's sustainability efforts and climate goals is not anticipated to result in an adverse impact on climate." It is well-established that GHG from aviation have net warming effects. There is no evidence that the Port's cited goal (Appendix C, Section 21.2.3.1) of "... Scope 3 GHG emissions to carbon-neutral by 2050" can be met. It is wrong to cite a goal as if it will be achieved. A study is needed of the impacts of the increases in GHG due to the proposed actions. 5

5) The EA fails to investigate the ways Port actions could reduce scope 3 emissions, including the ideas mentioned in (1). 6

6) The climate section incorrectly claims that "the Action Alternatives, when combined with other past, present, or reasonably foreseeable projects are not expected to prevent King County or the State of Washington from taking actions to meet their climate goals." The EA is missing any information on how the County or State could possibly meet their climate goals under the scenario of increased aviation. Indeed, all evidence is to the contrary:

On the County level, the 2020 Strategic Climate Action Plan (SCAP) uses 2007 GHG emission levels as a baseline year, and calls for a 50% reduction by 2030, and 80% reduction by 2050. The Joint Aircraft Emissions Technical & Community Task Force Report noted that aviation emissions are difficult to address, but "emissions from aircraft disproportionately impact frontline communities and it is critical for King County and its partners to develop strategies for both emissions reductions and air quality improvements". They set goals of reducing the carbon from aviation fuel by 20% in 2030, which we are far from on track to do (the reduction was 0.1% in 2019), and by 95% by 2050. They also set goals for reducing fuel use by **reducing** air travel. The County will "now more comprehensively track overall fuel consumption from flying and the additional warming effects that flying has on the atmosphere." The **additional warming effects** are those from radiative forcing, which means that the County now multiplies the carbon emissions by 3.0 to reflect the total GHG impact. This is a realistic measure of aviation impact but makes the County's goals even more difficult to achieve. Factoring in radiative forcing, aviation was 53% of King County's 2017 GHG emissions. 7

Since the SAMP was proposed, the Washington State legislature has made more ambitious plans to reduce Washington's GHG emissions. RCW 70A.45.020 requires the State to reduce GHG emissions "to 1990 levels, or ninety million five hundred thousand metric tons" in 2020. In each succeeding decade, the law aims to reduce Washington's GHG emissions below 1990s levels. By 2050, the State's GHG emissions should be limited "to five million metric tons, or ninety-five percent below 1990 levels." Furthermore, the law requires the State to "achieve net zero emissions by 2050." However, Washington is not meeting its GHG reduction goals; Washington's emissions are increasing. In 2019, CO_2 from aviation was over 6% of the state's carbon emissions, 8.8% if you include international bunker fuel. This is not total GHG emissions, just CO_2. There is no way to meet State goals if aviation emissions continue to increase.

Any claims that the SAMP is "not expected to prevent King County or the State of Washington from taking actions to meet their climate goals" need to be retracted and the proposed actions need to be changed to reflect the reality of the situation.

022-5. General Response #11.

022-6. Scope 3 includes indirect GHG emissions caused by airport operations that are not under the direct control of the Port, including sources like aircraft and motor vehicle emissions. The Port could encourage but cannot require any reduction of Scope 3 emissions. It is important to note that the GHG analysis did not include the use of alternative fuels (such as Sustainable Aviation Fuel), electric ground support equipment, or other technological advances given the limitations in modeling.

022-7. General Response #11.

022. 350 Seattle

Air quality

7) The assessment of air quality did not include the known health harms from ultrafine particles and other aviation emissions. Over 420,000 people live under the SEA flight paths. (Pollution from aircraft emissions spreads far from airports, see study 1, study 2, study 3, study 4, and study 5, and infiltrates indoors) According to scientific research, here are some of the harms they face. The King County Board of Health evaluated numerous studies in their 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State. They determined that aviation pollution **causes** disease, citing adverse cardiovascular, respiratory, cancer, reproductive and fertility, and nervous system outcomes. They also labeled aircraft pollutants as "**likely causal**" of increased preterm birth and metabolic problems. Since then, scientific studies have confirmed many of their conclusions (see, for example, recent findings on asthma, lung cancer, preterm birth, and hypertension). Furthermore, there is now evidence that maternal exposure to aircraft pollutants is associated with autism spectrum disorder diagnoses in children. The scientific consensus on the damaging health consequences of aviation emissions is why the Port needs to do a **full health impact assessment** as part of an Environmental Impact Statement (EIS). These air quality harms are real and need to be incorporated. 8

Noise

8) The impact of aviation noise must be updated based on current science. The EA used the 1976 noise threshold of 65 dB DNL. The Environmental Protection Agency has determined that safe noise levels are only 45 dB DNL for indoor noise and 55 dB DNL for outdoor noise. The World Health Organization thresholds are even lower: 40 dB at night. 9

9) Even using the 65 dB DNL threshold, the contour in the Environmental Assessment needs its data updated. It does not capture the range of people affected by SEA noise. For example, compared to noise measurements collected by the Port of Seattle for locations closer to the airport, loudness levels collected in 2018 on Beacon Hill were similar or louder than locations within 2 miles of the airport. More than half of the measurements exceeded the loudness level for which homes located adjacent to an airport would receive mitigation from the FAA. They also exceeded the Seattle City noise ordinance, sometimes by 800%. 10

10) Current science is clear that aircraft noise is more than an annoyance; it has demonstrated consequences for human health. The 2020 King County report found aircraft noise to **cause** cardiovascular disease and also sleep disturbance, which has its own health sequelae. It was "likely causal" for school performance. Recent research replicates these findings for cardiovascular disease (study 6, study 7, study 8). In addition, recent scientific investigations of airport noise have found associations with many other adverse outcomes, even accounting for other health risk factors. These include more studies on low student achivement, cardiovascular disease (study 9, study 10, study 11, study 12, study 13), and sleep (study 14, study 15, study 16) and new findings on metabolic health (study 17, study 18, study 19), preterm birth, depression, Alzheimer's Disease, and substance use and mental health emergencies. The scientific consensus 11

022-8. General Response #9b
General Response #10

022-9. General Response #12

022-10. General Response #13
General Response #14

022-11. General Response #14

022. 350 Seattle

on the damaging health consequences of aviation noise is why the Port needs to do a **full health impact assessment**. The health consequences of noise are real and need to be addressed. 11

In a final point about noise, the EA notes that quieter aircraft will result in smaller 65 dB noise contours in 2037 compared to 2032. However, even with quieter aircraft, the EA projects that the area within the 65 dB noise contour will increase by 12% from 2022 to 2037. The phase-in of quieter aircraft should provide relief to those injured by airplane noise, rather than being more than cancelled out by an increased number of flights. 12

Environmental justice, equity, and vulnerable populations

11) The EA incorrectly concluded that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts, and roadways that do not meet mobility standards as a result of the Proposed Action. However, none of the impacts were found to be significant with mitigation and none are considered disproportionate and adverse." This statement ignores the scientific consensus cited above about the adverse effects of aviation noise and pollution. Furthermore, the health impacts from SEA fall disproportionately on people of color, those with low income, children, and the elderly - people who already live in zones with the highest level of health disparities in the state. In addition, socioeconomic factors may make it more difficult for affected residents to mitigate the noise or pay for medical care for the health impacts. A **full health assessment** is needed to address these risks and their equity implications. It should also include a focus on children and on the elderly. 13

12) The EA notes an increase in GHG but says no mitigation is needed on the basis of environmental justice because *climate change is a global phenomenon*. Yes, it is global, but climate change is already having a disproportionate effect on people of color and low-income communities . Any environmental justice analysis must include the unequal impacts of climate change. 14

Socioeconomics

13) The EA states that "The Action Alternatives … would likely have a positive overall economic impact to the surrounding community". This needs to be examined more closely. The EPA estimated Social Cost of Greenhouse Gases at $190/metric ton in 2020. Just looking at CO_2, according to Appendix C, it totaled 6,150,575 metric tons in 2022 and would increase to 7,757,291 under proposed plan in 2037, over 300 million dollars in additional social costs. These costs need to be incorporated into any socioeconomic evaluation. 15

Cumulative impacts

14) The EA quotes the Council on Environmental Quality, defining cumulative effects as "the effects on the environment that result from the incremental effects of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period time."

Part of the SAMP (Technical Memorandum No. 9) stated that "As master planning efforts must balance conflicting goals and objectives, this is especially relevant for key sustainability categories such as energy and greenhouse gas emissions. For example, if the Port is to meet its 16

022-12. General Response #5
Neither the FAA nor the Port can control when airlines purchase new aircraft.

022-13. General Response #10
General Response #13
General Response#14
General Response #15
General Response #16
Neither FAA Order 1050.1F nor the Aviation Emissions and Air Quality Handbook, Version 3, Update 1 requires the preparation of an HIA for assessing health impacts. The analysis completed for the EA meets the requirements of FAA Order 1050.1F.

022-14. General Response #11
General Response #15

022-15. Executive Order 14151 revoked the calculation of the Social Cost of Carbon as a consideration for federal environmental documents.

022. 350 Seattle

goal to double the number of international flights and destinations and, at the same time, reduce greenhouse gases by 50%, it will have to consider a broader range of options in addition to traditional capital development strategies in the SAMP."

The EA fails to evaluate the SAMP with either of the above criteria. There is no big picture, no honest assessment of the cumulative effects of plans that enable an increase in aviation. The EA should have looked at the levels of pollution at the time of the SAMP (2017) and compared that to the future. Looking out to 2050 would be relevant to the Port's climate goals. Such comparisons are needed to understand the cumulative impact of these projects. 16

15) The Council on Environmental Quality regulations go on to say "Effects also include … climate change-related effects, including the contribution of a proposed action and its alternatives to climate change, and the reasonably foreseeable effects of climate change on the proposed action and its alternatives." The Port must assess the cumulative climate effects of the proposed action, and that assessment should be based on a 2017-2050 timeline. 17

Our 15 points make it clear that a **full and cumulative environmental, health, and climate impact analysis** based on correct information requires many additional studies that only an EIS can provide. We also call for the **racial and economic impact analysis** under President Clinton's Executive Order 12989 on Environmental Justice that was promised to community groups. 18

Sincerely,

Laura Gibbons and Brandon Bowersox, for 350 Seattle.

022-16. General Response #17
The FAA determined projects beyond 2032 were not reasonably foreseeable because they were speculative and lack adequate detail for analysis.

022-17. General Response #11
General Response #17

022-18. General Response #1
General Response #15
EO 12989 has been rescinded

023. Marla Batayola #

From: Marla Batayola
To: Mohamed.H@portseattle.org; Hasegawa.T@portseattle.org; Calkins.R@portseattle.org; Felleman.F@portseattle.org; Cho.S@portseattle.org; Pritchard.A@portseattle.org; Metruck.S@portseattle.org; Gheisar.B@portseattle.org; Kilroy.S@portseattle.org; SAMP@portseattle.org
Cc: BHC-directors@googlegroups.com; E.Ortega@elcentrodelaraza.com; Velma Veloria; Sheila Brush; Brandon Bowersox-Johnson; laura gibbons
Subject: [EXTERNAL] Public Comment Problematic SAMP EA and Public Comment Period
Date: Friday, November 1, 2024 1:33:38 AM
Attachments: 24 STACC43 Letter re SAMP EA & Public Comment Concerns 10-21-24 + LG.pdf

You don't often get email from batayolam@fixtheharm.org. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Attached and below for your convenience is the SAMP Public Comment on Problematic SAMP EA and Short Public Comment Period.

October 31, 2024 E-Distributed

Port of Seattle Commission (POC) Pres. Hamdi Mohammed
POSC Vice President Toshiko Hasegawa
POSC Secretary Ryan Calkins
POS Commissioner Fred Felleman
POS Commissioner Sam Cho
POS Chief of Staff Aaron Pritchard

POS Executive Director Steve Metruck
POS Equity, Diversity and Inclusion Senior Director Bookda Gheisar
POS Environment, Sustainability and Engineering Senior Director Sandra Kilroy
SAMP Steve Rybolt SAMP@portseattle.org

Re: Public Comment on Problematic SAMP EA and Public Comment Period

Honorable Pres. Mohammed and Commissioners, Mr. Metruck and Ms. Kilroy,

We write you to ask that you resolve some of our concerns with on our ability to give public comment on the SAMP by 1) providing a NEPA EIS with a racial and economic analyses, 2) extending the comment period to 90 days, 3) adding numerous in-person meetings in multiple languages and 4) scheduling the meetings throughout all highly impacted communities who live and/or work under SeaTac Airport flight paths and near the SeaTac Airport. 1

Since 2018, the Port of Seattle has informed our community of the Sustainable Airport Master Plan (SAMP) that is intended to expand airport services to meet the increase in passengers from 47 to 66 M, the doubling of international flights and the tripling of air cargo.

The Port has released the SAMP NEPA environmental assessment (EA) that states the impacts, alternatives and mitigation and is only providing us 45 days to comment. The extremely short public comment period straddles the Thanksgiving holiday (October 21 to December 5) and provides only four in-person opportunities to make comment (November 12 in Federal Way, 13 in Des Moines, 14 2

023-1. General Response #1
General Response #3
General Response #4

023-2. General Response #3
The Port originally scheduled three public meetings in the Highline cities immediately adjacent to the Airport. The Port added a fourth public meeting in Federal Way at the request of the City of Federal Way.

023. Marla Batayola (continued) #

in Burien, and 16 in SeaTac).

We have two major concerns with the Port's approach:

1. During the 2018 scoping period for SAMP, we requested that a cumulative environmental impact statement (EIS) be conducted with a racial and economic lens using the Presidential Executive Order regarding Environmental Justice. We were assured that the analysis would include both elements, given the overburdened population of airport impacted communities. Those who live and/or work near SeaTac Airport and under its flight paths number:
   - over 419,000 people impacted
   - with 64% people of color
   - with 29% immigrants and refugees speaking at least 80 languages
   - with 22% children and under 18 years of age
   - with 12% over 65 years of age

3

Problematic SAMP EA and Public Comment Period
October 31, 2024 Page 2 of 2

2. Secondarily, but equally important, the short public comment period would exclude and diminish the voices of our overburdened communities along with those who have limited resources and access to technology on how the SAMP would impact them. We remind you that:

   - Overburdened Populations: Airport communities often include historically marginalized and overburdened populations. Engaging these groups takes additional time for outreach, education, and ensuring they can meaningfully participate, especially for non-English speaking residents or those unfamiliar with technical processes.

   - Environmental and Health Considerations: Given that many people in these communities face environmental and health impacts related to airport operations, more time is needed to gather comprehensive feedback and input on issues that directly affect quality of life, including public health, environment and climate concerns.

   - Additional time to Ensure Accessible, Language and Cross-culturally Competent Outreach & Community Engagement: Proper outreach and engagement with people of color, immigrant, and refugee community members and organizations require a longer time to ensure all input is incorporated and evaluated thoroughly.

4

We ask that Ms. Gheisar, EDI Director review and revise the public comment plan to meet the above towards equitable access and engagement. At a minimum, we ask that you as leaders to:

1) provide a NEPA EIS with a racial and economic analyses

5

023-3. General Response #1
General Response #15
General Response #17

023-4. General Response #3
General Response #4
General Response #10

023. Marla Batayola (continued) #

2) extend the comment period to 90 days

3) add numerous in-person meetings in multiple languages

4) schedule the meetings throughout all highly impacted communities who live and/or work under SeaTac Airport flight paths and near the SeaTac Airport.

5

We look forward to a just and positive response.

Respectfully,

Maria Batayola

STACC4J Steering Committee Chair Maria Batayola

c: Beacon Hill Council Board of Directors
El Centro De La Raza Estela Ortega
King County Int'l Airport Community Coalition Chair former WA Rep. Velma Veloria
Quiet Skies Puget Sound Chair Sheila Brush
350 Seattle Aviation Team Co-leads Brandon Bowersox-Johnson and Dr. Laura Gibbons

023-5. See response to Comments 023-1 – 023-4.

023. STACC4J Steering Committee

October 31, 2024 E-Distributed

Port of Seattle Commission (POC) Pres. Hamdi Mohammed
POSC Vice President Toshiko Hasegawa
POSC Secretary Ryan Calkins
POS Commissioner Fred Felleman
POS Commissioner Sam Cho
POS Chief of Staff Aaron Pritchard

POS Executive Director Steve Metruck
POS Equity, Diversity and Inclusion Senior Director Bookda Gheisar
POS Environment, Sustainability and Engineering Senior Director Sandra Kilroy
SAMP Steve Rybolt SAMP@portseattle.org

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We have two major concerns with the Port's approach:

1. During the 2018 scoping period for SAMP, we requested that a cumulative environmental impact statement (EIS) be conducted with a racial and economic lens using the Presidential Executive Order regarding Environmental Justice. We were assured that the analysis would include both elements, given the overburdened population of airport impacted communities. Those who live and/or work near SeaTac Airport and under its flight paths number: 10
   - over 419,000 people impacted
   - with 64% people of color
   - with 29% immigrants and refugees speaking at least 80 languages
   - with 22% children and under 18 years of age
   - with 12% over 65 years of age

1

023-6. General Response #1

023-7. General Response #4

023-8. General Response #3

023-9. General Response #3
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023-10. General Response #1
General Response #15
General Response #17

023. STACC4J Steering Committee

Problematic SAMP EA and Public Comment Period
October 31, 2024 Page 2 of 2

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12

We look forward to a just and positive response.

Respectfully,
Maria Batayola
STACC4J Steering Committee Chair Maria Batayola

c: Beacon Hill Council Board of Directors
El Centro De La Raza Estela Ortega
King County Int'l Airport Community Coalition Chair former WA Rep. Velma Veloria
Quiet Skies Puget Sound Chair Sheila Brush
350 Seattle Aviation Team Co-leads Brandon Bowersox-Johnson and Dr. Laura Gibbons

2

023-11. General Response #3
General Response #4

023-12. See responses to Comments 023-1 – 023-4.

024. STACC4J (Submitted via email and website)

December 13, 2024

Submitted via Email and by SAMP Portal

Mr. Steve Rybolt
Port of Seattle, Aviation Environment and Sustainability

BY UPLOAD TO COMMENT PORTAL AND BY EMAIL

Re: Comments on the FAA's National Environmental Policy Act Draft Environmental Assessment (EA)for the Sustainable Aviation Master Plan (SAMP) Near-Term Projects

Dear Mr. Rybolt:

The SeaTac Airport Community Coalition for Justice (STACC4J) coalition members Beacon Hill Council, El Centro De La Raza, King County International Airport Community Coalition, Quiet Skies Puget Sound and 350 Seattle Aviation Team volunteers, twenty-five (25) people of color and immigrants and refugee organizations, seventeen (17) mainstream organizational allies and 7,006 residents respectfully submit the comments on the SAMP Near Term Projects.

Since 2016, member coalition organizations have been educating themselves on SeaTac Airport health, environmental and climate harms on aviation impacted communities near SeaTac Airport and under its flight paths. We reached out to impacted communities and residents of color, immigrants and refugees who are not as engaged in this issue as others, to help them voice their concerns.

Process Comments:

- The close to 5,000-page SAMP EA document was very challenging to navigate for communities like ours that do not have legal, technical and scientific capacity and need to partner with others to do so. 1
- The public comment period was very short, took place during the high-profile election season and over the holidays, leaving us with the impression that public comment was perfunctory, a box that needed to be checked off. The short 45-day comment period that extended 8 days to December 13 was not reasonable. 2
- The published 4 public meetings scheduled for November 12, 13, 14, and 16 were not conducted as public meetings. There were no meetings, no person or panel to listen to the public comments, no sign-up sheet to see who else is commenting, no opportunity to hear and learn from each other's' comments. Rather, it was set up as a community 3

1

024-1. The main body of the EA was less than 75 pages (minus tables and figures), in accordance with 42 U.S. Code § 4336a(e)(2).

024-2. General Response #3
General Response #4

024-3. According to FAA Order 1050.1F, public meetings or hearings are not required for EAs but may be considered in some situations. The FAA determined, in consultation with the Port, that public meetings would be the best format for gaining public input for this project.

There is no required format for a public meeting.

What you are describing is a public hearing. A public hearing is a formal process that has a designated public hearing officer who presides over the hearing, and a court reporter present to compile a transcript of all oral comments. A public meeting is less formal than public hearings and can be a valuable opportunity to provide informational updates

024. STACC4J

education space with two tables for submitting SAMP comment: one table with two laptops and paper public comment forms and the other with a hearing examiner and a stenographer. The Port of Seattle's desire to conduct SAMP educational outreach is necessary. It should have conducted the educational before the public comment opportunities to avoid confusion, distraction and denial of the public meeting opportunity to many communities. 3

In addition to our comments below, we strongly support and submit the SAMP comments made by 350 Seattle Aviation with regards to climate and Defenders of the Highline Forest with regards to protecting and preventing the removal of trees that function as environmental, health and climate mitigation for aviation and other air and noise pollution by sequestrating the carbon, producing oxygen to improve air quality, and buffering noise and air pollution from harming residents. 4
https://bit.ly/350seattle-samp-ea-comments
https://drive.google.com/file/d/1YdjqSNenrJfSGMpV5Q11UCGLBFRpVSg

SAMP Environmental Assessment Comments
addressed to SAMP NEPA & SEPA Reviewers:

We are very concerned that the 420,000 SeaTac Airport flights are already harming the environment, climate, and risking the health of our beloved children, families and workers. Now, SeaTac Airport wants to increase the flights to 509,892 with the Sustainable Airport Master Plan (SAMP). This is unjust. 5

SeaTac Airport is run by the Port of Seattle government. We are disappointed that they determined that SAMP has no significant impact. We ask for NO ADDED HARM.

SeaTac Airport flights impact more than **419,761 residents** living near the airport and under flight paths. The residents include roughly 64% people of color/mixed race, 29% immigrants and refugees, 22% children, and 12% elders. The near-airport communities include Burien, Des Moines, Federal Way, Normandy Park, Renton, SeaTac, and Tukwila. Communities that are not near the airport but are under the flight paths include Beacon Hill, Georgetown, Duwamish, Skyway, White Center, and Chinatown International District. 6

We don't want the added environmental, health, and climate justice harms on our children, families, neighbors and workers.

Environmental

Flight take-offs and landings produce air pollution that includes noxious gasses and ultrafine particles that settle over our communities. We breathe in that polluted air. Aircrafts also produce noise pollution above 65 decibels, well above the World Health Organization guideline of 55 decibels of environmental noise during the day and 45 decibels at night. **Most resident in airport-** 7

2

024-4. General Response #17
General Response #18
See response to Comments 022-1 – 022-18, 028-1 – 028-12, and 031-1 – 031-4.

024-5. General Response #5
General Response #7c

024-6. General Response #15
General Response #16

024-7. General Response #9b
General Response #10
General Response #12
General Response #14

024. STACC4J

impacted communities are not eligible for noise mitigation. There is no mitigation for air pollution while ultrafine particles are both unmonitored and unregulated. 7

Health

The 2020 King County Public Health report, **"Community Health and Airport Operations Related Noise and Air Pollution,"** profiled the health of airport-impacted communities within one mile, 1-5 miles, and 5-10 miles of SeaTac Airport. **Table 16 on page 22** shows the following health outcomes:

- Life expectancy is lower by 5 years for those living within 1 mile of SeaTac Airport, 3.5 years within 5 miles and 1.7 years within 10 miles of SeaTac Airport.
- Air pollutants cause respiratory issues such as asthma, cancer, and central nervous system problems.
- Noise and air pollution cause cardiovascular problems.
- Ultrafine particles air pollutants likely cause low birth weight. They are not monitored nor regulated. (**Other studies** show that ultrafine particles can lead to decreased lung function and impair cognitive abilities in children.) 8

Climate

Aviation is a major contributor to climate change. Aviation emissions will account for **27%** of the global carbon budget by 2050. In 2017, tailpipe emissions from aviation fuel pumped at SeaTac Airport contributed an estimated **5,804,000 tonnes of CO2**, or close to a quarter of King County's emissions. Also, the nonCO2 impacts of aviation emissions cause them to have **three times** the climate warming impact as on-the-ground emissions. 9

Equity

COVID-19 showed us that vulnerable communities (such as people of color, immigrants and refugees, and low-income people) experience faster and harder impacts. The 419,716 airport impacted residents include: 64% people of color, 29% immigrants and refugees, 22% children, and 12% elders. These are overburdened and vulnerable communities that have not received any air pollution mitigation and very limited noise pollution mitigation. SAMP will only add more harm at a harder and faster rate. 10

Historic Properties

Chinatown International District is a **landmarked historic district**. Aircraft air and noise pollution contribute to the degradation of these historic properties and for those who live, work and play in those areas experience environmental, climate and health harms. 11

We ask that you determine that SAMP does have significant impacts and that it needs:

1. **cumulative environmental, health and climate impact analysis (EIS),** 12

3

024-8. General Response #10
General Response #14

024-9. General Response #11

024-10. General Response #15

024-11. The Chinatown International District is approximately nine miles north of the Airport, which is outside of the Area of Potential Effect (APE) and outside of the 65 DNL noise contour. Therefore, the Chinatown International District is outside the study area and outside the scope of this EA. However, neither Action Alternative is expected to result in impacts to the Chinatown International District.

024-12. General Response #1

024. STACC4J

2. **the requested racial and economic impact analysis under President Clinton's Executive Order 12989 on Environmental Justice as submitted in the SAMP Scope of Work and promised,** 13
3. **contextual analysis of the SAMP short term project in relation to the SAMP long term projects.** 14

This is about our people's lives, our planet's health and our joint futures.

We are available to answer any questions you may have. Please contact STACC4J Steering Committee chair Maria Batayola at batayolam@fixtheharm.org.

We look forward to a positive response. We are in this together.

In Solidarity,

SeaTac Airport Community Coalition for Justice (STACC4J)
Beacon Hill Council Chair Maria Batayola
El Centro De La Raza Executive Director Estela Ortega
King County Int'l Airport Community Coalition Chair Velma Veloria, Former State Representative
350 Seattle Aviation Team Volunteers Brandon Bowersox-Johnson & Dr. Laura Gibbons
Quiet Skies Puget Sound

Communities of Color, Immigrant and Refugees Ally Organizations
Asian Counseling & Referral Services
Asian Pacific Islander Coalition of King County
Asian Pacific Islander Coalition of Washington
Chinese Radio Seattle
Coalition of Immigrants, Refugees and Communities of Color
Chinese Information Services Center
Duwamish River Community Coalition
Eighteen Seeds
Filipino Community of Seattle
Friends of I-5 CID (Chinatown International District)
Georgetown Coordinating Council
Health and Equity Alliance Oregon & Washington

4

024-13. General Response #15 EO 12989 has been rescinded.

024-14. General Response #19c Section 1.2 of the Draft EA explains how the FAA and the Port determined the NTPs were ready for environmental review and why the Long-Term Vision was not ready for environmental review.

025. Duwamish River Community Coalition/EarthJustice

EARTHJUSTICE

NORTHWEST REGIONAL OFFICE
810 3RD AVENUE, SUITE 610
SEATTLE, WA 98104-1711
T: 206.343.7340

DUWAMISH RIVER
COMMUNITY COALITION

November 7, 2024

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

Re: 35-day comment deadline extension request for SAMP Near-Term Projects Environmental Assessment

Greetings:

On behalf of the Duwamish River Community Coalition and the thousands of people who live, work, and recreate in the Duwamish River valley who care about and will be impacted by the Sustainable Airport Master Plan (SAMP), we write to request a 35-day extension of the public comment period for FAA's NEPA draft Environmental Assessment for the SAMP Near-Term Projects. The Draft Environmental Assessment was released October 21, with a comment deadline of December 5, 2024. This is an inadequate amount of time for the public to understand the proposal and prepare useful comments. An extension of time to allow for full public engagement is necessary for several reasons:

1. The SAMP Draft Environmental Assessment is a lengthy, complex document with 15 technical appendices covering 31 individual projects, and members of the public simply need more time to fully understand and respond.
2. FAA and the Port started the process that led to the Draft Environmental Assessment in 2018, almost six years ago. The public deserves more time than 45-days to understand this inter-related and complicated series of projects, and an extra 35 days will not meaningfully slow down a project that has taken the agencies years to plan.
3. The current comment period includes Thanksgiving holiday, and the requested extension has been made to avoid the end of year holidays as well (comments would be due Jan. 9, 2025).
4. It was expected that the federal and state environmental review documents would be released at same time, but the SEPA review will be made public at an unidentified time in the future. An extension of time will help the public coordinate its NEPA and SEPA comments.

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025-1. General Response #3
General Response #4

025-2. General Response #5

025. Duwamish River Community Coalition/EarthJustice

We appreciate the public outreach work that the Port and FAA have done over the years—the regular communication with communities has built a solid base for issuance of the Draft Environmental Assessment and the public's review. It would be a shame for that outreach and engagement to cease now, precisely when members of the public have a specific need for more time. A short 35-day extension will provide a greater opportunity for full and meaningful public participation. 3

Thank you for considering this request for a 35-day extension of time until January 9, 2025.

Sincerely,

Kristen L. Boyles
Managing Attorney, NW Regional Office

cc: Mia Ayala-Marshall, DRCC Clean Air Program Manager

025-3. General Response #4

026. Enumclaw Plateau Community Association

December 12, 2024

To: Port of Seattle and FAA Officials
Re: 2024 SAMP Public Comments

The Port of Seattle's Sustainable Airport Master Plan for SeaTac Airport (SAMP) could be vastly improved for the Puget Sound region in several ways:

1) Most significantly, by optimizing SeaTac for passenger only service. Freight/Cargo carriers (FedEx, Amazon, etc.) should be relocated to a separate dedicated airport Cargo Hub location, such as Boeing Field, McChord Field, or Moses Lake. The Cargo Hub should be a centralized location near rail and interstate highways to accommodate modern rail and trucking facilities. This SeaTac optimization would likely achieve the desired level of passenger service while maintaining the number of daily flight operations at present levels. 1

2) The Port of Seattle, FAA, Federal and WA State government must take greater measures to protect the affected SeaTac and regional communities, such as:

   a) Enhance and expand the noise abatement & remediation projects outlined in the recent legislation SB5955

   b) Establish an expansive tree canopy around the airport to help buffer neighborhoods from noise and air pollution, and to prevent heat island effects and preserve livability.

   c) Initiate a meaningful house purchase program offering fair compensation to relocate severely affected residents 2

3) Invest in alternative intercity transportation options for moving people and goods:

   a. Such as outlined in the Yakima Electric Aviation Hub proposal

   b. Invest in lower-carbon travel options in our region to reduce the need for flying, such as faster regional intercity rail offering better choices. 3

We hope you will consider these enhancements and alternatives to the SeaTac SAMP.

Sincerely,

Kym Anton
EPCA - SAVE The Plateau
Enumclaw Plateau Community Association
(206) 595-9412 * SaveThePlateau@outlook.com

026-1. General Response #7
General Response #7b

026-2. General Response #5
General Response #6
General Response #13
The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/

026-3. General Response #7d

027. Scott Schaefer/South King Media

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 1:27 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Scott Schaefer

Address

17000 Maplewild Ave SW

Email

scottscha@gmail.com

Comment

Dear Port of Seattle,

I appreciate the opportunity to provide input on the Sustainable Airport Master Plan (SAMP) and commend the Port's efforts to address the growing demands on Sea-Tac Airport, all while striving for sustainability.

However, I am deeply concerned about the lack of inclusion of two key research studies on the environmental and public health impacts of aviation, particularly regarding air quality.

The University of Washington's study on ultrafine particles (UFPs) from aircraft emissions raises significant concerns about the impact of aviation on surrounding communities. This study highlights the increased exposure to ultrafine particles near airports and flight paths, which have been linked to respiratory and cardiovascular issues. The absence of this research in the SAMP leaves a critical gap in understanding and addressing the health risks associated with airport expansion.

Additionally, the findings of the World Health Organization (WHO) on air travel and its environmental effects underline the need for thorough consideration of both immediate and long-term health impacts. These studies underscore the importance of implementing robust mitigation strategies and ensuring that public health remains a top priority as the SAMP moves forward.

I urge the Port of Seattle to integrate these vital studies into the SAMP analysis and to take proactive measures to minimize the environmental and health impacts on surrounding communities. Transparent dialogue and the inclusion of peer-reviewed, credible scientific research are essential to building trust with stakeholders and residents, and ensuring that sustainability goals are genuinely met.

I bring these studies up only after hearing residents share their concerns with Port staff and consultants at the SAMP Public Meeting at Mt. Rainier High School on Nov. 13, 2024. I recorded video of interactions of concerned residents talking with Port staff and consultants during this event for South King Media, then spoke with at least three people afterwards, and they all independently brought up the UW and WHO studies.

Not including these important studies was a huge error, and many think it was intentional.

Thank you for considering this feedback. I look forward to seeing the Port take meaningful steps toward protecting the public health of nearby residents like myself and my family, and addressing the environmental effects of aviation in future revisions of the SAMP.

Sincerely,
Scott Schaefer
Founder/Publisher
South King Media

1

027-1. General Response #9b
General Response #10

028. Defenders of Highline Forest Steering Committee

From Sandy Hunt <sandyh@defendersofhighlineforest.org>
Date Fri 12/13/2024 4:45 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Commission-Public-Records <commission-public-records@portseattle.org>; dave.upthegrove@kingcounty.gov <dave.upthegrove@kingcounty.gov>

1 attachment (324 KB)
Defenders of Highline Forest-SAMP response (3).pdf;

You don't often get email from sandyh@defendersofhighlineforest.org. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Please find attached public comments submitted by the **Defenders of Highline Forest Steering Committee** in defense of the health of the entire SeaTac Airport adjacent community including the 3758 signatories of the ***Community Forest Consensus***.

The Consensus is directly relevant to the SAMP/ EA, because it states that a moratorium on forest destruction within 2 miles of the airport (except as needed to protect health and safety) is "necessary to prevent the Port of Seattle from implementing its current near-term plans that would result in significant reduction of green space and tree coverage in this community"

1

028-1. General Response #18

028. Defenders of Highline Forest Steering Committee

Defenders of Highline Forest
https://DefendersofHighlineForest.org
info@DefendersofHighlineForest

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

December 12, 2024

To Mr. Rybolt and officials responsible for reviewing the NEPA draft Environmental Assessment (EA) for the Port of Seattle's Sustainable Airport Master Plan's (SAMP) Near-Term Projects (NTP):

As Defenders of Highline Forest, we submit this comment to challenge the conclusion in the draft EA that the 30+ industrial projects proposed in and adjacent to our residential neighborhoods would have no significant impact on human health, air quality, water quality, noise, or ambient heat. 2

We find that the EA fails to assess or even acknowledge extremely consequential impacts on human health and the environment, and that, therefore, an Environmental Impact Statement (EIS) is necessary. Before detailing our supporting information, we wish to provide relevant context on our standing in this matter. 3

028-2. General Response #8
General Response #10
General Response #14
General Response #16
As noted in Section 4.3.14, neither Action Alternative would result in an exceedance of water quality standards, contamination of a public drinking water source, exceedance of groundwater quality standards, or contamination of an aquifer used for public drinking water.

028-3. General Response #1

028. Defenders of Highline Forest Steering Committee

Defenders of Highline Forest organized in 2021 as *Defenders of North SeaTac Park* to call on the Port of Seattle (Port) to withdraw SAMP proposal L06 which would have replaced 11 acres of forest inside North SeaTac Park with an airport employee parking lot. (1-4)

After we gathered 2,400 petition signatures and reached out to media, the Port withdrew Lot L06 from the SAMP. (5) We then expanded our mission as *Defenders of Highline Forest* to call for protection of all air-purifying and cooling forests in the Highline area, particularly near the airport.

Our Community Forest Consensus calls for permanent protection of the entirety of North SeaTac Park. In addition, in order to safeguard human health in our community, where residents experience high levels of harmful environmental health disparities, the Consensus calls for a moratorium on forest destruction on public land – except as necessary to protect health, safety, or property – within two miles of the airport until there is a plan in place to ensure healthy and adequate tree canopy in this community.

Over 3,750 community members, including 16 elected officials and 61 organizations and businesses, have signed the Consensus. Over 3,200 public signatures, along with hundreds of comments, can be read online (6) and will be sent as an attachment in a separate comment to this EA.

Directly relevant to the EA, the Consensus states that a moratorium on forest removal is necessary to prevent the Port from implementing near term plans that would result in significant reduction of green space and tree coverage.

4

As for the inadequacy of the EA's determination of significant impact, we see two major categories in which it fails:

I. The EA recognizes only an impact on local traffic, ignoring evidence that clearly supports much wider impacts.

A. The EA fails to account for the impacts of tree and forest removal from at least five of the proposed near-term projects. Dozens of acres of urban forest would be destroyed, exacerbating existing high levels of ambient air pollution

5

Defenders of Highline Forest EA Comment p.2 of 10 December 12, 2024

028-4. General Response #18
The NTPs are not anticipated to impact North SeaTac Park. The Port will meet the requirements identified in the Land Stewardship Plan and Tree Replacement Standards as well as the Airport's Landscape Vision, Design Guidelines, and Standards and any other state and/or local requirements.

028-5. General Response #8
General Response #18
The consideration of tree removal on air quality impacts is not required in accordance with FAA Orders 1050.1F and 5050.4B and FAA's Aviation Emissions and Air Quality Handbook, Version 3, Update 1.

028. Defenders of Highline Forest Steering Committee

(because trees provide important air filtering properties), and intensifying "heat island" effects in an area:

1. That is already hotter than surrounding communities;
2. That, according to Port-funded studies, already has sub-par levels of tree canopy; (8-11)
3. Where the local health department has recommended "promoting healthy habitats by creating green spaces, specifically coniferous tree coverage, to capture particulate matter, thereby reducing people's exposure."(12)

5

B. The EA fails to assess appropriately the potentially destructive impacts of the NTPs on salmon-bearing stream habitat, as well as that of birds and other woodland creatures.

6

Tub Lake bog, one of the last remaining true peat moss bogs in King County, is of particular concern. Several NTPs would bring intensive industrial development right to the edge of this sensitive area filled with wetlands and tributaries of Miller Creek.

This adapted snip from Google maps shows the area around the bog, with labels added indicating the sites for NTPs L05, L07, and S10 (a holding lot, parking structure, and distribution center). These structures and their roads and parking lots would increase impervious surfaces and traffic on the border of the bog, and significantly reduce the buffer of forest around it.

7

Defenders of Highline Forest EA Comment p.3 of 10 December 12, 2024

028-6. As noted in Section 4.3.2.2 in the Draft EA, a Biological Evaluation (BE) was prepared to evaluate the Action Alternatives potential effects on ESA-listed species (including Chinook salmon) and critical habitats that potentially occur in the ESA Study Area. The FAA determined the Action Alternatives would not result in direct effects on ESA-listed species or critical habitat. Indirect effects could result from delayed consequences associated with operational treated stormwater runoff and industrial wastewater discharges generated by the Action Alternatives but would likely not adversely affect ESA-listed species. The FAA consulted with both the NMFS and USFWS. See Appendix D for more information.

028-7. The Tub Lake bog is identified as Wetland N3 in the Wetland and Stream Delineation Technical Report in Appendix M and in the EA. The analysis completed for the EA determined that the Action Alternatives would not impact either Wetland N3 or its associated buffer area (Impacts Assessment for Aquatic Critical Areas in Appendix M). Steps will be taken during design to ensure that Wetland N3 is not impacted during or after construction.

028. Defenders of Highline Forest Steering Committee

Thinning and fragmenting established forest not only destroys the removed trees but subjects the trees that remain to additional risks from drought, wind, pollution, soil compaction, and other hazards. 7

C. The EA omits key scientific research necessary to assess the NTPs' impacts on human health and the environment – this research includes:

1. In 2017, a two-year University of Washington study found that "communities underneath and downwind of jets landing at Sea-Tac Airport are exposed to a type of ultrafine particle pollution that is distinctly associated with aircraft..." and noted that "...other studies have linked exposure to ultrafine particles to breast cancer, heart disease, prostate cancer and a variety of lung conditions."(13)

2. In 2020, in response to Washington State House Bill 1109, Public Health Seattle & King County conducted a study that found that people living within 10 miles of SeaTac Airport, home to a majority of the county's people of color, "face disparities in health, resources, and risk factors compared to the rest of the county." *(See source cited previously in footnote 12)*

   The study further found that "Airport operations result in noise and air pollution, which are linked to many of the health outcomes experienced by airport communities. Noise pollution contributes to hypertension and heart disease and likely causes poor school performance among children. Air pollution impacts numerous organ systems, and multiple pollutants are associated with cardiovascular and respiratory problems. The air pollutants related to airport operations include particulate matter of various sizes, ozone, carbon monoxide (CO), nitrogen dioxide (NO2), sulfur oxides (SOx), and other hazardous air 8

Defenders of Highline Forest EA Comment p.4 of 10 December 12, 2024

028-8. General Response #9b
General Response #10
General Response #14

028. Defenders of Highline Forest Steering Committee

pollutants. Fine particulate matter (PM2.5) causes cardiovascular and respiratory problems, and likely causes cancer and central nervous system conditions, including dementia and neurodegeneration." *(See source cited previously in footnote 12)*

After the study's publication, the Port commissioned a consultant to prepare a report on the study. The Port refused to disclose publicly the contents of the consultant's report until after it was sued under the Public Records Act. (14) The Port wrote directly to the study's lead researcher in a June 2021 letter, criticizing the study design and further minimizing its findings. (15)

In 2021, the Healthy Air, Healthy Schools project measured indoor and outdoor air pollution at five schools located within a 7-mile radius of Sea-Tac Airport and within 0.5 miles of an active flight path. The study found that schools near truck routes, aircraft flight paths and high-traffic roadways are at higher risk of indoor air pollution, that landing aircraft contribute significantly to indoor and outdoor ultra-fine particle (UFP) concentrations, and that introducing portable HEPA filter units in school buildings reduced indoor concentrations of UFP by approximately 70%.(16)

8

In comments published on the UW website, Elena Austin, assistant professor of environmental and occupational health sciences in the UW School of Public Health noted that the Healthy Air, Healthy Schools project measured significant infiltration of UFP in the schools studied and that, when it is not possible to reduce emissions at their source, effective interventions are "critical." (17)

This prompts us to note that, as effective as they are in classrooms, these HEPA interventions cannot remove UFPs from school playgrounds, parks, or

Defenders of Highline Forest EA Comment p.5 of 10 December 12, 2024

028. Defenders of Highline Forest Steering Committee

residential yards. And they are not present in many of the children's homes. 8

D. The Federal government, State of Washington, and Port spend millions of dollars to mitigate and reduce illness caused by airport noise and pollution. And yet, the EA fails to acknowledge that the NTP proposals, which would make this noise and pollution much worse, would significantly impact residents' health. Recent examples of such public expenditures include:

1. The State's operating and capital budgets, which passed in early 2023, include funds directly targeted toward addressing pollution-related health conditions of near-airport residents.

    a. The operating budget includes $1.4 million for the Asthma and Airport Air Quality Intervention Project to "address the disproportionate rates of asthma among children who reside within 10 miles of SeaTac international airport."

    b. Further demonstrating concern about high levels of UFPs, the Capital budget includes $400,000 for a project coordinated by the Puget Sound Clean Air Agency, to collect data from two long-term monitors in the airport community.(18)

9

2. In 2024, the Climate Commitment Act account in the state's supplemental Operating budget provided $6 million for air quality mitigation equipment to residential, recreational, or educational facilities that will measurably improve air quality in South King County including the provision of high particulate air purifiers designed to mitigate or eliminate UFP or other aviation-related air pollution.

3. A new law also establishes a grant program to repair failed soundproofing for affected homes near the

Defenders of Highline Forest EA Comment p.6 of 10 December 12, 2024

028-9. General Response #8
General Response #10
General Response #11
General Response #13
General Response #14

028. Defenders of Highline Forest Steering Committee

airport. There is $1 million in the operating budget, $2 million in federal dollars, and the Port has allocated $5 million to fund the grant program. 9

II. The Cumulative Impacts section leaves out important information on past and future projects, information essential to assess accurately how the NTPs would impact our already overburdened community.

A. It ignores industrial construction in our community prior to 2017, including the third runway, which reshaped the landscape, filled in multiple wetlands and waterways, destroyed large areas of urban forest, dramatically increased the percentage of paved surfaces, and removed entire neighborhoods.

B. It ignores the recent and ongoing construction impacts of the Highway 509 Extension to I-5, and the future impacts of that additional freeway which will accommodate more trucking traffic and will bring more air pollution, more noise pollution, and more light pollution. 10

C. It ignores the recent significant construction impacts of the Light Rail Extension from Angle Lake Station through SeaTac, Des Moines and Federal Way.

D. The increase in harmful aviation-related impacts on health from NTPs in our airport-adjacent community would come at a time when all of our communities have been told to increase housing, which would subject even more people to these health risks.

In conclusion, as purveyors of services that generate significant amounts of carbon, how can airports in this century ignore the fact that the world is undergoing cataclysmic climate change? Our planet is at an inflection point, and we must take responsibility for reversing that trend, this includes at every level of government – Ports should not be exempt from that.

Defenders of Highline Forest EA Comment p.7 of 10 December 12, 2024

028-10. General Response #17
General Response #19
General Response #19a
General Response #19b

028. Defenders of Highline Forest Steering Committee

Climate-change related illnesses and deaths due to extreme heat are burgeoning worldwide, and the Pacific Northwest has already experienced catastrophic heat domes. Trees significantly reduce ambient temperatures while capturing carbon. Any proposal that would remove large numbers of trees from densely-populated urban areas, as proposed in the Port of Seattle's NTPs, is short-sighted. 11

As local residents who live and/or work in airport-impacted neighborhoods, and as taxpayers whose money funds both Port operations and the studies of the aviation's impacts on our health and well being, we have reviewed the Environmental Assessment and find it insultingly insufficient and callously irresponsible . We insist on an exhaustive and sincere review of the SAMP and these projects' cumulative impacts *through* the lens of an EIS. 12

On behalf of all Consensus Signers,

Rick Harwood, Dr. Sandra L. Hunt, Eileen F. Lambert, Stephen Lamphear, Noemie Maxwell, Barbara McMichael, Andrea O'Ferrall, Clare Parfitt, Kathleen Richardson

Members of the Defenders of Highline Forest Steering Committee

cc: Senator Maria Cantwell
Senator Patty Murray
Representative Pramila Jayapal, District 7
Representative Adam Smith, District 9
Port of Seattle Commission President Hamdi Mohamed
Port of Seattle Commission Vice-President Toshiko Hasegawa
Port of Seattle Commissioner Ryan Calkins
Port of Seattle Commissioner Ryan Cho
Port of Seattle Commissioner Fred Felleman
King County Councilmember Dave Upthegrove

028-11. General Response #11
General Response #18

028-12. General Response #1

028. Defenders of Highline Forest Steering Committee

NOTES

1. Community Frustrated by Proposal to Build Parking Lot Over North SeaTac Park by Angeli Kakade, King5 News 7/20/21
2. Proposal to pave over SeaTac parkland with a parking lot draws community ire by Melissa Hellman, Seattle Times, 7/12/202
3. Petition requests Port withdraw proposal for new parking lot at North SeaTac Park, SeaTac Blog 7/12/2021
4. Port of Seattle's Plan to Build 1,500 Slot Parking Lot inside a Park Getting Strong Opposition by Patrick Robinson, Westside Seattle 6/22/2021
5. Project in North SeaTac Park Removed from SAMP, Port of Seattle 8/25/21
6. Defenders of Highline Forest Community Forest Consensus. Accessed at https://DefendersofHighlineForest.org/consensus
7. Washington Environmental Health Disparities Map, Washington State Department of Health, https://fortress.wa.gov/doh/wtnibl/WTNIBL/
8. King County's 30-Year Forest Plan, February, 2021, documents that SeaTac has one of the lowest tree canopy percentages in the county (page 17) https://your.kingcounty.gov/dnrp/library/water-and-land/forestry/30-year-forest-plan/30-year-forest-plan-03-2021.pdf
9. Green SeaTac Urban Forest Enhancement Guide, Forterra, City of SeaTac, Port of Seattle, 2019. Tree canopy cover for the City of SeaTac estimated at 21% for the entire city and 25% not including the airport, (p. 14). Accessed at: https://forterra.org/wp-content/uploads/2022/01/GC_Seatac-guide_032621_WEB.pdf
10. Green Burien Partnership Urban Forest Stewardship Guide, Forterra, City of Burien, Port of Seattle, 2019. Tree canopy cover for the City of Burien estimated at 30% on p. 10.
11. Green Des Moines Partnership Urban Forest Enhancement Plan, Forterra, City of Des Moines, Port of Seattle, 2019. Tree canopy cover for the City of Des Moines estimated at 29% on p. 13.
12. Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature by Seattle-King County Department of Health in Response to Washington State HOUSE BILL 1109, December 1, 2020 (recommendation appears on p. 21)

028. Defenders of Highline Forest Steering Committee

13. Mobile ObserVations of Ultrafine Particles: The MOV-UP study, University of Washington School of Public Health website, accessed at https://deohs.washington.edu/mov-up on 12/9/24.
14. Citizens meet to discuss Port of Seattle's refusal to disclose redacted public health information, B-Town Blog, by B-Town Blog Staff, March 28, 2023 https://b-townblog.com/citizens-meet-to-discuss-port-of-seattles-refusal-to-disclose-redacted-public-health-information/
15. Letter from Arlyn Purcell, Port of Seattle to Dr. Kris Johnson, Senior Social Research Scientist, Public Health—Seattle & King County, June 22, 2021, accessed at: https://drive.google.com/drive/u/0/folders/10KRm9LMmKRD5UOr2zeFM7V72DWuE5QJU
16. Healthy Air, Healthy Schools Study: Phase 1 Report to the Washington State Legislature, University of Washington Environmental and Occupational Health Sciences, December 2021, https://deohs.washington.edu/sites/default/files/2021-12/Healthy-air healthy-schools-phase1-report%20FINAL%20121521.pdf
17. Air pollution from planes, roads infiltrates schools and can be dramatically reduced with portable air filters, February 1, 2022, by Jake Ellison for UW News https://urban.uw.edu/news/air-pollution-from-planes-roads-infiltrates schools-and-can-be-dramatically-reduced-with-portable-air-filters/
18. Report to the 33rd District: Budgets Edition, Washington State Representative Tina Orwall, May 1, 2023, notes that $400,000 has been provided to Puget Sound Clean Air Authority for monitoring UFP https://housedemocrats.wa.gov/orwall/2023/05/01/report-to-the-33rd-district-budgets-edition/

029. Steve Edmiston

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 6:09 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Steve Edmiston

Address

27043 7th Place South

Email

steveedmistonQ45@gmail.com

Comment

Please see the attached letter (text also pasted below) and exhibits thereto.

December 13, 2024

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

Re: Comments on SAMP Environmental Assessment

` Dear Mr. Rybolt:

Thank you for the opportunity to comment on the Seattle-Tacoma Sustainable Airport Master Plan ("SAMP") draft Environmental Assessment ("EA"). As a resident of the Woodmont neighborhood in Des Moines, Washington, I am impacted by operations at the airport on a daily basis. Having reviewed both the draft SAMP and the EA, and I am providing my my comments related to the adequacy of the environmental assessment and increased operations at SEA.

As a threshold, despite a gargantuan, 4,800-page EA document, the PoS and FAA have selected methods of evaluating the data that serve to place a heavy thumb on the scale of supporting the PoS goal of increasing annual flight operations by 87,000. The EA does this at the expense of the public and the environment, turning a wholly blind eye to any data – including ignoring any study or readily available science on the harms from airport noise and

1

029-1. General Response #5
General Response #8
General Response #10
General Response #13
General Response #14

The main body of the EA was less than 75 pages (minus tables and figures), in accordance with 42 U.S. Code § 4336a(e)(2).

029. Steve Edmiston

pollution - that does not support this intended result. Or, to borrow the words of noted sports analyst, the late Vin Scully, the PoS and FAA appear to have used statistics "much like a drunk uses a lamppost: for support, not illumination." 1

1. A full Environmental Impact Statement is required; an Environmental Assessment is inadequate.

Common sense, existing science documenting the harmful impacts on my community, the real-world cumulative impacts, the required "hard look," and the controversial nature of the SAMP, all require a full EIS. Here, there are plainly substantial questions about how the increased flight operations resulting from SAMP projects may cause significant degradation of the human environment. Further, as the thousands of comments previously provided in relation to the scoping of the SAMP attest, and the thousands of comments that will be provided to the draft EA, an environmental impact statement is required because this federal action is controversial because substantial questions are raised as to whether a project will cause significant degradation of the human environment. Controversy is also evidenced – perhaps without dispute given the denials asserted by the PoS - by the currently pending class action lawsuit, Codoni v. Port of Seattle, alleging noise and pollution harm caused to all citizens living within five miles of the airport. There is simply no real-world, common sense, legal or scientific basis for the SAMP EA to ignore the known impacts to our larger community beyond the border of the airport itself. 2
Here, the PoS and FAA have chosen to look way from the trove of available science on the harms from aircraft noise and pollution; the science, discussed below, casts serious doubt about the reasonableness of the EA's conclusions. Further, for the past decade, the SAMP has been a subject to substantial media attention and public controversy. Finally, even if the PoS and FAA dispute the available science on noise and pollution, an EIS is clearly required because of the obvious significance that arises from the possible effects on the environment due to uncertainty or involve unique or unknown risks. Here, the PoS has simply substituted its own judgment in place of local, regional, and global scientists. The EA is inadequate in form and substance, including but not limited to, for the reasons set forth below. A full EIS is required.

2. The EA process is inherently arbitrary and capricious from the standpoint of insufficient community engagement opportunity; communities have not had sufficient time to fully review and respond to the EA.

The Port of Seattle ("PoS") began the SAMP process at least as early as 2012. Six years later, in 2018, the PoS engaged in the SAMP scoping design process. Now, another six years later, the PoS released the draft SAMP EA and has provided community only 45 days (extended because of the intervening holiday to December 13, 2024) for to respond.

During the PoS's 12-year period taken by the Port, it engaged at least 36 outside consultants (this figure does not include the PoS's own staff or FAA staff). The final EA and exhibits exceeds 4800 pages, much of which is technical data tethered to complex regulatory schemes. It is a near-to-overwhelming task for the average citizen to review the document, and self-educate on the science, law and regulations, to respond. It is unlikely that citizens can, with such short notice and period, retain, and fundraise, for expertise to assist in responding. In effect, the PoS, having taken 12 years to reach a draft EA at its apparent leisure, appears to – by design – make it impossible for community members to respond. There is no rational basis for requiring this minimalist time period. The PoS has placed its desires over the obvious needs of community members for an adequate period of time to respond. The Port took 12 years; it could easily have given the citizens three to six months. Failing to do so has prevented community from fully assessing the EA, and then providing full and complete comment. 3

By failing to provide adequate time for public response, one consequence is that the PoS and FAA will make decisions without adequate public input. The NEPA public comment procedures are at the heart of the NEPA review process, and the PoS and FAA are required to make diligent efforts to involve the public in preparing and implementing their NEPA procedures and solicit appropriate information from the public. The public must be given a

029-2. General Response #1

029-3. General Response #3
General Response #4

The main body of the EA was less than 75 pages (minus tables and figures), in accordance with 42 U.S. Code § 4336a(e)(2).

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full and fair opportunity to comment on draft EAs. Here, after 12 years, the public was in effect surprised with the EA release and the scant 45 (or now 53, because of, apparently, a magnanimous consideration of Thanksgiving) days was grossly inadequate to allow for the public's consumption of the EA's detail over 4800 pages, let alone preparing a response. 3

3. The General Study Area and Area of Potential Effect ("APE") fail to properly include and assess the true, real-world scope of impacts to our airport communities.

The General Study Area—the Port's boundaries for its Area of Potential Effect ("APE") —is drawn very tightly around the airport campus. The Port is attempting to force evaluation of the 31 "Near Term Projects" (NTPs) that make up the SAMP largely for impacts that will occur while those projects are under construction.

The Port's EA consultants, Landrum and Brown, rely on this tightly drawn APE to reach the conclusion that "no significant impacts to air quality were identified (and) no mitigation would be necessary." It is self-evident that this approach – to ignore impacts outside the APE - dictates the conclusion that the impacts are not significant. The approach ignores the impact—noise and other forms of pollution—that occurs in surrounding communities once additional aircraft and vehicles accommodated as a result of the SAMP projects become capable of departing the airport and overflying airport communities.

By defining the APE to, in essence, the area of the airport itself and only its most immediate surroundings, the Port has arbitrarily severed off any review of real-world impacts on the vast majority of Des Moines, including our communities within one, five, and ten miles of the airport. The APE must be expanded to assess the actual, real-world, impact of adding 87,000 new flights and the cumulative impact of prior flights on the WCC community and other Des Moines' neighborhoods. 4

I note that in RCW 53.54, our State recognizes impacts from aviation far beyond the APE, allowing for the development of remedial programs providing noise mitigation by the Port within 10 miles (North) or 13 miles (South) of the airport. The law is supported by and recognized as a statement of legislative intent that "in King County, for those living near an airport, there can also be adverse impacts from aircraft operations." In essence, the State of Washington recognizes the science, and the broad geographic scope of the impacts from aviation. Similarly, the State funded the 2020 Public Health King County Report, which found public health impacts as far as 10 miles out from the airport. It is also noteworthy that the currently pending class action lawsuit, Codoni v. Port of Seattle, alleges noise and pollution harm that have been caused to all citizens living within five miles of the airport. There is simply no real-world, common sense, or scientific basis for the SAMP EA to ignore the known impacts to our larger community beyond the border of the airport itself.

4. EA Fails to adequately consider actual cumulative impacts of aircraft overflights, past, present and future.

The SAMP forecasts a nearly 30 per cent increase in annual aircraft operations, to 540,000 takeoffs and landings, by 2034. This approach fails to accurately reflect the actual cumulative impact of past actions relating to airport expansions. The SAMP and EA omit the past action of greatest significance - the 2008 opening of the third runway at Seattle-Tacoma International. The third runway is a past action that must be added to the "cumulative impacts" faced by the WCC and other airport communities. The Port's SAMP timeline only goes back to 2017, despite the fact the projected number of takeoffs and landings for 2024—about 423,000 annually—is already 16.5 per cent greater than levels in the early 2000s before the third runway opened. 5

An actual assessment of cumulative impact requires using a baseline of no more than 365,000 annual flight operations from that earlier period. As such, the cumulative impact thru 2034 for people living under the flight path is a 48 per cent increase in aircraft traffic—with all of its attendant noise and other forms of pollution. As addressed

029-4. General Response #2

029-5. General Response #17
General Response #19a
General Response #19c
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property.

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elsewhere, there are a myriad of health consequences linked to noise and these contaminants, along with evidence that people beneath the flight path are experiencing those consequences.

Notably, the City of Des Moines advised the Port of the need to include past projects by letter as early as September 27, 2018, asserting the proper time frame for a baseline must date back to at least 2012, when annual total flights numbered 309,597. The City directly challenged the approach of incrementalism, demanded that any environmental assessment must include impacts dating back to 2012, and insisted that the then-ongoing studies (discussed in Section 2, above) be included in an analysis of impacts. This request has been wholly rebuffed. By any measure, it is clear from the draft EA that the City's requests have been improperly ignored and/or rejected.

Further, the Port of Seattle has repeatedly asserted that "long term projects" – projects not currently included in the SAMP near term projects – exist, but provides no assessment of the additional cumulative overflight impact of such projects. The now long-standing "divide and conquer" approach remains unacceptable. The airport neighbor communities are entitled to a full assessment of all of airport's growth plans – past, present, and future. Addressing impacts in isolated silos provides, at best, a conclusion that is arbitrary and capricious. 5

5. Failure to include current scientific studies relating to public health harms from aircraft noise and pollution.

This draft SAMP EA fails to examine and consider the readily available science – including scientific studies of our own airport – relating to the harms to humans from aircraft noise and pollution in relation to our airport neighbor communities. The draft EA does not discuss the human known health impacts from noise, and the human health impacts from pollution, specifically including ultra fine particles. These impacts are now well-known and there now appears to be scientific consensus around the conclusions. The Port be taking a hard look at this science, but it has not taken any look - at all. These studies should be reviewed and assessed in the context of harms to WCC residents and all airport neighbor communities, and their recommendations considered for adoption. If the Port has engaged in scientific inquiry that rebuts these studies, it should discuss the same. The studies specifically to be included:

• 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109," produced by Public Health King County and others (the "Public Health King County Report"). Read at: https://apps.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf
• 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, Stantec. Read at: https://www.commerce.wa.gov/wp-content/uploads/2020/09/SeaTac-Legislative-Report-FINAL.pdf
• 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study ("MOV-UP Study"). Read at: https://deohs.washington.edu/sites/default/files/Mov-Up%20Report.pdf
• 2018 World Health Organization Environmental Noise Guidelines for the European Region. Read at: https://www.who.int/europe/publications/i/item/9789289053563
• 1997 Sea-Tac International Airport Impact Mitigation Study. Read at: https://seatacnoise.info/wp-content/uploads/SeaTac%20International%20Airport%20Impact%20Mitigation%20Study-1997.pdf 6

I will seek to attach PDF files of each of the above studies in my submission. For the record, my intent is to have the entirety of each of the above studies in the record as part of my comment.

6. Failure to adequately assess impact of increased night flights. 7

029-6. General Response #9b
General Response #10
General Response #14
These studies are noted and included as part of the record. These resources were reviewed and considered. However, this review did not change the outcome of the analysis contained in the EA.

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The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease. See, e.g., the 2018 World Health Organization Environmental Noise Guidelines for the European Region, which recommend for human health, a 55 DNL maximum day time, and 45 DNL night time. Higher night-time aircraft noise is linked with disturbed sleep quality, with long term effects on public health.

The "science is in." Aircraft noise can cause community annoyance, disturbances of activities and communication, disrupt sleep, adversely affect academic performance of children, and could increase the risk for cardiovascular disease of people living in the vicinity of airports and can lead to stress reactions characterized by an activation of the sympathetic nervous system and/or increased levels of circulating stress hormones. Airport studies have found that noise from night flights causes immediate increases in blood pressure in sleeping people, even if they are not woken by the noise. There is a 14% increase in the risk of high blood pressure (hypertension) for each 10 db increase in night-time aircraft noise. Hypertension can lead to heart problems and even early death. Scientists have found that disturbed sleep from night-time aircraft noise can trigger acute cardiovascular mortality. Less than six hours of sleep per day increased the risk of obesity, glucose elevation, dyslipidemia, and elevated blood pressure. Noise-induced sleep disturbance has been considered the most deleterious non-auditory effect of environmental noise exposure. Psychophysiological stress reaction to environmental noise is considered as a primary causal link to cardiovascular disease development. Long-term exposure to nocturnal aircraft noise is associated with sleep disorders and physiological circadian blood pressure profile alterations. Aircraft noise studies in effect have shown why the sleep phase leads to cardiovascular diseases and may explain why aircraft noise is linked with cognitive impairment and harm to learning and memory capabilities in children. It is notable that the European Community estimates that the social cost of noise and air pollution is up to €1 trillion every year. The issue was highlighted by the recent WHO environmental noise guidelines for the European Region, provided with this letter.

The science is loud and clear. As a matter of public health, night flights must be reduced or eliminated; not included in planned expansions. 7

7. Failure to adequately assess impacts on Environmental Justice Communities.

The problems created by the EA's restricted APE, restricted assessment of on the 65 DNL contours, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities. The EA failures here are legion. Indeed, the PoS and FAA fail to even use EJSCREEN, the EPA tool referenced in the Promising Practices for EJ Methodologies in NEPA Reviews (otherwise cited by the EA). This tool – if it were utilized by the PoS - clearly identifies impacted environmental justice populations and the public health implications of living near Sea-Tac airport. But it is ignored.

8. Failure to adequately address impacts on children, childhood cognition and learning, and elderly communities.

The EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities. With respect to the impact of this increased operation on childhood learning, the Washington State Attorney General has successfully litigated the position that aircraft noise hurts children, and in effect, "the science is in." In addition to the studies referenced above, numerous studies have concluded that aircraft noise will measurably impact learning. And indicate "that chronic exposure to high aircraft noise levels may impair learning. And suggest that aircraft noise can affect the academic performance of school. A 2009 guide developed by the Department of Defense Noise Working Group explained that scientific studies demonstrate that "chronic exposure to aircraft noise impaired long-term memory, reading comprehension and problem solving skills in children ages 8 through 14. The Road-Traffic and Aircraft Noise and Exposure and Children's Cognition and Health study (RANCH study), which showed a decrease in reading scores as the noise level increased, identifying 'a linear exposure-effect association 8

029-7. General Response #12
General Response #13
General Response #14

029-8. General Response #14
General Response #15
General Response #16

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between exposure to aircraft noise and impaired reading comprehension and recognition memory in children.' Other studies link aircraft noise and motivational depletion in children, and show that chronic aircraft noise can cause physiological responses, like elevate blood pressure, in children.

Here, the EA does not adequately connect the dots between the level of noise disturbance from 87,000 additional flight operations and potential adverse impacts to school children. The PoS either arbitrarily concludes that increased operations will not interfere with childhood learning, and/or asserts mitigation plans that wholly fail to extend a true impact analysis throughout the entirety of the real-world, impacted communities (using flawed assessment of cumulative impacts and it's blind reliance upon its 65 DNL contour as a shield from the science). 8

Similarly, the EA fails to identify and assess the impact of an additional 87,000 flight upon elderly communities near the airport. The science reveals links to cognitive impairment and faster cognitive decline among older adults. My city of Des Moines has a large elderly community in multiple senior living communities. The EA does not adequately identify and assess the impacts of an additional 87,000 flights on these communities, the PoS has not engaged these communities, and therefore the EA is fatally flawed.

9. Failure to adequately identify and assess impacts on historical neighborhood communities, districts, and parks.

The EA fails to address the impacts on near-airport historical neighborhood communities. I live in the Woodmont neighborhood, and while other historical neighborhoods and parks have also been ignored (e.g., by way of example only, Redondo, Zenith and its Masonic Home, Saltwater State Park, historic Des Moines North Beach Park), my comment focuses only on where I live – Woodmont.

A. Background - Woodmont Country Club History

The WCC beach community is located in the southern portion of Des Moines (North of Redondo, south of Saltwater State Park), and bordering on Puget Sound.

Over one hundred years ago, a real estate developer began to market raw land south of Seattle, newly-christened "Woodmont." Potential purchasers came from Seattle to Woodmont by boat, a Mosquito-fleet vessel named "Daring," landing at the new Woodmont dock, staying for a picnic - and sales pitch. The historical Woodmont Beach community was developed as a summer retreat destination in 1915, and was comprised of individual cabins and camping spots. Original purchasers of a lot in the Woodmont Country Club primarily used Woodmont as a summer home. 9

Woodmont Country Club was formally incorporated on August 10th, 1915, with the beach property deeded to the community at that time. There are approximately 190 households in the membership area.

The "purpose" of WCC has remained unchanged from its original 1915 bylaws: to "establish maintenance of a Country Club, which Club shall be formed for the purpose of promoting friendly relationships, encouraging social intercourse, and developing open air sports and aquatic exercises among its members. It shall be the purpose of this club also to formulate, adopt and enforce sanitary regulations necessary for conserving health, comfort and general welfare of its member in their country life at Woodmont Beach on Puget Sound." Since 1915, members have permitted to use WCC properties, including a community plaza, lawn, boat launch, beach, and sport court with tennis and basketball facilities, all outdoors, and all use subject to the WCC bylaws and rules.

029-9. The Woodmont Beach and associated neighborhood is approximately five miles south of the Airport, which is outside of the Area of Potential Effect (APE) and outside of the 65 DNL noise contour. Therefore, the Woodmont Beach and associated neighborhood is outside the study area and outside the scope of this EA.

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Woodmont's history of outdoor recreation and its Puget Sound location has overlapped with events of historical significance. One example: tree-lined road leading in and out of Woodmont Beach (Woodmont Beach Road, but nicknamed by residents, "the canyon") became a famous access point for bootleggers receiving shipments during Prohibition. At that time, the community, divided between the so-called "wets," and "drys," disagreed about the merits of Prohibition and whether the road and dock should be used by bootleggers; the dry's frequently felled trees to block rumrunner trucks from reaching the dock. Then, on Thanksgiving Day, 1925, Roy Olmstead, nationally renowned as "the Good Bootlegger," suffered his final arrest at the Woodmont Beach dock. The story was recently recounted in this short film. https://www.seattlesouthside.com/things-to-do/sightseeing/seattle-southside-scenes/history/bootlegging-at-des-moines-marina-in-washington/. The ruins of the Woodmont Dock can be seen today, and the WCC community has long referred to the single, tall piling as "Old Roy." A monument has been erected to commemorate the arrest of the infamous Rumrunning King. 9

The WCC community still celebrates its history – and bootlegging history – with annual outdoor events, and a "Bootlegger Bash" every five years. There are many – over one hundred years – examples of WCC residents using their historic outdoor amenities for peaceful and quiet recreation, "promoting friendly relationships, encouraging social intercourse, and developing open air sports and aquatic exercises among its members." Photos of more recent outdoor activities can be seen here: http://www.woodmontcountryclub.org/photos.html.

B. SAMP EA fails to adequately assess impacts on WCC as a historic quiet neighborhood.

Because of the historic events of national significance that have occurred in Woodmont history, Woodmont's historic neighborhood structures, roads, and the ruins of the Woodmont Dock, are eligible for inclusion on national and state historic registries. The WCC's use and enjoyment of these resources – all outdoors – are significantly impacted by aircraft overflights and increased overflights. However, no assessment exists in the EA relating to the impact of the SAMP on these historic resources. No one has reached out to the WCC Board to engage on the impacts of the projects in the EA. The WCC has not been provided any information about how the SAMP will affect WCC historic property and residents' usage of the historic WCC property. If WCC is engaged, I believe the SAMP's proposed increases in overflights will be considered highly controversial on environmental – including public health - grounds.

To be clear – the WCC believes the SAMP's proposed increase in overflights will substantially harm the entire WCC community because it will significantly diminish the activities, features, and attributes of the WCC that contribute to the enjoyment of WCC historic properties. The SAMP's proposed increase will make constructive use of the WCC outdoor spaces, already challenging, impossible - for social discourse, music or other entertainment, or even simply interacting with and enjoying the natural environment, on walks, kayaking, swimming, or exploring the beach, wildlife, and tidal lands. As a resident of a historic community, I do object to even more aircraft noise at levels high enough to prevent such historic activities from occurring, particularly without any consideration, engagement, assessment, or mitigation of the impacts on our community. 10

To summarize, the draft EA does not address and fails to satisfy requirements for assessment and disclosure, options, alternatives, and mitigations, for historic properties in the WCC. It is common sense that an increase in annual aircraft overflights of a historic neighborhood of 30% - estimated to be 87,000 flights in the EA - is significant. Our ability to use our outdoor amenities for the over-100 year old purpose is already impaired by the noise from overflights – it will be devastated by another 87,000 overflights per year.

Finally, I do not agree that the Port can rely only on compliance with federal guidelines dating back to the 1970s, ignore contemporary science relating to the harms of aviation, and pretend our community is not significantly impacted by the increase in flights. Here, such federal guidelines are plainly not sufficient to determine the noise 11

029-10. The Woodmont Beach and associated neighborhood is approximately five miles south of the Airport, which is outside of the Area of Potential Effect (APE) and outside of the 65 DNL noise contour. Therefore, the Woodmont Beach and associated neighborhood is outside the study area and outside the scope of this EA.

029-11. General Response #5
General Response #13
The Woodmont Beach and associated neighborhood is approximately five miles south of the Airport, which is outside of the Area of Potential Effect (APE) and outside of the 65 DNL noise contour. Therefore, the Woodmont Beach and associated neighborhood is outside the study area and outside the scope of this EA.

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impact on Woodmont's historic places and residences, particularly where, as here, the community was created and seeks to maintain a quiet, forested setting along Puget Sound as an attribute of our community. The WCC was created in 1915 as an oasis from the city of Seattle, and has maintained, without interruption, that ethos. I do not agree that because my community has already suffered from aircraft noise and pollution, it now must simply suffer further from the increase of 87,000 flights. 11

I note that Woodmont is not alone; other Des Moines' historic neighborhoods pre-dating the airport along Puget Sound include Redondo to immediate South, and Zenith to the North. Historic Puget Sound state parks predating the airport include Saltwater State Park. Notably, the Des Moines Masonic Home (aka, "Masonic Home of Washington Historic District," "Landmark on the Sound"), just two miles north of Woodmont, has recently been identified by the City of Des Moines as an "eligible historic district with 10 eligible contributing resources…. Three of the eligible contributing resources are also individually National Register eligible." 12

To our knowledge, the EA erroneously contains no identification, let alone assessment, of the impacts to any of these historic neighborhoods and parks.

Thank you for the opportunity to comment.

Steve Edmiston

File

- 1997-SeaTac-International-Airport-Impact-Mitigation-Study-1997.pdf
- 2020-SeaTac-Legislative-Report-FINAL.pdf
- 2018-WHO-Noise-Guidelines.pdf
- 2019-Mov-Up-Report.pdf
- 2020-Public-Health-Study.pdf

029-12. The FAA delineated the Area of Potential Effect (APE) and submitted it to the Washington Department of Archaeology and Historic Preservation (DAHP) on August 27, 2020, and DAHP concurred with the APE on September 9, 2020. The FAA updated the APE and resubmitted it to DAHP on November 14, 2023, and the DAHP concurred with the updated APE on November 16, 2023. The FAA and the Port coordinated with DAHP on the methodology for the historic evaluation within the APE. All buildings that would either be directly or indirectly impacted by the Action Alternatives were analyzed in accordance with FAA Orders 1050.1F and 5050.4B as well as the National Historic Preservation Act. The FAA determined, and DAHP concurred, that a finding of No Adverse Effect was appropriate for the project.

030. Sea-Tac Noise.Info

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Friday 13, 2024

Comments on the Sustainable Airport Master Plan Draft Environmental Assessment (SAMP EA)

On behalf of more than 1,300 members of Sea-Tac Noise.Info we are submitting these comments regarding the Draft Environmental Assessment (EA) for the Port of Seattle's Sustainable Airport Master Plan (SAMP). After thorough review of the Draft EA documents, we have identified multiple significant areas where the environmental review appears inadequate to address the complex and far-reaching impacts of the proposed airport expansion. The following analysis demonstrates why a more comprehensive Environmental Impact Statement (EIS) is necessary to properly evaluate the environmental consequences of the SAMP. 1

Missing Past Growth
The Draft EA's study period beginning in 2017 critically fails to account for the airport's demonstrated growth pattern since 1996. Historical data shows operations increasing from 300,000 in 1996 to 450,000 in 2019, with projections reaching 540,000 by 2032. By discounting this established growth trajectory and excluding impacts from the 2008 Third Runway expansion, the SAMP's forecasts appear to significantly undervalue both current and future operational impacts. A comprehensive EIS is required to properly analyze and account for these long-term growth patterns and their cumulative environmental effects over the full operational history of the airport. 2

Missing Past Construction
The Draft EA fails to account for significant construction projects completed since the 2015 SAMP announcement, most notably the International Arrivals Facility. These projects were originally intended to be evaluated within the SAMP's environmental review framework, but have instead been segmented out of the analysis. This segmentation prevents proper evaluation of cumulative impacts from related airport expansion projects. A comprehensive EIS is required to assess the combined environmental effects of all recent facility expansions, including the International Arrivals Facility, in conjunction with proposed future development. 3

Missing Future Construction
The Draft EA artificially segments the SAMP's environmental review by only analyzing Near Term Projects (NTP) while excluding already planned Long Term Projects (LTP) including the South Satellite. This segmented approach prevents proper consideration of cumulative impacts and likely understates the true environmental effects of the airport's complete development plans. The interdependent nature of NTP and LTP components requires that both phases be evaluated together to understand their full environmental impact. A comprehensive EIS is therefore 4

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030-1. General Response #1

030-2. General Response #1
General Response #5
General Response #17
General Response #19a
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property. The forecast was updated in 2019 and 2023 to capture the changing conditions. The analysis in the EA relied on the best data available at the time the study was completed and the information presented in the EA is sufficient for the FAA to accurately assess the impacts for each alternative.

030-3. General Response #1
General Response #19

030-4. General Response #1
General Response #19c
Section 1.2 of the Draft EA explains how the FAA and the Port determined the NTPs were ready for environmental review and why the Long-Term Vision was not ready for environmental review.

030. Sea-Tac Noise.Info

required to assess both NTP and known features of the LTP phases within a single environmental review. 4

Missing Freeway
The Draft EA fails to adequately address the interconnected impacts of SR-509 expansion and increased airport cargo capacity. The freeway's 2003 EIS predated even the Third Runway's completion, with only a limited update in 2018. The project's explicit purpose of facilitating increased cargo aviation capacity, particularly for night flights to Asia, will have significant impacts on both ground and air operations. Additionally. plans for a southern entrance, were shelved in the 2018 plan only due to lack of funds. As airport operations increase, it will surely reappear. Current forecasts likely underestimate future aviation cargo volumes and associated truck traffic, especially near the 28th south access point. This underestimation leads to an incomplete assessment of combined road and aviation impacts on surrounding communities. A comprehensive EIS is required to evaluate the cumulative effects of increased cargo operations, night flights, and associated ground transportation infrastructure changes. 5

Missing Demand: active recruitment and tourism
The Draft EA's fundamental assumption is that flight demand is organic represents a significant analytical flaw. The SAMP planning process fails to acknowledge or account for the Port's aggressive role in stimulating demand through both airline recruitment efforts and billions of dollars in investments in tourism promotion. This artificial stimulation of demand directly impacts operational forecasts and subsequent environmental impact assessments. A comprehensive EIS is required to properly evaluate the environmental consequences of intentionally stimulated aviation demand, including specific analysis of how recruitment and tourism promotion programs affect flight operations and their associated environmental impacts. 6

Missing Geography
The Draft EA refers to the area of study as the Area of Potential Effect (APE), essentially the physical construction boundaries. This fails to acknowledge the variable geographic reach of different environmental impacts. Airport-related effects extend well beyond construction boundaries and vary significantly across resource categories including noise, air quality, water quality, trees and wetlands, wildlife, and socioeconomic impacts. The DNL65 noise contour alone demonstrates how aviation impacts extend far beyond the physical airport boundary. Each resource category requires its own scientifically determined impact area based on the unique characteristics of that impact type. A comprehensive EIS is required to properly delineate and evaluate distinct geographic impact areas for each environmental resource category, ensuring that all affected communities receive appropriate consideration. 7

Socioeconomic Impacts
The Draft EA's treatment of Socioeconomics, Environmental Justice, and Children's Health is severely inadequate, relegating this crucial analysis to Appendix K. Alone among all evaluated categories, this crucial aspect of community impacts was not assigned a subject matter expert for study. Over two-thirds of this appendix consists of a 2018 Port of Seattle Economic Impacts Study that focuses solely on purported economic benefits while failing to address community needs or public health impacts. This approach implies that economic benefits can somehow 8

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030-5. General Response #1
General Response #19b
The FAA and the Port collaborated with WSDOT to complete a surface transportation study to identify roadway intersections that would fail to meet WSDOT and local mobility standards in 2032 and 2037 due to the implementation of the Action Alternatives. Mitigation was proposed for the impacted intersections according to each jurisdiction's requirements. With the proposed mitigation, none of the impacted intersections would experience a significant impact.

030-6. General Response #1
General Response #7c

030-7. General Response #1
General Response #2

030-8. General Response #1
General Response #10
General Response #14
General Response #15
General Response #16

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offset or compensate for negative health impacts on vulnerable populations, particularly children. The Draft EA fails to properly evaluate environmental justice concerns or assess how airport operations disproportionately affect sensitive populations. A comprehensive EIS is required to properly evaluate socioeconomic impacts, with particular attention to environmental justice communities and children's health concerns, separate from any economic benefit analysis. 8

Incomplete Science: Water
The Draft EA fails to adequately address the airport's extensive history of water quality impacts. Sea-Tac Airport's location adjacent to multiple creek systems has resulted in documented damage to local water infrastructure, affecting both community drainage and the regional water system. The true Area of Potential Effect extends across multiple major Basin Plans and into Puget Sound itself. Furthermore, the Draft EA fails to address significant 'unknown unknowns' in water quality impacts and has no mention of the extensive use of 'forever chemicals' such as PFAS--despite the fact that the airport itself has recognized their carcinogenic properties for over a decade. Given the airport's chronic problematic history with water quality during the Third Runway expansion and the complexity of interconnected watershed systems, a comprehensive EIS is required to properly evaluate both known and emerging water quality concerns across all affected basin plans. 9

Incomplete Science: Air
The Draft EA fails to adequately address emerging science regarding ultrafine particles (UFPs), which have only been recognized as a major component of jet engine emissions in the past 25 years. Recent scientific studies have linked UFPs to serious health conditions, including Alzheimer's and cardiovascular disease, yet these particles remain unregulated and not even considered in the EA. The University of Washington MOV-UP Study has recently made it possible to distinguish between aviation and roadway emissions, representing a significant advancement in understanding aviation-specific air quality impacts. Given these scientific developments and their serious health implications, a comprehensive EIS is required to properly evaluate UFP impacts using current scientific methodologies and measurement techniques, particularly the new ability to differentiate aviation-specific emissions from other sources. 10

Incomplete Science: Ground
The Draft EA fails to comprehensively assess terrestrial environmental impacts across multiple aspects of airport operations and related development. FAA safety requirements extend wildlife habitat impacts up to three miles along flight paths, affecting even detention ponds like those at Des Moines Creek Business Park. The Flight Corridor Safety Program's tree removal mandates, combined with the conversion of residential areas to industrial parks and SR-509 development, have resulted in the loss of over forty acres of forest and tens of thousands of trees. While a 2017 Port-funded study attempted to quantify tree loss in fence line cities, it failed to evaluate broader ecosystem impacts on wildlife and community resources. A comprehensive EIS is required to evaluate the cumulative effects of habitat loss, deforestation, and ecosystem disruption across the entire affected area, including both direct airport operations and related development impacts. 11

Incomplete Science: Noise
The Draft EA fails to incorporate significant scientific advances in understanding aircraft noise 12

3

030-9. General Response #1
General Response #2
General Response #5
As noted in Section 4.3.14 of the Draft EA and in the Impact Assessment for the Aquatic Critical Areas (Appendix M), none of the impacts on water resources would exceed the thresholds of significance as defined in FAA Order 1050.1F. Chapter 3 of the Draft EA provides the location of known PFAS contamination at the Airport and Chapter 4 discusses potential impacts.

030-10. General Response #1
General Response #9b
General Response #10

030-11. General Response #1
General Response #5
General Response #18
The assessment of terrestrial impacts can be found in Section 4.3.2 of the Draft EA. The analysis was completed in accordance with FAA Order 1050.1F. No significant impacts were identified. As noted in Chapter 3 of the Draft EA, SEA has a comprehensive wildlife management program to make the Airport a safe environment for aviation and passengers. The Port works with local jurisdictions to establish an area extending 10,000 feet beyond SEA within which new development is reviewed for potential wildlife attractiveness that could impact aviation safety.

030. Sea-Tac Noise.Info

health impacts that have emerged since the Third Runway's construction. Current research demonstrates more severe and wide-ranging health effects than previously recognized, requiring updated analysis methodologies and impact thresholds. Despite the airport's voluntary Fly Quiet program, the Draft EA acknowledges that night flights will increase. The health harms from sleep disturbance of even a few such operations, especially for vulnerable populations is many times more severe than daytime operations. However, the SAMP relies on the outdated Part 150 process which fails to adequately recognize this. Even worse, Part 150 - and its DNL65 boundary has shrunk by almost two thirds since the Third Runway, contrary to both to science and common sense. Instead, the document should have relied on the use of an Alternative Noise Metric based on current best practice. A comprehensive EIS is required to evaluate noise impacts using current scientific standards and methodologies that reflect our improved understanding of aviation noise's health effects on surrounding communities. 12

Impacts to cities: finance
The Draft EA inadequately addresses the complex financial impacts on surrounding communities. As airport operations increase, surrounding property values experience documented relative decline, eroding local tax bases and compromising cities' ability to provide essential public services. This effect is compounded by the Port of Seattle's acquisition of properties through buyout programs, converting taxable private property into tax-exempt Port holdings. While historical precedent existed for converting such properties into community assets like North Sea-Tac Park, recent decades have seen these properties developed solely for airport support services. Additionally, the FAA imposes significant unfunded mandates on airport properties, such as $124,000 bird deterrent systems at Des Moines Creek Business Park. The Port's Economic Impact Study, included in the socioeconomic impacts category, contains gross inaccuracies that prevent meaningful analysis of true airport impacts on local economies. A comprehensive EIS is required to properly evaluate these complex financial impacts on municipal governments and local communities, including detailed analysis of property value effects, tax base erosion, and unfunded regulatory mandates. 13

The EA/EIS decision
The 2018 decision to proceed with a less rigorous Environmental Assessment rather than a comprehensive Environmental Impact Statement appears procedurally compromised. This concern is validated by Alaska Air's 2018 scoping comments specifically requesting the FAA to reconsider and provide a full EIS. Evidence suggests the Port and FAA may have used the extended timeline not to develop community-beneficial plans, but rather to inappropriately compress EIS-level analysis into an EA framework. Additionally, the recent Marin Audubon Society v. FAA decision calls into question granting an EA under NEPA given that so much of its rationale for discounting community impacts depends so heavily on regulations promulgated by the Council on Environmental Quality (CEQ). Until there is clarity from the Federal courts on this pivotal question, the possibility of a FONSI must be removed from consideration, thus making a complete EIS the only functional option. Given these procedural concerns, stakeholder requests, including those from major airlines, and the highly uncertain legal situation, a proper EIS must be required to ensure a just environmental review. 14

4

030-12. General Response #1
General Response #12
General Response #13
General Response #14

030-13. General Response #1
General Response #5
General Response #20
The economic study used the most recent and best data available at the time the study was completed. The information presented in this analysis is sufficient for the FAA to accurately assess the impacts of each alternative.

030-14. General Response #1
Since the publication of the Draft EA, the Council on Environmental Quality (CEQ) revoked its regulations (40 CFR parts 1500-1508) implementing NEPA, 42 U.S.C. 4321 et seq., as amended, in response to Executive Order (EO) 14154, Unleashing American Energy. This environmental document relied upon FAA Order 1050.1F, the Fiscal Responsibility Act of 2023, EO 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity,* EO 14154, *Unleashing American Energy,* and the Supreme Court's decision in *Seven County Infrastructure Coalition v. Eagle County,* 605 U.S. (2025). Therefore, the analysis contained in the Draft EA is sufficient for the FAA to determine if the implementation of the Proposed Action will result in significant impacts.

030. Sea-Tac Noise.Info

Conflicts of Interest
The Draft EA's integrity is fundamentally compromised by the Port of Seattle's dual role as both project proponent and permit issuer. This conflict of interest in the environmental review process creates an untenable situation where the Port effectively self-regulates its construction projects, going so far as to provide a bonus to the City of SeaTac on the largest projects. Self-permitting undermines the objective analysis required by NEPA and other environmental regulations. A comprehensive EIS, conducted under proper federal oversight and independent review, is required to ensure unbiased evaluation of environmental impacts. 15

Summary
The issues detailed above demonstrate fundamental inadequacies in the current Environmental Assessment process. From the artificial segmentation of project components to the failure to incorporate current scientific understanding across multiple disciplines, the Draft EA consistently understates or overlooks significant environmental impacts. The scope and complexity of these impacts - including air quality, water resources, noise, socioeconomic effects, and cumulative impacts - clearly exceed the appropriate bounds of an Environmental Assessment.

The Port's role as both project proponent and permit issuer, combined with the documented concerns from stakeholders including major airlines, further emphasizes the need for a more rigorous and independent review process. Given the extensive history of environmental impacts from past airport expansion, the significant scale of proposed development, and the complexity of interrelated effects on surrounding communities, I strongly urge the FAA to require a comprehensive Environmental Impact Statement for the SAMP. Only through a full EIS can the true environmental consequences of this major federal action be properly evaluated and disclosed to the public. 16

Sincerely,

Sea-Tac Noise.Info

030-15. General Response #1
General Response #5
FAA Orders 1050.1F and 5050.4B allow the airport sponsor to complete the EA. The FAA actively participates in the NEPA process and completes an independent review of the EA. Upon review of the EA, public comments, and applicable interagency and intergovernmental consultation, the responsible FAA official confirms that the analysis in the EA is sufficient to support the FAA's action and determines whether any environmental impacts analyzed in the EA are significant.

030-16. General Response #1
See responses to Comments 030-1 – 030-15.

031. Defenders of Highline Forest

[EXTERNAL] Comment submitted to NEPA EA

From Noemie Vassilakis <noemie.vassilakis@gmail.com>
Date Fri 12/13/2024 10:30 AM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Sandy Hunt <sandyh@defendersofhighlineforest.org>

2 attachments (5 MB)
DHF_Consensus_Dec_2024.pdf; DHF_Consensus_PublicSigners_Dec_24.pdf;

You don't often get email from noemie.vassilakis@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Mr. Rybolt and officials responsible for reviewing the NEPA draft Environmental Assessment (EA) for the Port of Seattle's Sustainable Airport Master Plan's (SAMP) Near Term Projects (NTP),

Attached please find two pdf files submitted by Defenders of Highline Forest (DHF) as a comment to the FAA's National Environmental Policy Act (NEPA) draft Environmental Assessment (EA) on the Port of Seattle's Sustainable Airport Master Plan (SAMP). These files are cited in, and serve as a supplement to, the comment submitted to the FAA's NEPA EA by DHF yesterday, December 12, 2024, to this email address (samp@portseattle.org).

These files are sent separately due to the larger size of one of them, which contains thousands of signatures and hundreds of comments from community members . The attached documents are as follows:

1. Public signatures of the Defenders of Highline (DHF) Forest Community Forest Consensus. As of December 2024, 3,760 community members have signed the Consensus, including over 3,200, listed here, who signed publicly. The full list is available for inspection.
2. A copy of the DHF Community Forest Consensus prepared for this comment.

The Community Forest Consensus is directly relevant to the SAMP/ EA, because it states that a moratorium on forest destruction within 2 miles of the airport (except as needed to protect health and safety) is "necessary to prevent the Port of Seattle from implementing its current near-term plans that would result in significant reduction of green space and tree coverage in this community" The Near Term Projects proposed in the SAMP would result in the removal of dozens of acres of forest in this community, endangering residents' health and the health of the ecosystem. 1

Thank you,

12/13/2024
https://outlook.office365.com/mail/SAMP@portseattle.org

Defenders of Highline Forest Steering Committee

031-1. General Response #18

031. Defenders of Highline Forest

031-2. General Response #5

Defenders of Highline Forest

COMMUNITY FOREST CONSENSUS

As of December 2024, 3,760 community members, including 16 elected officials and 61 organizations and businesses, have signed the Community Forest Consensus. See public signers and read their comments at DefendersofHighlineForest.org

CALLING FOR EMERGENCY ACTION AND LONG-TERM SOLUTIONS BY OUR ELECTED OFFICIALS TO DEFEND THE HEALTH OF PEOPLE IN THE NORTH SEATAC PARK COMMUNITY AND WITHIN TEN MILES OF SEATAC INTERNATIONAL AIRPORT AS WELL AS THE STABILILTY OF OUR CLIMATE BY PROTECTING THIS COMUNITY'S GUARDIAN FORESTS, WATERWAYS, PARKLANDS, AND TREES

In order to defend the people in the community surrounding North SeaTac Park, and all who live within the ten-mile community surrounding this airport, from the negative health and climate impacts posed by near-term plans for extensive deforestation and green space destruction by the Port of Seattle, the current owner and assigned steward of North SeaTac Park,

… We Call for:

ONE

Legally-binding securement of North SeaTac Park as a Park in Perpetuity with a permanent prohibition, within the park, to commercial development and tree removal. This may be accomplished by changes in zoning and law, by conservation easement, by transfer or sale of this park land to an appropriate governmental entity, or by a combination of these or other means.

The Port caused the removal by eminent domain of thousands of residents, along with their homes and schools, from the land that this park now occupies. The Port has acknowledged that the creation of the park was "the culmination of a long term and very open planning process to compensate the area's residents for cumulative airport impacts." (1) This measure would honor that expressed intent of the Port.

2

031. Defenders of Highline Forest

TWO

An immediate moratorium on tree removal and green space destruction on public lands by the Port of Seattle within 2 miles of SeaTac International Airport with exceptions only for targeted measures to protect public safety or the health of the surrounding natural ecosystem, or to prevent substantial physical damage to existing private or public property, where these objectives cannot be reasonably achieved through other means.

This call for action responds to the recommendation of Public Health - Seattle & King County (PHS&KC) to increase green space and tree coverage, particularly coniferous trees, within ten miles of SeaTac International Airport in order to reduce human exposure to airport-generated pollutants known to cause disease and shorten lives. PHS&KC has found that, with severity increasing as proximity to the airport increases, lifespans in this area are between 1.7 and 5 years shorter than in the balance of the county; premature births, low birthweights, and childhood learning problems are more common; and rates of cancer and heart, respiratory, cardiovascular, and other diseases are significantly higher. (2)

Furthermore, this call is put forth to safeguard human health in a community where residents experience high levels of environmental health disparities as measured by the Washington State Department of Health. (3)

3

It holds the Port of Seattle and our greater community accountable to the principles of environmental justice under Presidential Executive Order 12898 as well as to US Department of Transportation Order 5610.2 which requires that activities that will have "a disproportionately high and adverse effect on minority populations or low-income populations" must be avoided or mitigated when practicable. (4, 5) As reported by PHS&KC, "the majority of people in King County identifying as Black/African American, Hispanic/Latino, and Native Hawaiian/Pacific Islander live in communities within 10 miles of the airport", "a greater proportion of people in these communities are immigrants, and a slightly higher proportion are children," and the percentage of people in near poverty or poverty increased the closer you are to the airport", ranging from 37.2% - 24.4% within ten miles of the airport as compared with 16.1% in the balance of the county. These poverty rates are even higher for children. (2)

This moratorium must go into effect immediately in order to prevent the Port of Seattle from implementing its current near term plans that would result in significant reduction of green space and tree coverage in this community, and must continue until the CARE Plan for the Greater North SeaTac Park Community, as outlined below, or a plan with comparable protections for our community's health and our climate-stabilizing urban forest, is in place.

031-3. General Response #6
General Response #10
General Response #15
General Response #18

031. Defenders of Highline Forest

031-4. General Response #5
General Response #6

THREE

A plan for Comprehensive Action to Restore the Ecology of North SeaTac Park and Community (CARE Plan), by the Port of Seattle and other partnering jurisdictions, that is fully funded and professionally managed, in order to restore and maintain for future generations the natural areas within and surrounding North SeaTac Park, including forests and waterways, with emphasis on Tub Lake and its prehistoric peat bog, a type of wetland that is highly environmentally sensitive and increasingly rare in King County.

The plan must include control of invasive weeds and preparation for existing and expected climate impacts such as drought, high heat, and pests.

It must, in a manner and at a scale recommended by experts in urban forestry and public health, propose specific steps to implement the recommendation made by Public Health - Seattle & King County to increase green space and tree coverage, particularly coniferous trees, near SeaTac Airport in order to reduce residents' exposure to toxics from airport operations. (3)

It must protect and retain existing trees, as large-diameter trees can capture more toxic particulates, store "disproportionally massive amounts of carbon," and "fulfill a variety of unique ecological roles such as increasing drought-tolerance, reducing flooding from intense precipitation events, altering fire behavior, redistributing soil water, and acting as focal centers of mycorrhizal communication and resource sharing networks." (6) 4

It should set a goal of restoring urban tree canopy coverage in this community from its current low averages, for example, of 21% in SeaTac (25% not including the airport), 30% in Burien, and 29% in Des Moines, to 40% or more, as recommended by Forterra NW in three studies that it prepared for the Port of Seattle Airport Community Ecology Fund. (7-9)

And it must include concrete actions to limit, as reasonably possible, development activities of the Port of Seattle within ten miles of the airport to its existing developed footprint. The Port controls sprawling multi-acre, single-level parking lots as well as other already-paved and underutilized properties, where redevelopment with higher density approaches are possible, feasible, and ecologically sound.

CITATIONS

1. **FAA Compliance Reviews** of Airport Noise Land Use & Financial Operations: SeaTac International Airport, 2016, p. 11. (/https://www.faa.gov/sites/faa.gov/files/airports/airport_compliance/compliance_reviews/seattle-tacoma-international-airport-report.pdf) Accessed 12/6/24) *Note: This document appears on the FAA website without a cover sheet.*

2. **Community Health and Airport Operations Related Noise and Air Pollution**: Report to the Legislature by Seattle-King County Department of Health in Response to

031. Defenders of Highline Forest

Washington State HOUSE BILL 1109, December 1, 2020 (https://app.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf Accessed 12/6/24)

3. **Washington State Department of Health Environmental Health Disparities Map** (https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map Accessed 12/6/24)

4. **U.S. Presidential Executive Order 12898** (https://www.epa.gov/laws-regulations/summary-executive-order-12898-federal-actions-address-environmental-justice Accessed 12/6/24)

5. **US Department of Transportation Order 5610.2** https://www.transportation.gov/transportation-policy/environmental-justice/department-transportation-order-56102aAccessed 12/6/24)

6. **Mildrexler DJ, Berner LT, Law BE, Birdsey RA and Moomaw WR (2020)** Large Trees Dominate Carbon Storage in Forests East of the Cascade Crest in the United States Pacific Northwest. Front. For. Glob. Change 3:594274. doi: 10.3389/ffgc.2020.594274 (Accessed 12/6/24)

7. **Green SeaTac Urban Forest Enhancement Guide**, Forterra, City of SeaTac, Port of Seattle, 2019. Tree canopy cover for the City of SeaTac estimated at 21% for the entire city and 25% not including the airport, (p. 14). (https://drive.google.com/file/d/1NKfENywJPy52ZTpVgnnvC_SuHvbk9__h/view)

8. **Green Burien Partnership Urban Forest Stewardship Guide**, Forterra, City of Burien, Port of Seattle, 2019. Tree canopy cover for the City of Burien estimated at 30% on p. 10. (https://drive.google.com/file/d/1cl4gsPP_lc4C2NkLJR5UFwj4oae-a-43/view)

9. **Green Des Moines Partnership Urban Forest Enhancement Plan**, Forterra, City of Des Moines, Port of Seattle, 2019. Tree canopy cover for the City of Des Moines estimated at 29% on p. 13. (https://forterra.org/wp-content/uploads/2022/01/GC_DesMoines-guide_032621_WEB.pdf Accessed 12/6/24)

10. Seattle Tacoma International Airport Sustainable Airport Master Plan Near Term Projects Environmental Review Process **Scoping Information Documents** prepared by Landrum & Brown Inc. for Port of Seattle, July 2018 (p. 11) (https://www.airportprojects.net/sampntpenvironmentalreview/)

11. **Real Estate Strategic Plan: Port Commission Study Session**, July 26, 2016, p 16-22. (https://meetings.portseattle.org/portmeetings/attachments/2016/2016_07_26_SS_5_supp.pdf Accessed 12/6/24) And Port of Seattle **2020 Real Estate Strategic Plan**, (https://www.portseattle.org/sites/default/files/2021-10/2020_Real_Estate_Strategic_Plan.pdf Accessed 12/6/24) August 2021.

032. EcoTHRIVE Housing Board of Directors

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 4:17 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

S Denise Henrikson

Address

7956 34th Ave SW; Seattle WA 98126

Email

denise@ecothrivehousing.org

Comment

Dear Mr. Rybolt,
Thank you for taking comments on the Draft Environmental Assessment (EA) for the Port of Seattle's Sustainable Airport Master Plan (SAMP). We write to you as the board members of EcoTHRIVE Housing, a nonprofit currently in the process of building affordable, climate-adaptive housing in Burien near SeaTac International Airport. 1

It is clearly untrue, as the Draft EA concludes, that these projects would have "no significant impacts" on our community. We urge the completion of an Environmental Impact Statement (EIS), which would include a much more rigorous and unbiased review of the impacts of these proposals.

The SAMP proposal to construct over 30 near-term industrial development projects in our community would significantly expand the airport's passenger aviation and cargo handling infrastructure. They would usher in a significant increase in the number of flights over our constituents' homes and cargo trucks through our neighborhoods. The proposed plan would destroy large areas of community greenspace and forest that now clean and cool our air, replacing them with even more polluting structures like roads, cargo warehouses, and parking lots. 2

We need leaders like you to take uncomfortable stands now more than ever.

We must find a way to limit and even reduce airport traffic until there are carbon-neutral ways of flying. We are rapidly approaching a point of no return for a habitable planet. 3

We must pivot away from Airport expansion plans for the time being and focus on saving our mature tree canopy and taking other steps to reduce the real and growing harms to our already overburdened and marginalized SEATAC Airport communities.

12/12/2(4
https://outlook.office365.com/mail/SAMP@portseattle.or

We urge you to think about the future of the families who live, study, and play around the airport.

Sincerely,
EcoTHRIVE Housing Board of Directors, S Denise Henrikson, Zsa Zsa Floyd, Tom Goodwin, Paul Tan, and Stephen Lamphear

032-1. General Response #1

032-2. General Response #18
The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. The FAA has determined that the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F. Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

032-3. General Response #7
General Response #7c

032-4. General Response #15
General Response #18

033. Vicki Andrews

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 6:23 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Vicki Andrews

Address

27229 8TH AVE S Des Moines, WA 98198

Email

vandrews05@comcast.net

Comment

My name is Vicki Andrews, and I live in the Woodmont neighborhood, my address 27229 8th Ave. South Des Moines WA 98198

It is imperative that Port of Seattle needs to have completed study of EIS. SAMP Environmental Assessment didn't take the cumulative impact, scientific analysis on public health, environmental justice into consideration.

As a concerned citizen and Woodmont resident, it is our right to demand Port of Seattle's transparency and has a full EIS report to all neighborhoods affected.

1

The following section is about Woodmont is a historic neighborhood.

Because of the historic events of national significance that have occurred in Woodmont history, Woodmont's historic neighborhood structures, roads, and the ruins of the Woodmont Dock, are eligible for inclusion on national and state historic registries. The WCC's use and enjoyment of these resources – all outdoors – are significantly impacted by aircraft overflights and increased overflights. However, no assessment exists in the EA relating to the impact of the SAMP on these historic resources. No one has reached out to the WCC Board to engage on the impacts of the projects in the EA. The WCC has not been provided any information about how the SAMP will affect WCC historic property and residents' usage of the historic WCC property. If WCC is engaged, we can assure that the SAMP's proposed increases in overflights is and will be considered highly controversial on environmental – including public health - grounds.

To be clear – the WCC believes the SAMP's proposed increase in overflights will substantially harm the entire WCC community because it will significantly diminish the activities, features, and attributes of the WCC that contribute to the enjoyment of WCC historic properties. The SAMP's proposed increase will make constructive use

2

033-1. General Response #1
General Response #10
General Response #14
General Response #15
General Response #17

033-2. The Woodmont neighborhood is approximately five miles south of SEA, which is outside of the Area of Potential Effect (APE) and outside of the 65 DNL noise contour. Therefore, the Woodmont neighborhood is outside the study area and outside the scope of this EA.

033. Vicki Andrews

of the WCC outdoor spaces, already challenging, impossible - for social discourse, music or other entertainment, or even simply interacting with and enjoying the natural environment, on walks, kayaking, swimming, or exploring the beach, wildlife, and tidal lands. We do object to being subjected even more aircraft noise at levels high enough to prevent such historic activities from occurring, particularly without any consideration, engagement, assessment, or mitigation of the impacts on our community. 2

To summarize, the draft EA does not address and fails to satisfy requirements for assessment and disclosure, options, alternatives, and mitigations, for historic properties in the WCC. We believe that it is common sense that an increase in annual aircraft overflights of a historic neighborhood of 30% - estimated to be 87,000 flights in the EA - is significant. Our ability to use our outdoor amenities for the over-100 year old purpose is already impaired by the noise from overflights – it will be devastated by another 87,000 overflights per year.

Finally, we do not agree that the Port can rely only on compliance with federal guidelines dating back to the 1970s, ignore contemporary science relating to the harms of aviation, and pretend our community is not significantly impacted by the increase in flights. Here, such federal guidelines are plainly not sufficient to determine the noise impact on Woodmont's historic places and residences, particularly where, as here, the community was created and seeks to maintain a quiet, forested setting along Puget Sound as an attribute of our community. The WCC was created in 1915 as an oasis from the city of Seattle, and has maintained, without interruption, that ethos. We do not agree that because our community has already suffered from aircraft noise and pollution, we now must simply suffer further from the increase of 87,000 flights. 3

We note that Woodmont is not alone; other Des Moines' historic neighborhoods pre-dating the airport along Puget Sound include Redondo to immediate South, and Zenith to the North. Historic Puget Sound state parks predating the airport include Saltwater State Park. 4

Sincerely,

Vicki Andrews

e

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033-3. General Response #12
General Response #13
The Woodmont neighborhood is approximately five miles south of the Airport, which is outside of the APE and outside of the 65 DNL noise contour. Therefore, the Woodmont neighborhood is outside the scope of this EA. Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

033-4. The FAA delineated the APE and submitted it to the Washington Department of Archaeology and Historic Preservation (DAHP) on August 27, 2020, and DAHP concurred with the APE on September 9, 2020. The FAA updated the APE and resubmitted it to DAHP on November 14, 2023, and the DAHP concurred with the updated APE on November 16, 2023. The FAA and the Port coordinated with DAHP on the methodology for the historic evaluation within the APE. All buildings that would either be directly or indirectly impacted by the Action Alternatives were analyzed in accordance with FAA Orders 1050.1F and 5050.4B as well as the National Historic Preservation Act. The FAA determined, and DAHP concurred, that a finding of No Adverse Effect was appropriate for the project.

033. Vicki Andrews

FIGHT THE FLIGHT
Hearing it? Breathing it.
Report it! 206-787-5393
QuietSkiesPugetSound.Org

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampntpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	VA	5
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	VA	6
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	VA	7
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	VA	8
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	VA	9
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	VA	10
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	VA	11

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Vicki Andrews Signature:
Address: 27229 8th Ave. S.
E-mail: Des Moines, WA 98198
vandrews45@comcast.net

033-5. General Response #2

033-6. General Response #17
General Response #19a

033-7. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

033-8. General Response #14

033-9. General Response #15
General Response #17

033-10. General Response #14
General Response #16

033-11. General Response #1

034. Cruise Lines International Association

CLIA CRUISE LINES INTERNATIONAL ASSOCIATION

13 December 2024

Dear Steve Rybolt,

I am writing today on behalf of Cruise Lines International Association (CLIA) to express our support for the proposed action in the draft NEPA Environmental Assessment for the Port of Seattle's Sustainable Airport Master Plan (SAMP) and the proposed near-term projects.

Seattle-Tacoma International Airport (SEA) is a crucial piece of the Puget Sound economy and the cruise industry. In addition to the economic activity that the airport directly generates through employment, business creation, and construction investments, it also attracts and supports local businesses throughout our region by providing passenger and cargo services. The cruise industry relies deeply on SEA to serve the aviation needs of the region efficiently and effectively. Cruise contributes more than $900 million to the local economy, supports 5,500 jobs and sources local goods and services for the more than 275 cruises that sail roundtrip from Seattle each year.

As the region continues to grow and we see increased tourism to the region, it is important that SEA be able to accommodate that growing demand with the high level of service expected from a world-class global airport.

Moving forward on the required national and state environmental review processes as well as the eventual approval of these near-term projects is critical to keeping the regional economy growing. Each of these projects will result in needed passenger and cargo facilities, while helping create and support new jobs for our region.

CLIA looks forward to supporting the SAMP process as it moves forward, and to the cruise industry benefitting from these new facilities at SEA once they are built.

Thank you,

Kelly Craighead
President & CEO

Cruise Lines International Association
cruising.org

1201 F Street NW, Suite 250
Washington, DC 20004 | +1 202 759 9370

1

034-1. Thank you for your comment. This comment has been noted.

035. Peter VanAuken/Concerned Neighbors of Blakely Manor

Date: 12/12/24

To Whom it May Concern:

We, the undersigned, are writing as concerned residents of Blakely Manor, a small residential community located in Burien, that is situated just west of the Sea-Tac Airport's third runway. We are bordered by Ambaum Blvd S to the West, and approximately 156th St. & 171st Street to the North and South, respectively. Our neighborhood houses hundreds people, including many families with small children. A new elementary school is being built on the west side of our neighborhood.

We are seriously concerned that the expansion will result in increased damage to our health and wellbeing due to airborne pollutants, including raising our risk to disease such as cancer. As noted the 2019 UW "MOV-UP" study, communities near the airport are exposed to higher proportions of 'ultra-fine' pollution particles, which have been linked to cancer. The FAA and Port of Seattle's lack of meaningful air quality monitoring and lack of research on the pollutants in our immediate area cause us great concern. 1

Our neighborhood already deals with excessive noise levels caused by air traffic from Sea-Tac airport, at all hours of the day and into the late night. Likewise, increased air traffic means increased harm to our hearing, and makes sleeping, conversation, and enjoying the peace of our homes more difficult. 2

We join in the concerns expressed by Burien City Councilmember Sarah Moore, 3

035-1. General Response #8
General Response #9b
General Response #10

035-2. General Response #13
General Response #14

035. Peter VanAuken/Concerned Neighbors of Blakely Manor

chair of the Burien Airport Committee (BAC) and request that the proposed expansion of the Sea-Tac Airport be halted until proper site specific air quality studies are conducted. We demand that the proposed SEPA environmental report on the Sustainable Airport Master Plan (SAMP) be **rejected**, and demand that a more detailed and diligent investigation be conducted, including but not limited to the submission of an Environmental Impact Statement. 3

We join Ms. Moore and express our serious concern with the following problems related to the current report on the SAMP and its neglect of defining the impact on Burien and our neighborhood:

Unrealistically small study boundary

The General Study Area—the Port's boundaries for its Area of Potential Effect—is drawn tightly around the airport campus. This ignores the impact of those changes on the surrounding community. 4

Cumulative impact: SR-509

The SR-509 Gateway project will make 509 the primary truck route between the ports of Tacoma and Seattle and bring tens of thousands of additional vehicles through Burien each day.

Port staff assert that the 509 Gateway, is a WSDOT project not connected to the SAMP – even though it will provide a new southern entrance to the airport.

The statement proposes that a new and thorough evaluation be made of noise and emissions levels that will result in Burien from the opening of this highway extension. 5

Cumulative impact: Third runway 6

035-3. General Response #1
General Response #8

035-4. General Response #2

035-5. General Response #5
General Response #17
General Response #19b

035. Peter VanAuken/Concerned Neighbors of Blakely Manor

The Port's SAMP timeline only goes back to 2017, although projected number of takeoffs and landings for 2024 is about 16.5 per cent greater than levels in the early 2000s before the third runway opened.

Compared to pre-third runway, people living under the flight path have been and will be exposed to a 48 per cent increase in aircraft traffic. The draft asks that the third runway be considered as part of the cumulative impact. 6

Air quality and noise: SAMP ignores emerging science and policy

The BAC point to recent air quality studies linking ultra fine particles to a variety of serious health problems, and the need for air quality monitoring along flight paths, as well as a review of the current noise metrics, which ignore the increased noise from more frequent flights 7

Economic consequences: Outdated and unsupported data

The BAC draft calls on the Port to revise its data on economic benefits to reflect post-Covid numbers and to include information about the negative impacts Burien has sustained from the growth of Seattle-Tacoma International, such as relatively lowered property values and accompanying loss of tax revenue. 8

We believe that it is unacceptable to move forward with the SAMP until proper studies and impact analysis are presented on existing public health impact of the Sea-Tac airport.

Sincerely,

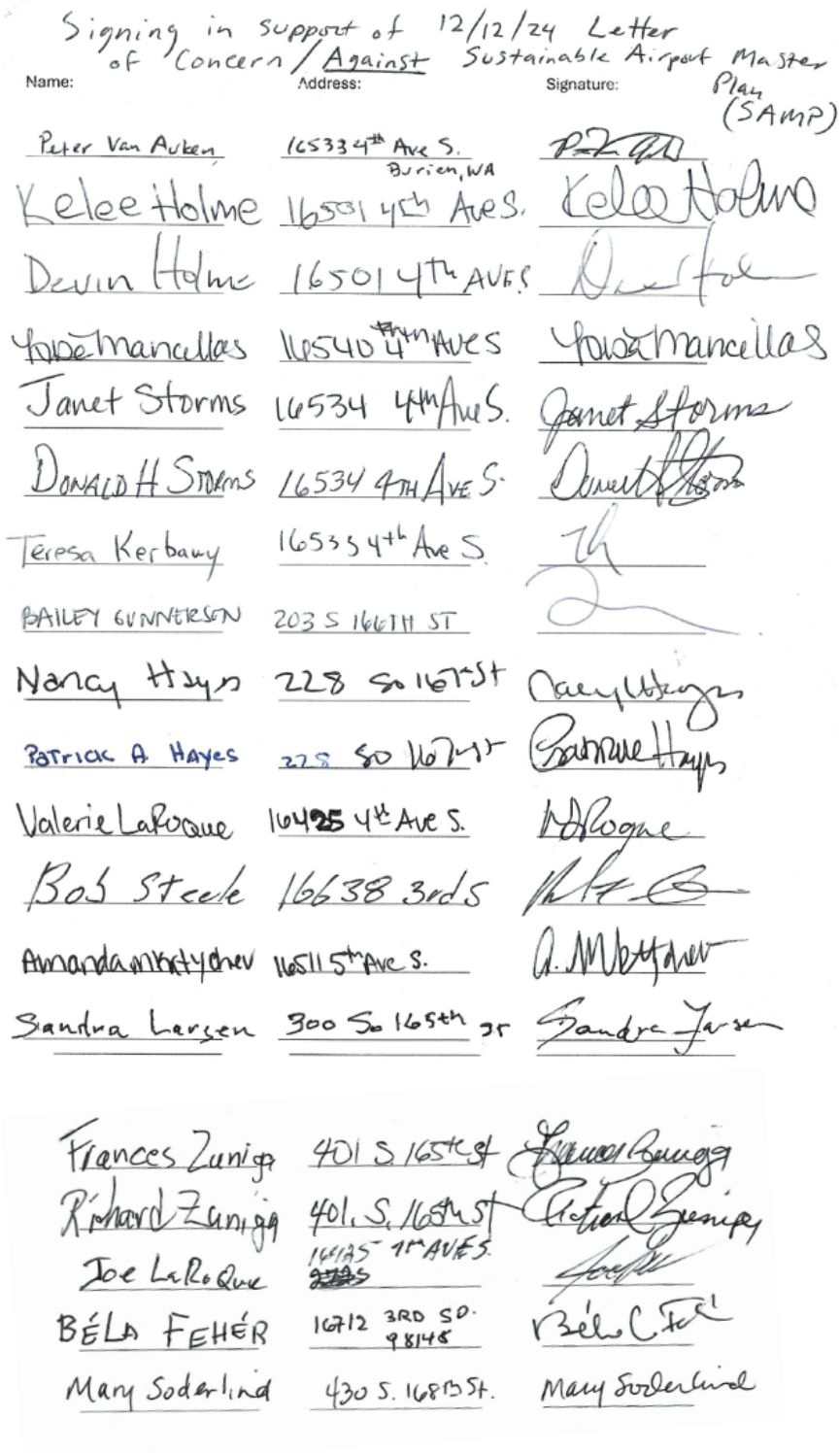
Concerned Neighbors of Blakely Manor

035-6. General Response #17
General Response #19a

035-7. General Response #9b
General Response #10
General Response #12
General Response #13
The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

035-8. General Response #20
The economic study used the most recent and best data available at the time the study was completed. The information presented in this analysis is sufficient for the FAA to accurately assess the impacts for each alternative.

035. Peter VanAuken/Concerned Neighbors of Blakely Manor



Signing in support of 12/12/24 Letter of Concern / Against Sustainable Airport Master Plan (SAMP)

Name:	Address:	Signature:
Peter Van Auken	16533 4th Ave S. Burien, WA	
Kelee Holme	16501 4th Ave S.	
Devin Holme	16501 4TH AVE S	
Yoselin Mancillas	16540 4th Ave S	
Janet Storms	16534 4th Ave S.	
Donald H Storms	16534 4TH Ave S.	
Teresa Kerbaugh	16535 4th Ave S.	
BAILEY GUNNERSON	203 S 166TH ST	
Nancy Hayes	228 So 166th St	
Patrick A. Hayes	228 So 166th St	
Valerie LaRoque	16425 4th Ave S.	
Bob Steele	16638 3rd S	
Amanda Mikkelsen	16511 5th Ave S.	
Sandra Larsen	300 So 165th St	
Frances Zuniga	401 S 165th St	
Richard Zuniga	401 S. 165th St	
Joe LaRoque	16425 4th AVE S.	
BÉLA FEHÉR	16712 3RD SO. 98148	
Mary Soderlind	430 S. 168th St.	

036. EarthJustice/Duwamish River Community Coalition/Beacon Hill Council of Seattle

December 13, 2024

Mr. Steve Rybolt
Port of Seattle, Aviation Environment and Sustainability

BY UPLOAD TO COMMENT PORTAL AND BY EMAIL TO: samp@portseattle.org

Re: Comments on the FAA's National Environmental Policy Act Draft Environmental Assessment for the Sustainable Aviation Master Plan Near-Term Projects

Dear Mr. Rybolt:

On behalf of the Beacon Hill Council of Seattle and Duwamish River Community Coalition, we submit these comments on the draft Environmental Assessment (EA) prepared for the Port of Seattle ("the Port") and the Federal Aviation Administration (FAA) for the Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects.[1]

SUMMARY

The Beacon Hill Council of Seattle (BHC) and Duwamish River Community Coalition (DRCC) are organizations that work toward a clean, healthy, and just future for their diverse communities, which are overburdened communities that are disproportionately impacted by Sea-Tac's operations.

The passenger demand for Sea-Tac currently exceeds the airport's capacity, and demand is projected to continue increasing over the coming decades. Although the Near-Term Projects are not projected to increase demand in and of themselves, by addressing some of the deficiencies that have served as constraints on aircraft operations at Sea-Tac, the Near-Term Projects are projected to increase the number of flights in and out of Sea-Tac beyond what would be expected if no action were taken. EA at 1-11.

The Near-Term Projects include construction of a second passenger terminal and new concourse with 19 additional gates, as well as two cargo projects that will create 420,000 square feet of new

[1] The FAA's draft Environmental Assessment for the Near-Term Projects is available online: https://www.airportprojects.net/sampntpenvironmentalreview/materials-2/.

1

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additional warehouse space at Sea-Tac (projects C02 and C03), significantly expanding the airport's role in goods movement. *See* EA at 1-3 to 1-6 (Table 1-2, listing proposed Near-Term Projects).

The FAA must require an Environmental Impact Statement (EIS) because the EA did not study the Projects' cumulative impacts on all of the communities affected by them, and did not adequately analyze the cargo projects' significant environmental impacts. With respect to the latter, the EA did not consider that building new warehouse space at the airport will increase truck traffic (and the air pollution and noise associated with truck traffic) not only at the airport, but also along the main transportation corridors to the airport as cargo from the airport is delivered to other warehouses and directly to consumers. 1

The communities that will bear the brunt of these Projects' environmental impacts are the same communities that are disproportionately impacted by all of Sea-Tac's activities: communities in the Duwamish Valley in Seattle, in Burien, in Tacoma, in Tukwila, in Sea-Tac, and in Des Moines that are under Sea-Tac flight paths and lay along the main transportation corridors to the airport.

Many of these communities were historically redlined and subject to systematic disenfranchisement and disinvestment. They are exposed to environmental harms from many other sources in addition to the airport and the goods movement sector, including industrial development. These communities already experience high levels of noise, poor air quality, and adverse health outcomes at disproportionately high rates relative to the rest of the state. Children in these communities are already at heightened risk of health impacts from noise and air pollution, and people in these communities are already disproportionately vulnerable to impacts from climate change. 2

The EA does not adequately analyze the Projects' significant direct, indirect, and cumulative impacts. By increasing the number of flights and passengers and the amount of cargo that moves in and out of Sea-Tac, the Near-Term Projects will exacerbate all of these harms and vulnerabilities.

The cumulative impacts of the Near-Term Projects and other sources of harm in these communities are key context that the EA is missing. When this context is taken into consideration, it is clear that these Projects will have a "reasonably foreseeable significant effect on the quality of the human environment." 42 U.S.C. § 4335(b)(1). Additionally, reasonable alternatives to reduce impacts from the large warehouses were not discussed. Accordingly, an EIS is required under NEPA. *Id.* 3

Preparing an EIS would also allow the Port and FAA to correct the highly flawed public engagement measures conducted for the EA and find a more effective way of allowing community members to learn about the proposed projects' impacts and participate in the decision-making process—one of the core purposes of NEPA review. 4

In addition to the requirements of NEPA, the FAA has a separate mandate to assess whether its actions will disproportionately impact environmental justice communities. BHC and DRCC 5

2

036-1. General Response #1
General Response #17
The additional truck traffic associated with the Action Alternatives, including cargo related traffic, was included in air quality analysis, GHG analysis, and the surface transportation analysis in accordance with FAA Order 1050.1F. A surface transportation noise analysis is not required in accordance with FAA Order 1050.1F and 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise.

036-2. General Response #15
General Response #16
General Response #17

036-3. General Response #1
General Response #7
General Response #17

036-4. General Response #1
General Response #3
General Response #4

036-5. General Response #15

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recommend that the Port and the FAA take additional measures that could begin to address the cumulative harms facing near-airport communities. 5

Section I of these comments provides an overview of the Near-Term Projects that are undergoing environmental review and contextualizes them in the context of the airport's Long-Term Vision. Section II describes the overburdened communities that are disproportionately impacted by Sea-Tac, and summarizes several categories of harm to these communities from Sea-Tac. Section III summarizes the legal background applicable to this environmental review. Section IV explains that an EIS is necessary to analyze the significant impacts of the Near-Term Projects and addresses deficiencies in the EA's analysis of air quality, climate, and cumulative impacts and its consideration of a reasonable range of alternatives. Section V addresses the EA's flawed public participation process, which further warrants an EIS. And Section VI addresses the community's desire for the Port and FAA to commit to taking action to address historical environmental injustices in the communities disproportionately impacted by Sea-Tac, beyond this environmental review process.

COMMENTS

I. NEAR-TERM PROJECTS OVERVIEW

The EA addresses the Near-Term Projects portion of the Sustainable Airport Master Plan (SAMP) that is currently undergoing environmental review. Prepared from 2015 to 2018, the SAMP is the blueprint for sustainable development of Sea-Tac to meet demand as the Puget Sound region continues to grow.[2] The SAMP set out a Long-Term Vision for how to meet the forecasted increases in passenger demand. But the FAA concluded that more study was needed before the Long-Term Vision would be ripe for environmental review. EA at 1-1, 1-2.[3]

The Near-Term Projects are aimed at meeting needs that currently exist or will exist in the near future regardless of whether the Port pursues its Long-Term Vision for expanding the airport. EA at 1-2. The Near-Term Projects will not remedy the airport's long-term inability to meet projected increases in demand over the coming twenty years. *Id.* at 1-2, 1-3. The Near-Term Projects consist of 31 infrastructure projects intended to address current suboptimal conditions at Sea-Tac and the increased passenger and cargo demand projected over the next few years. With respect to passenger processing, Sea-Tac's facilities—including parking, check-in, security screening, and gates—are undersized for the current level of passengers, leading to crowded spaces, long lines, and delayed flights. EA at 1-1, 1-2. Passenger demand is expected to continue increasing, worsening these problems. EA at 1-2. With respect to cargo, Sea-Tac's cargo facilities are currently nearing capacity. EA at 1-13 & n.7. Cargo demand is expected to continue

[2] EA at 1-1 & n.2; Landrum & Brown, Sustainable Airport Master Plan (SAMP), Environmental Review for Near-Term Projects, https://www.airportprojects.net/sampntpenvironmentalreview/.

[3] When the long-term vision becomes ripe for environmental review, it is imperative that the FAA conduct an EIS process to study the projects' environmental impacts on the full range of communities affected by flights out of Sea-Tac and give these communities an opportunity to publicly comment on all of the airport's operations.

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growing each year reflecting a growing e-commerce sector, as customers increasingly shop online rather than in-store. App'x A at 13.

The Projects are not expected to increase demand for Sea-Tac. But Sea-Tac's many deficiencies have constrained the number of passengers Sea-Tac can serve and the number of flights that can depart from and arrive at the airport. Confusingly, the EA contains several different versions of projections and forecasts, performed in different years using different assumptions, and reflecting slightly different annual increases.[4] But it appears that, in every scenario, by addressing deficiencies that have served as constraints on aircraft operations at Sea-Tac, the Near-Term Projects are expected to increase the number of passengers served at Sea-Tac and the number of flights in and out of Sea-Tac relative to not taking any action.[5] 6

The Near-Term Projects include the construction of a second passenger terminal and new concourse with 19 additional gates (projects T01 and T02) and associated infrastructure (projects L01 to L07), projects to reconfigure the airfield (projects A01 to A10), and "airport/airline support projects" to renovate infrastructure to support functions such as fueling, de-icing, and maintenance (S01 to S10).

The Near-Term Projects also include the construction of three new cargo warehouses. Currently, Sea-Tac has approximately 411,600 square feet of cargo warehousing space spread across several buildings and is approaching its capacity limits for cargo. App'x B at 12–13. Modeling projects that by 2032, Sea-Tac will require more than 700,000 square feet of cargo warehouses. *Id.* One of the proposed cargo warehouse projects (C01) involves replacing an existing warehouse that is proposed to be demolished as part of the Near-Term Projects with an 80,000 square foot replacement building containing warehousing and office space, truck terminals, and parking. The other two proposed new cargo warehouse projects would create new warehousing space that did not previously exist at Sea-Tac: project C02 would create a new 330,000 square foot warehouse and project C03 would create a new 90,000 square foot warehouse, for a total of 420,000 square feet of proposed additional warehousing space at the airport. EA at 1-3 to 1-6.

[4] For example, Appendix A contains four separate documents reflecting forecast and operational assumptions, and some of these documents contain both a report and an update to the report. *See generally* Appendix A.

[5] According to the 2023 Constrained Operating Growth Scenarios that appear to be the most recently updated projections of aircraft operation levels in the EA, the projected number of flights for 2032 would be 1,303 flights/day (475,595 flights over the course of the year) if the Near-Term Projects are executed versus 1,279 flights/day (466,835 flights in 2032) with no action. App'x A at PDF p.53 (Environmental Review Airside Modeling Documentation). For 2037, the projected number of flights out of Sea-Tac is 1,396 flights/day (509,540 in 2037) if the Near-Term Projects are executed compared to a projected 1,301 flights/day (or 474,865 in 2037) with no action. *Id.* In other words, the EA projects that the Near-Term Projects will allow 8,760 flights in 2032 and 34,675 flights in 2037 to operate out of Sea-Tac in excess of the number of flights that are likely to occur if no action were taken. App'x A at PDF p.53 (Environmental Review Airside Modeling Documentation).

4

036-6. Appendix A contains the 2023 Aviation Forecast Update, the Constrained Operating Growth Scenarios (COGS), the FAA approval of the 2023 Forecast Update, and the Environmental Review Airside Modeling Documentation (TAAM). The forecast was updated in 2019 and 2023 to capture the changing conditions at the Airport. As a result, the COGS were also updated in 2019 and 2023.

As explained in the attachment to the TAAM analysis in Appendix A, the TAAM analysis was prepared to support the noise and air quality modeling by providing information on the runway use, taxi times, and operations by time of day. The TAAM analysis relied on the 2019 COGS. When the COGS were updated in 2023, the TAAM analysis was reviewed to determine if it would also need to be updated. It was determined the runway use assumptions, taxi distance, and day night split would remain approximately the same. Therefore, it was determined to continue using the runway use, taxi times, and operations by time of day developed using the 2019 COGS for the 2023 COGS in the EA noise and air quality analysis.

As noted in Sections 1.5 and 4.1, the analysis in the Draft EA relied on the 2023 COGS.

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II. THE COMMUNITIES DISPROPORTIONATELY IMPACTED BY THE AIRPORT

The Beacon Hill Council of Seattle (BHC) and Duwamish River Community Coalition (DRCC) represent some of the communities that are disproportionately impacted by airport operations in general and will be disproportionately harmed by the Near-Term Projects. 7

The Beacon Hill Council of Seattle is an all-volunteer community organization that advocates for a welcoming, diverse, and healthy Beacon Hill community. BHC has been one of the driving forces behind the Fix the Harm campaign to educate communities about Sea-Tac airport's harmful cumulative impacts. BHC holds open forums where community members can discuss matters affecting the community and strategize solutions to resolve resident concerns. BHC also acts as a community connector by bridging residents with public and private sector organizations and agencies to improve the Beacon Hill neighborhood.

The Duwamish River Community Coalition provides resources, knowledge, and action to build a more just environmental future. By elevating the voice of those impacted by the Duwamish River pollution and other environmental injustices for a clean, healthy, equitable environment for people and wildlife, DRCC promotes place-keeping and prioritizes community capacity and resilience.

The noise, air pollution, and other adverse impacts from Sea-Tac—an airport with 422,000 takeoffs and landings in 2023 alone[6]—is not contained within the confines of the airport. Both BHC's and DRCC's members include people who reside in communities along Sea-Tac flight paths, including in Burien, Tacoma, Tukwila, SeaTac, Des Moines, and Seattle neighborhoods like Beacon Hill and others in the Duwamish Valley. Sea-Tac harms these communities profoundly. Members of these communities experience disproportionate and cumulative harms from airport operations as well as other sources of pollution. Previous projects to expand the airport, such as the addition of a third runway in 2008, compounded those harms. 8

A. Noise

One of the main ways that Sea-Tac has harmed communities near the airport and under its flight paths is by subjecting them to unhealthy levels of noise: deafening low-flying planes coming and going from both Sea-Tac and the King County International Airport, a relentless cycle of cars and the honks that come with them, and noise from large industrial trucks speeding through residential streets. The noise is frequently loud enough to vibrate nearby homes. This noise pollution can have deleterious effects, such as disruption of sleep and concentration and/or 9

[6] B. Davis, *As Sea-Tac Traffic Grows, So Does Airport Communities' Need for Relief*, Seattle Times, Oct. 31, 2024, https://www.seattletimes.com/opinion/as-sea-tac-traffic-grows-so-does-airport-communities-need-for-relief/ (attached as Attachment A); *see also* FAA, *Final CY23 Enplanements at All Commercial Service Airports*, https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/cy23_commercial_service_enplanements (attached as Attachment B) (listing the number of passengers who boarded a plane at Sea-Tac, showing an 11% growth from 2022 to 2023).

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036-7. General Response #15

036-8. General Response #5
General Response #17
General Response #19a

036-9. General Response #13
General Response #14
General Response #16

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triggering stress and annoyance, and as stated above, children specifically are at risk of reduced cognitive functioning. EA App'x J at 3.[7] Research shows that noise pollution can have disastrous health effects because noise pollution "activates the stress response in the body on a frequent basis, leading to chronic stress," which wears down organ systems, and leads to cascading adverse effects that "then increase[] risk for chronic diseases and early death."[8] Issues like inflammation, and oxidative stress, are particularly concerning because these "can lead to increased risk of hypertension" and "increased risks of stroke, heart attack, and heart-related hospitalizations, and cardiovascular-related death."[9] And local data validates these adverse impacts from aircraft noise exposure: "A retrospective cohort study confirmed that in Seattle, as in 88 other airport communities, airport-related noise exposure significantly increased the likelihood of hospital admissions for cardiovascular issues among people 65 years of age and older."[10] 9

The Near-Term Projects will increase noise for communities under Sea-Tac's flight paths and along the transportation corridors to the airport, including the Duwamish Valley and Beacon Hill.

Historically, efforts to mitigate the airport's noise impacts have not been extended to many communities impacted by the airport, and in the communities that have received mitigation, have either been ineffective or worsened conditions in communities disproportionately impacted by Sea-Tac.[11] The Port's previous noise mitigation packages involved installing "soundproofing like triple-pane windows and special ceiling insulation into more than 9,400 single-family homes to dampen the noise of roaring jets above."[12] But years later, residents suffered from damaged walls and moldy windows in addition to the noise pollution from the low-flying planes.[13] The Port re-committed funding to the noise mitigation program, but qualifying homes were those who met the federal significance threshold for aircraft noise: if the aircraft noise "would cause an increase in noise of 1.5 dB or more to a noise sensitive land use at the 65 DNL or greater contour." App'x J at 5.2. The DNL, or Day Night Average Sound Level, represents "a person's 10

[7] See also Public Health Seattle & King County, Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 (Dec. 1, 2020) at 25, https://apps.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf (attached as Attachment C).

[8] *Id.* at 25.

[9] *Id.* at 26.

[10] *Id.*

[11] A. Yoon-Hendricks, *Plans to Fix Soundproofing in Homes Near Sea-Tac Airport Under Scrutiny,* Seattle Times, July 26, 2024, https://www.seattletimes.com/seattle-news/plan-to-fix-soundproofing-in-homes-near-sea-tac-airport-under-scrutiny/ (attached as Attachment D).

[12] *Id.*

[13] *Id.*

6

036-10. General Response #12
General Response #13
General Response #17

The sound insulation program is a separate process that is outside the scope of this EA. The following website has more information on the sound insulation program: https://www.portseattle.org/sound-insulation

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cumulative exposure to sound over a 24-hour period," and the DNL Contour reflects an area on the map where sound exposure is equal.[14] Homes that fall outside the 65 DNL Contour are "disproportionately low-income communities with a high percentage of immigrant residents, older adults and people with health issues, [that] still experience significant noise from jets[.]"[15] 10

B. Goods Movement

Many of the communities disproportionately impacted by Sea-Tac and the Near-Term Projects are near-port communities that are also disproportionately impacted by goods movement.

The goods movement and distribution sector has grown dramatically during the COVID-19 pandemic, compounding these inequities. With more people doing more of their shopping online, e-commerce soared, creating record-breaking demand for warehouses to be used for fulfillment and distribution centers for goods movement. As the goods movement industry expands, so does diesel truck traffic near ports and warehouses, exacerbating air pollution in nearby communities. Nationwide, near-port communities—communities near freight hubs, highways, warehouses, rail and intermodal yards, and ports—bear the brunt of air pollution from vehicle emissions and associated health harms. In addition to disproportionately suffering the burdens of diesel pollution, near-port communities typically do not reap the benefits of the ports and goods movement industries, such as jobs and economic growth.[16] For all of these reasons, EPA made goods movement one of its national environmental justice priorities in 2020.[17] 11

The Duwamish Valley is a "near port" area that is disproportionately impacted by Sea-Tac (as well as the King County International Airport) and is also a high traffic transportation corridor. Several major thoroughfares (including I-5, Highways 99, 509, and 599, bridges, and off-ramps) border the Duwamish Valley. Numerous major trucking routes pass through Georgetown and South Park, carrying freight from the Port of Seattle and nearby industry. Like many near-port

[14] U.S. Federal Aviation Administration, *What is DNL and Why Does the FAA Use It?*, https://www.faa.gov/faq/what-dnl-and-why-does-faa-use-it (attached as Attachment E).

[15] A. Yoon-Hendricks, *supra*.

[16] U.S. Envt'l Prot. Agency, *Environmental Justice Primer for Ports: Impacts of Port Operations and Goods Movement*, https://www.epa.gov/community-port-collaboration/environmental-justice-primer-ports-impacts-port-operations-and-goods#distribution (attached as Attachment F).

[17] *See* U.S. Envt'l Prot. Agency, *EJ 2020: National EJ Challenges*, https://www.epa.gov/environmentaljustice/ej-2020-national-ej-challenges (attached as Attachment G).

7

036-11. General Response #5
General Response #15
The additional truck traffic associated with the Action Alternatives, including cargo related traffic, was included in air quality analysis, GHG analysis, and the surface transportation analysis in accordance with FAA Order 1050.1F. The surface transportation study area (STSA) focused on traffic intersections where reasonably foreseeable direct or indirect traffic impacts may occur due to the implementation of the Action Alternatives, which considered primary and secondary routes of travel between the NTPs and origins / destinations outside the GSA. See Section 3.3.13 of the Draft EA for more information on the establishment of the STSA.

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communities, the Duwamish Valley is predominantly non-white, comprised largely of immigrant and refugee families,[18] and home to some of the lowest-income communities in Seattle.[19] 11

C. Redlining

Many near-port communities have been burdened with disproportionate, cumulative exposure to many environmental harms and have been subjected to systematic disinvestment and redlining.[20] This is true of many of the communities most impacted by Sea-Tac. The artifacts of this history of racism and disenfranchisement compound the negative effects of the disproportionate environmental harms they continue to face. Poor air quality in the South Seattle area "is consistent with historically redlined neighborhoods in Seattle."[21] EJScreen socioeconomic indicator and health disparities data for the census tracts in South Park and Georgetown corroborate this finding. South Park has more people of color than 89 percent of the state, higher rates of asthma among adults than 47 percent of the state, and lower life expectancy than 97 percent of the state.[22] Georgetown has more people of color than 57 percent of the state, higher rates of asthma among adults than 17 percent of the state, and lower life expectancy than 63 percent of the state.[23] 12

D. Air Pollution

Air quality in these communities is also disproportionately impaired as a result of emissions of air and climate pollution from Sea-Tac, transportation corridors, industrial development, and other sources. 13

[18] *See* U.S. Envt'l Prot. Agency, *EJScreen (Version 2.3)*, https://ejscreen.epa.gov/mapper/ ("People of Color" Socioeconomic Indicator); U.S. Envt'l Prot. Agency, *Environmental Justice Primer for Ports: Impacts of Port Operations and Goods Movement*, *supra* ("The disparities in environmental burdens and economic benefits disproportionately affect low-income communities and communities of color and can also be exacerbated by long-term disinvestment and challenging socioeconomic conditions.").

[19] Duwamish River Cleanup Coalition, *Duwamish Valley Vision Map and Report* (2009) at 6, https://www.seattle.gov/documents/Departments/Environment/EnvironmentalEquity/Duwamish-Valley-Vision-Report-2009.pdf (attached as Attachment H).

[20] *See* U.S. Envt'l Prot. Agency, *Environmental Justice Primer for Ports: Impacts of Port Operations and Goods Movement*, *supra*.

[21] Washington Dept. of Ecology Air Quality Program, *Community Summary Report: Improving Air Quality in Overburdened Communities Initiative,* (Mar. 2023) at 18, https://apps.ecology.wa.gov/publications/documents/2302017.pdf (attached as Attachment I).

[22] U.S. Envt'l Prot. Agency, *EJScreen (Version 2.3)*, https://ejscreen.epa.gov/mapper/ ("People of Color" Socioeconomic Indicator and "Asthma" and "Low Life Expectancy" Health Disparities data) (Community Report for Tract 53033011200, attached as Attachment J)

[23] U.S. Envt'l Prot. Agency, *EJScreen (Version 2.3)*, https://ejscreen.epa.gov/mapper/ ("People of Color" Socioeconomic Indicator and "Asthma" and "Low Life Expectancy" Health Disparities data) (Community Report for Tract: 53033010900, attached as Attachment K).

8

036-12. South Park is approximately five miles north and Georgetown is approximately seven miles north of SEA, which is outside of the 65 DNL noise contour. In addition, both South Park and Georgetown are close in proximity to the King County International Airport. Both South Park and Georgetown are outside of the study area and outside the scope of this EA.

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A study done by the Washington Department of Ecology found that while the South Seattle area meets national ambient air quality standards, it "experience[s] high levels of criteria air pollution, when compared to the rest of Washington State."[24] Ecology accordingly designated South Seattle (including the Duwamish Valley and parts of Tukwila, Burien, and SeaTac) as one of the state's 16 most overburdened areas that are highly impacted by air pollution.[25] The census tracts in the Duwamish Valley are ranked highest in the state for diesel NOx pollution and disproportionate burden.[26] Huge swaths of the Duwamish Valley are in the top 5% of communities nationwide with the highest proximity to traffic and traffic volume, and highest exposure to diesel PM pollution.[27] A 2019 study of moss on trees in areas of the Duwamish Valley showed elevated levels of air toxics like arsenic, chromium, cobalt, and lead..[28] Measured levels of arsenic and chromium in Duwamish Valley moss were twice as high as the concerning levels of these heavy metals found in a similar moss study in Portland.[29] 13

E. Climate Change

Air travel is a major source of greenhouse gas emissions that cause climate change. The transportation sector is the largest contributor of greenhouse gas emissions in Washington, and accounts for nearly 40 percent of the state's greenhouse gas emissions.[30] A 2023 King County study found that aviation emissions accounted for 3,999 million MTC02e in 2019, making up 15% of King County's overall greenhouse gas emissions.[31]

The Near-Term Projects will increase climate pollution from the increased aircraft operations and the increased cargo movement. 14

[24] Wash. Dept. of Ecology Air Quality Program, *Community Summary Report: Improving Air Quality in Overburdened Communities Initiative*, *supra*, at 21.

[25] *Id.* at 6, 11, 16 (identifying South King County and South Seattle as overburdened).

[26] Wash. Dep't of Health, *Env't Health Disparities Map*, https://fortress.wa.gov/doh/wtnibl/WTNIBL/ ("Diesel Pollution and Disproportionate Impact").

[27] U.S. Envt'l Prot. Agency, *EJScreen 2.0*, https://ejscreen.epa.gov/mapper/ ("Traffic Proximity" and "2017 Diesel Particulate Matter" under "Pollution and Sources").

[28] DRCC, *Duwamish Valley Clean Air Program Moss Study Community Fact Sheet*, https://static1.squarespace.com/static/5d744c68218c867c14aa5531/t/5f10f3cae34eb20502407d57/1594946507283/Duwamish+moss+Fact+Sheet+final.pdf (attached as Attachment L).

[29] *Id.*

[30] Wash. Dep't of Ecology, *Wash. State Greenhouse Gas Emissions Inventory: 1990–2019* (2022), https://apps.ecology.wa.gov/publications/documents/2202054.pdf (attached as Attachment M).

[31] King County, *Joint Aircraft Emissions Technical & Community Task Force Report* (2023) at 9, https://your.kingcounty.gov/dnrp/climate/documents/2023/2023-king-county-aircraft-emissions-task-force-report.pdf (attached as Attachment N).

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The impacts of climate change are not evenly distributed across society and disproportionately affect environmental justice communities like those surrounding Sea-Tac.[32] A 2018 analysis found that Washingtonians will be affected differently by climate change based on where they live and based on the sector in which they work, with environmental justice communities and people working in certain sectors facing disproportionate risk of negative impacts from climate change.[33] Environmental justice populations are affected more deeply because "access to financial resources (e.g., through income and wealth) plays an important role in determining vulnerability to a wide range of disasters (including heat events), as it can determine people's ability to 'absorb the losses' from hazard events[.]"[34]And across all environmental justice populations, lack of access to culturally competent and responsive healthcare "can exacerbate the health risks faced by communities of color, [I]ndigenous peoples and in communities with lower incomes."[35]

The communities most impacted by Sea-Tac are also often the first to feel the brunt of climate change, are hardest hit by it, and have the fewest resources to respond. The airport's climate pollution exacerbates the vulnerability of these communities.

For example, climate change causes sea-level rise and extreme weather, which increases flood risks to communities in flood plains.[36] Recent modeling highlighted that the Duwamish Valley is particularly vulnerable to flooding fueled by climate change.[37] In December 2022, the Duwamish River flooded several homes in South Park. This unprecedented flooding was linked to several factors including higher-than-average tides, rain runoff, and melting snow, all impacts exacerbated by climate change. Community members reported over 30 households were impacted and 18 households were deemed uninhabitable. Many resident families were displaced for over 8 months while their homes underwent demolition, cleaning, and rebuilding; and 8 families were permanently displaced.

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[32] Univ. of Wash. Climate Impacts Group, *Climate Inequality: The consequences of climate change will be more severe for some communities than for others*, https://cig.uw.edu/learn/inequities-in-climate-impacts/ (attached as Attachment O).

[33] Univ. of Wash. Climate Impacts Group, *An Unfair Share: Exploring the Disproportionate Risks from Climate Change Facing Wash. State Communities* (2018), https://cig.uw.edu/wp-content/uploads/sites/2/2018/08/AnUnfairShare_WashingtonState_August2018.pdf (attached as Attachment P).

[34] *Id.*

[35] *Id.*

[36] *E.g.*, Univ. of Wash. Climate Impacts Group, *Climate Inequality: The consequences of climate change will be more severe for some communities than for others*, *supra* at 2.

[37] *See, e.g.*, AGU24, *Evaluating Past and Future Contributions to Compound Flooding in the Duwamish River Estuary*, https://agu.confex.com/agu/agu24/meetingapp.cgi/Paper/1693689.

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Climate change also creates "heat islands," urbanized areas that experience higher temperatures than other areas because the built environment has a dearth of natural landscapes and a lot of concrete.[38] 15

F. Cumulative Health Impacts

According to a 2013 study of the cumulative impacts of pollution in Seattle, Beacon Hill, Georgetown, and South Park in the Duwamish Valley (zip code 98108) had the highest ranking in the city for cumulative impacts to health.[39] Researchers found that the cumulative effect of environmental and other stressors was a shorter life for residents in these neighborhoods.[40] On average, these residents' lifespans were eight years shorter than residents of other communities.[41]

Airplanes and trucks emit several different kinds of dangerous air pollution that is harmful to human health.

The air pollutants emitted as a result of airport operations include particulate matter of various sizes, ozone, carbon monoxide (CO), nitrogen dixode (NO2), sulfur oxides (SO2), and other hazardous air pollutants.[42] Fine particulate matter (PM2.5) causes cardiovascular and respiratory problems, and likely causes cancer and central nervous system conditions, including dementia and neurodegeneration.[43] Other forms of particulate matter are linked to an increased risk of preterm births and respiratory concerns, among other issues.[44] Ozone, NO2, and SOx cause short-term respiratory issues, and NO2 and CO cause cardiovascular problems.[45] These pollutants are especially concerning for people with underlying respiratory or cardiovascular issues because they worsen existing conditions, though long-term exposures increase risk in the general population for developing problems.[46] The hazardous air pollutants (HAPs) found at 16

[38] *See, e.g.*, U.S. Envtl. Prot. Agency, *Heat Island Effect*, https://www.epa.gov/heatislands; U.S. Dept. of Agriculture, *Urban Heat Islands in the Northwest*, https://www.climatehubs.usda.gov/hubs/northwest/topic/urban-heat-islands-northwest (attached as Attachment Q).

[39] L. Gould & B.J. Cummings, *Duwamish Valley Cumulative Health Impacts Analysis,* Just Health Action, DRCC (Mar. 2013) at 2, https://www.seattle.gov/Documents/Departments/Environment/EnvironmentalEquity/CHIA_low_res.pdf (attached as Attachment R).

[40] L. Mapes, *Study Finds Life is Shorter for Some in the 98108 ZIP Code,* Seattle Times, Mar. 28, 2013, https://www.seattletimes.com/seattle-news/study-finds-life-is-shorter-for-some-in-the-98108-zip-code/ (attached as Attachment S).

[41] *Id.*

[42] Public Health Seattle & King County, *Community Health and Airport Operations Related Noise and Air Pollution, supra*.

[43] *Id.*

[44] *Id.*

[45] *Id.*

[46] *Id.*

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airports are known or suspected carcinogens and cause birth defects.[47] Communities underneath and downwind of jets landing at Seattle-Tacoma International Airport are also exposed to a type of ultrafine particle pollution that is distinctly associated with aircraft. The health risks associated with ultrafine particles (UFPs) come from their components, which include "toxic metals and compounds that have been associated with adverse heart, lung, and brain health effects."[48] An eight-year study of communities impacted by ultrafine particle pollution from LAX airport shows that UFPs are associated with premature births and low birth weight.[49]

Near-roadway communities exposed to tailpipe emissions from gasoline- and diesel-powered vehicles face heightened health risks from many of these same pollutants. The mixture of pollutants contained in diesel exhaust puts healthy people at risk for asthma and respiratory illnesses, can make preexisting heart and lung diseases worse, and can cause cancer.[50] A two-year study by the University of Washington to analyze air quality impacts from exposure to ultrafine particles in communities near and underneath Sea-Tac flight paths found that concentrations of UFPs derive from both roadway traffic and aircraft sources, with the highest UFP counts found nearest major roadways such as I-5.[51]

In addition, communities in the Duwamish Valley live in close proximity to several contaminated waste sites that create additional toxicity exposures, including the Duwamish River Superfund site and the Harbor Island Superfund site.[52]

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[47] *Id.*

[48] K. Bramble *et al.*, *Exposure Disparities by Income, Race, and Ethnicity, and Historic Redlining Grade in the Greater Seattle Area for Ultrafine Particles and Other Air Pollutants*, Envtl. Health Perspectives vol. 131 issue 7 (July 5, 2023), https://doi.org/10.1289/EHP11662 (attached as Attachment T).

[49] S. E. Wing *et al.*, *Preterm Birth Among Infants Exposed to in Utero Ultrafine Particles from Aircraft Emissions*, Envtl. Health Perspectives vol. 128 issue 4 (Apr. 2, 2020), https://doi.org/10.1289/EHP5732 (attached as Attachment U).

[50] Wash. Dept. of Ecology, *Health Effects from Diesel Pollution*, https://ecology.wa.gov/air-climate/air-quality/vehicle-emissions/diesel-emissions/health-impacts (attached as Attachment V).

[51] Univ. of Wash. Envtl. & Occupational Health Sci., *Mobile ObserVations of Ultrafine Particles: The MOV-UP Study Report* (Dec. 2019) at 6, https://deohs.washington.edu/sites/default/files/Mov-Up%20Report.pdf (attached as Attachment W).

[52] *E.g.*, U.S. Envtl. Prot. Agency, Superfund Site: Lower Duwamish Waterway, https://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=1002020; U.S. Envtl. Prot. Agency, Superfund Site: Harbor Island, https://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=1000949.

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G. Disproportionate Risks for Children

The airport and growing goods movement sector can be especially harmful to the children of these communities. 21.7% of the population in the 98108 zip code—the zip code encompassing Beacon Hill, Georgetown, and South Park—is under 18 years old. EA at 3-83, Table 3-35.

Children playing outside, rolling on the ground, and putting things from the ground into their mouths are at heightened risk of ingesting pollutants from airplanes and freight vehicles that are deposited into the soil, dust, and air.[53] For example, a recent study found elevated concentrations of harmful chemicals called organophosphates in air, soil, pine needles, river water, and outdoor dusted collected around an airport.[54]

Additionally, young residents of the communities most exposed to pollution from Sea-Tac can suffer more serious health consequences than adults from the exposures. "Low levels of environmental exposures that may be tolerable for adults can have detrimental effects on children."[55] Increased air pollution in particular has great potential to cause significant negative impacts to children because "children's detoxification mechanisms in their lungs and immune systems are not fully developed."[56] Local data supports these findings as "children who live in the Duwamish Valley have among the highest rates of hospitalization due to asthma compared with any other neighborhoods in the city — about 40% higher than other parts of the city."[57]

Children in communities near Sea-Tac are also disproportionately vulnerable to health impacts from the noise associated with Sea-Tac's operations and construction projects. For example, several studies have demonstrated that "children with chronic aircraft, road traffic or rail noise exposure at school have poorer reading ability, memory, and academic performance on nationally standardized tests than children who are not exposed to noise at school."[58] There are nine schools that are exposed to heightened noise levels from Sea-Tac yet only two of those have been sound insulated. EA at 3-50.

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[53] Children's Envtl. Health Collaborative, *Children's Unique Vulnerabilities,* https://ceh.unicef.org/essentials/childrens-unique-vulnerabilities (attached as Attachment X).

[54] *Id.*

[55] *Id.*

[56] *Id.*

[57] E. Takahama, *New study investigates why some parts of Seattle have high asthma rates*, Seattle Times, May 23, 2023, https://www.seattletimes.com/seattle-news/health/new-study-investigates-why-some-parts-of-seattle-have-high-asthma-rates/ (attached as Attachment Y).

[58] *See, e.g.*, C. Clark *et al.*, *Longitudinal Effects of Aircraft Noise Exposure on Children's Health and Cognition: A Six-Year Follow-up of the UK RANCH Cohort*, 35 J. of Envt'l Psychology 1 (2013), https://www.sciencedirect.com/science/article/pii/S027249441300011X (attached as Attachment Z).

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III. LEGAL BACKGROUND

NEPA requires agencies to prepare an EIS for any major federal action that will significantly affect the quality of the human environment. 42 U.S.C. § 4332(2)(C). When determining significance, the agency must consider "[d]irect, indirect, and cumulative impacts[.]" FAA Order 1050.1F, ¶¶ 3-1.3.(a), 4-2.3, 4-3; *see also* 40 C.F.R. § 1501.3(d)(1),(2)(i-viii); 40 C.F.R. § 1508.1(i)(1)–(3). A cumulative impacts analysis analyzes whether any significant impacts would occur when the proposed action's effects are added to other past, present, or reasonably foreseeable actions. FAA Order 5050.4 at § 706(h).

As agencies conduct their environmental review, NEPA requires them to take a "hard look" to determine whether a proposed action will have "significant environmental impacts." *Ctr. for Biological Diversity*, 538 F.3d at 1217–18 (citing 40 C.F.R. § 1502.14(a)). "The unequivocal intent of NEPA is to require agencies to consider and give effect to the environmental goals set forth in the Act, not just to file detailed impact studies which will fill governmental archives." *Id.* (internal citation omitted).

Agencies must also consider the full range of alternatives to the proposed action. Alternatives are not limited in number, nor are they limited to the jurisdiction or capacity of the agency undertaking the environmental review. "[T]he emphasis is on what is 'reasonable' rather than on whether the proponent or applicant likes or is itself capable of carrying out a particular alternative." 40 Most Asked Questions Concerning CEQ's NEPA Regulations, 46 Fed. Reg. 18026 (March 23, 1981). Comparing alternatives is at the "heart" of the agency's environmental review because it "sharply defin[es] the issues and provid[es] a clear basis for choice among options by the decisionmaker and the public." 40 C.F.R. § 1502.14. Agencies must "[r]igorously explore and objectively evaluate all reasonable alternatives." *Ctr. for Biological Diversity*, 538 F.3d at 1217–18 (citing 40 C.F.R. § 1502.14(a)). Although "an agency's obligation to consider alternatives under an EA is a lesser one than under an EIS," agencies must give alternatives full, meaningful, and intense consideration regardless of whether the agency prepares an EA or an EIS. *Id.* at 1217 (quoting *Native Ecosystems Council v. U.S. Forest Serv.,* 328 F. 3d 1246 (9th Cir. 2005).

Under Order 1051.F, if the FAA finds "the proposed action would not result in significant impacts to the human environment" or that "mitigation will reduce impacts below significant levels," it can prepare a FONSI or a mitigated FONSI, respectively. FAA Order 1050.1F at 6-6, 6-2.2.k(1), (2). But if it finds that the proposed action would result in significant impacts to the human environment and mitigation measures would not reduce impact(s) below significant levels, the FAA must prepare an EIS. FAA Order 1050.1F at 7-1.

An EA must provide "sufficient evidence and analysis" for the FAA's determination. 40 C.F.R. § 1501.5(c)(1). If the agency decides not to prepare an EIS after issuing an EA, "it must supply a convincing statement of reasons to explain why a project's impacts are insignificant." *Center for Biological Diversity*, 538 F. 3d at 1220 (internal citations omitted).

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IV. PROJECT IMPACTS

The fact that the Near-Term Projects will substantially increase the number of passengers and flights out of Sea-Tac is reason enough to require an EIS. The airport has long had significant and cumulative environmental impacts on overburdened communities under the airport's flight paths and along the transportation corridors to the airport. These impacts are well documented and go far beyond the impacts quantified in the EA. Increasing the number of passengers and flights out of Sea-Tac will exacerbate the airport's cumulative impacts on the communities under the flight path and along the roadways that run to the airport. It means that they will experience more noise, more air pollution, and more adverse health impacts from both.

As the FAA has acknowledged:

> Like many infrastructure projects, most airport development triggers public interest, especially in those areas that would sustain development-related environmental impacts. It is through this public participation that Federal agencies disclose information about the proposed action, reasonable alternatives, and expected environmental effects.

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An EIS is necessary for the public to understand the significance of the project's impacts on the communities most impacted.

Additionally, the EA does not adequately study the impacts of building new warehouses at the airport that will increase tailpipe emissions beyond the immediate vicinity of the airport.

An EIS is necessary to take a hard look at the Projects' direct, indirect, and cumulative impacts, particularly on air quality and climate. An EIS must also look at a full range of reasonable alternatives.

A. Air Quality

The EA incorporates FAA guidance that "a project is considered to have a significant air quality impact if '[t]he action would cause pollutant concentrations to exceed one or more of the NAAQS, as established by the USEPA under the CAA, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations." EA at 4-11 (§ 4.3.1.1, Significant Impact Threshold).

But there is more than one way to assess air quality. The FAA's significance threshold for air quality impacts—which looks only at the NAAQS—falls short of the letter and spirit of NEPA.

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National Ambient Air Quality Standards (NAAQS) are standards set by EPA pursuant to the Clean Air Act that set limits on the concentration of six air pollutants known as "criteria pollutants"—carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide—that can accumulate in ambient air. For each pollutant, the NAAQS include both a primary standard that is intended to protect public health, including the health of sensitive populations such as children, the elderly, and people with asthma, and a secondary standard that

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is intended to protect against other harms such as decreased visibility and harm to animals, plants, and buildings.

Treating as insignificant all air pollution that does not cause a NAAQS exceedance ignores several key facts. First, NAAQS exist only for the six most common air pollutants. No ambient air quality standards exist for any air toxics—another category of pollutants that are harmful to human health. EPA has been

Second, criteria air pollution can create adverse health impacts and poor outcomes for the communities most directly exposed to it even without causing a NAAQS exceedance for the airshed. This is evident in the fact that areas with higher exposure to air pollution experience disproportionately bad outcomes associated with those pollutants even when they are in an airshed that is in compliance with the NAAQS.[59] 19

Because determining whether an airshed is in compliance with the NAAQS is insufficient to assess a community's health risks from air pollution, scientists at the Seattle-Beacon Hill air monitoring station (operated by the Washington Department of Ecology with funding from EPA) monitor not only concentrations of criteria pollutants but also concentrations of trace gases and air toxics.[60]

But even under the FAA's definition of significance, the EA's analysis does not suffice under NEPA because the emissions inventory is incomplete and because there is no analysis to support the EA's conclusion that the emissions reflected in the inventory will not contribute to any NAAQS exceedances.

In particular, the EA failed to account for the fact that new warehouse storage will increase truck trips—and thus tailpipe emissions—not only on the streets immediately surrounding the airport, but more broadly throughout the area's goods movement corridors.

The kinds of warehouse facilities used in e-commerce, where materials are often stored only briefly before distribution, generate significantly more vehicle traffic than traditional warehouses that are used primarily for longer-term storage rather than rapid redistribution of goods.[61] The EA makes clear that the cargo warehouses at Sea-Tac will cater primarily to precisely these kinds of e-commerce uses, and that the cargo moving through Sea-Tac's expanded warehouses is likely to be traveling far beyond the areas studied in the EA. App'x A at 13; App'x B at PDF pp.100–158. 20

[59] *See generally* L. Gould & B.J. Cummings, *Duwamish Valley Cumulative Health Impacts Analysis, supra*; Wash. Dept. of Ecology Air Quality Program, *Community Summary Report: Improving Air Quality in Overburdened Communities Initiative*, *supra*.

[60] *E.g.*, Wash. Dept. of Ecology, *Seattle Beacon Hill Station: Focus on Air Monitoring* (Oct. 2023), https://apps.ecology.wa.gov/publications/documents/2302107.pdf (attached as Attachment AA).

[61] *See, e.g.*, Institute of Transportation Engineers (ITE), *High-Cube Warehouse Vehicle Trip Generation Analysis*, Oct. 2016 (attached as Attachment BB).

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The additional truck traffic associated with the Action Alternatives, including cargo related traffic, was included in air quality and GHG analyses in accordance with FAA's Aviation Emissions and Air Quality Handbook, version 3, and FAA Order 1050.1F.

Emissions from motor vehicles are a function of the vehicle-miles-traveled (VMT). VMT refers to the total number of miles traveled by a motor vehicle in a region over a certain period, usually over a year. VMTs were calculated using data obtained from the surface transportation study, the Port, and WSDOT (average annual daily traffic, roadway segments, speeds, etc.).

All vehicle types were grouped into four main categories based on engine and operating characteristics to determine an emission factor (passenger car, passenger truck, short-haul truck, or long-haul truck).

The 2 miles, 15 mph referenced was for airside delivery vehicles and not for cargo trucks. The cargo trucks were accounted for in the VMT calculations explained above.

The air quality and GHG analyses both captured and accurately reported the emissions expected from cargo trips.

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Because of the increasingly obvious potential adverse environmental and human health effects from the commercial transportation of freight, goods movement has been an environmental justice priority for the EPA and the Federal Interagency Working Group on Environmental Justice for years.[62]

Although the EA claims to have inventoried the likely emissions from motor vehicles "transporting cargo to and from the Airport," (App'x C at 15 (§ 5.4)), the air emissions inventoried did not encompass all of these impacts. The Scope 3 emissions inventory assumed that every airside delivery vehicle would only travel 2 miles, at a speed of 15 mph. App'x C at 18–19 (§ 5.4.1.5). The maps in Appendix C show that the roadway segments studied encompass only a few roadways immediately surrounding the airport. *See* App'x C at 70 (Exhibit 5-12: Roadway Areas – Proposed Action).

It appears that the roadway areas studied as part of the proposed action were selected because they are roadway segments "where it is reasonable to anticipate changes in vehicle traffic due to the Proposed Action." App'x C at 16 (§ 5.4.1.1). But traffic—i.e., increased congestion—on roads in the vicinity of the airport is only one of the relevant impacts that will be caused by vehicles transporting cargo to and from the new warehouses proposed to be built at the airport. Even assuming the EA is correct that these warehouses' impact on traffic congestion will be limited to the studied areas, it is nonetheless illogical to assume that the cargo vehicles will cease emitting air pollution at the boundaries of the roadway areas studied. Rather, a highly foreseeable impact of building large new cargo warehouses at the airport is that it will increase truck trips—and the associated tailpipe emissions—throughout the goods movement corridors served by these warehouses.

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An EIS must contain an updated emissions inventory. The emissions inventory in the EA is incomplete and does not account for the foreseeable impact of new warehouses in increasing tailpipe emissions beyond the immediate vicinity of the warehouses. Nothing in the EA reflects any analysis of the project's impact on air quality in areas impacted by the goods movement sector that are not in the immediate vicinity of the airport. Although the EA stated that "[s]everal areas of King County are classified as maintenance for the PM10 (coarse particles) standard," it reasoned that "[t]he Airport is not within any of these areas. Therefore, the Proposed Action would occur only in an area considered in attainment for all criteria pollutants." EA at 3-9 (§ 3.3.1.2, King County Air Quality Status); *see also id.* at 4-11 (§ 4.3.1.1, Significant Impact Threshold) (noting that "SEA is located within an attainment area for all pollutants, which means that the region meets all NAAQS"). An EIS is required to study the significance of the proposed project's emissions taking into account all reasonably foreseeable indirect impacts on air quality from building large new warehouses at the airport.

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[62] *See* Fed. Interagency Working Group on Environmental Justice, *Goods Movement Federal Resources Compendium 2017–2018*, at 2, https://www.epa.gov/sites/default/files/2017-09/documents/iwg_goods_movement_federal_resources_compendium.pdf (attached as Attachment CC); U.S. Envt'l Prot. Agency, *EJ 2020: National EJ Challenges*, *supra*.

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Tools exist to estimate how many additional truck trips will be generated by the creation of a new warehouse for use in e-commerce.[63] In addition, the EPA has developed guidance for estimating mobile source emissions from goods movement with the explicit intent to aid in air quality analyses such as those conducted under NEPA.[64] As the EPA guidance explains, analyzing these emissions must necessarily include identifying the relevant transportation corridors.[65]

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Additionally, the EA conceded that "[a]n emissions inventory is not directly comparable to the NAAQS." App'x C at 44 (§ 15, Air Quality Significance Determination). But the EA process did not include conducting modeling to study the impact of the proposed projects' impact on the NAAQS. The EA contains no explanation of how it is possible to conclude from an emissions inventory that the project would not cause or contribute to a NAAQS exceedance. The conclusion that the project "would not be expected to create any new violation of the NAAQS" appears to be based entirely on a December 14, 2023, email from a technical staff person at the Puget Sound Clean Air Agency titled "RE: Sea-Tac International Airport Preliminary Air Results." EA at 4-15 & n.44 (§ 4.3.1.4, Operational Emissions Inventories (2032 and 2037)). The record does not disclose the contents of this email. It is unclear what PSCAA was asked to opine on, what exactly PSCAA said, and what was "preliminary" about the air results at issue. Furthermore, it is unclear what NAAQS PSCAA was applying; the email from PSCAA apparently opining that the emissions reflected in the inventory would not cause a NAAQS exceedance at the airport was sent nearly two months before February 7, 2024, when the primary NAAQS for PM 2.5 was revised from 12 ug/m3 to a more protective standard of 9 ug/m3.[66]

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The EA's conclusory and unexplained statement that the inventoried emissions are unlikely to affect ambient air quality does not satisfy NEPA's requirement of sufficient evidence and analysis (40 C.F.R. § 1501.5) nor NEPA's basic purpose of disclosing high-quality, relevant information about the project's environmental impacts to the people likely to be affected by them (40 CFR § 1500.1(b)).

Although the FAA Air Quality Handbook does not speak to how to measure air quality impacts from large new e-commerce warehouses at airports, it acknowledges that atmospheric dispersion modeling may be necessary to analyze operational and construction activities and roadway hot spots. *See* FAA Air Quality Handbook version 4 (July 2024) at § 7 (Conducting Dispersion

[63] *See generally* Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th ed. For warehouse facilities, ITE's Trip Generation Manual provides a trip generation rate that reflects the average number of additional vehicle trips likely to be generated each day by a new warehouse facility per 1,000 square feet of gross floor area. *See id.*

[64] *See* U.S. Envtl. Prot. Agency, *Port Emissions Inventory Guidance* (Apr. 2022), https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1014J1S.pdf (attached as Attachment DD).

[65] While not binding on FAA and the Army Corps, EPA's analysis represents sound science in this area worthy of review.

[66] *See, e.g.*, U.S. Envtl. Prot. Agency, *National Ambient Air Quality Standards (NAAQS) for PM*, https://www.epa.gov/pm-pollution/national-ambient-air-quality-standards-naaqs-pm (last updated on March 6, 2024).

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036-22. See General Response #8 After extensive coordination with the PSCAA, the FAA shared the initial air quality modeling results using the Aviation Environmental Design Tool (AEDT) version 3e with the Puget Sound Clean Air Agency (PSCAA) on December 7, 2023, to get their initial feedback on the potential for the project to cause an exceedance of the NAAQS given that they are responsible for ensuring that King, Kitsap, Pierce, and Snohomish counties meet the NAAQS. The information that was shared and the PSCAA considered in their determination that the project would not result in an exceedance of the NAAQS is included in Appendix C as part of the email chain (Table 1:2032 No Action and 2032 Proposed Action Operational Emissions Inventory and Table 2: 2037 No Action and 2037 Proposed Action Operational Emissions Inventory). After submitting the preliminary results using AEDT version 3e, the FAA released AEDT version 3f, which introduced several improvements and refinements to air emissions calculations. The air quality modeling was updated utilizing AEDT version 3f and the results showed a decrease in all emissions except for SOx. Based on the guidance provided by the PSCAA and the reduced emissions calculated by the updated model, the FAA determined that the Action Alternatives would not result in a significant impact on air quality in accordance with the thresholds established in FAA Order 1050.1F. The additional truck traffic associated with the Action Alternatives, including cargo related traffic, was included in air quality and GHG analyses.

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Modeling for Criteria Air Pollutants). And there is other available guidance that speaks to how to evaluate the air quality impacts of freight projects.[67] 22

B. Climate

An EIS is also warranted because the EA failed to study the foreseeable climate pollution associated with vehicles traveling between the new cargo warehouses proposed at the airport and the locations where they are taking goods to, or collecting goods from.

The proposed Projects will expand the airport's role in the goods movement sector by adding a substantial amount of warehouse capacity at the airport that did not previously exist. The Scope 3 greenhouse gas emissions included in the EA's emissions inventory should have included emissions from vehicles traveling between the new cargo warehouses proposed at the airport and the receiving and originating locations along the transportation corridors most likely to be used to move goods to and from the proposed new airport warehouses.

But, like the EA's analysis of air quality, the EA's analysis of climate impacts from motor vehicles associated with the project did not encompass emissions from trucks transporting goods to and from the airport warehouses. EA at 4-20 (§ 4.3.3.3) ("The data and assumptions developed for the air quality criteria pollutant emissions inventory were used to prepare the GHG emissions inventory."); App'x C at 51–52 (§ 18.6.4, Motor Vehicles on- and off-Airport Roadways and Parking Lots (including Airside Deliveries)) ("The GHG emissions inventory for motor vehicles was prepared using the same data and assumptions including number and type of vehicles by roadway segment, VMTs by vehicle type, and average speed as developed for the criteria emission inventory."). 23

NEPA requires the FAA to measure GHG emissions from indirect activities. 40 C.F.R. 1508.1(i)(2) ("Effects" and "impacts" includes reasonably foreseeable indirect effects); *see also* FAA Order 1050.1F Desk Reference, ¶ 3.1 (reaffirming "the policy of the United States that Federal agencies measure, report, and reduce their GHG emissions from direct and indirect activities").

The climate impacts of a growing goods movement industry are likely to be significant, and should be studied in an EIS.

C. The Near-Term Projects Will Have Significant Cumulative Impacts That Need a Hard Look in an EIS.

Cumulative impacts are the total "impact on the environment which results from the incremental impact of the action when *added* to other past, present, and reasonably foreseeable future actions[.]" FAA Order 1050.1. at 4-2 (emphasis added); 40 C.F.R. § 1508.7 (emphasis added). The FAA's Order 1050 states "if the proposed action would cause significant incremental

[67] *E.g.*, U.S. EPA, *Port Emissions Inventory Guidance*, *supra*; *see generally* Fed. Interagency Working Group on Environmental Justice, *Goods Movement Federal Resources Compendium 2017–2018*, *supra*, at 2.

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036-23. See General Response #1
See General Response #11

The additional truck traffic associated with the Action Alternatives, including cargo related traffic, was included in air quality and GHG analyses in accordance with Aviation Emissions and Air Quality Handbook, version 3, and FAA Order 1050.1F.

Emissions from motor vehicles are a function of the vehicle-miles-traveled (VMT). VMT refers to the total number of miles traveled by a motor vehicle in a region over a certain period, usually over a year. VMTs were calculated using data obtained from the surface transportation study, the Port, and WSDOT (average annual daily traffic, roadway segments, speeds, etc.).

All vehicle types were grouped into four main categories based on engine and operating characteristics to determine an emission factor (passenger car, passenger truck, short-haul truck, or long-haul truck).

The 2 miles, 15 mph referenced was for airside delivery vehicles and not for cargo trucks. The cargo trucks were accounted for in the VMT calculations explained above.

The air quality and GHG analyses both captured and accurately reported the emissions expected from cargo trips.

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additions to cumulative impacts, an EIS is required." FAA Order 1050.1. at 4-2. "Cumulative impacts can be viewed as the total combined impacts on the environment of the proposed action or alternative(s) and other known or reasonably foreseeable actions." FAA Order 1050.1F Desk Reference. "The consideration of cumulative impacts is not limited to the airport or near the airport." FAA Order 1050.1. at 4-2.

The EA purports to analyze whether any category of the Projects' environmental impacts on the studied areas would be significant when combined with other past, present, and reasonably foreseeable actions. But the EA's cumulative impacts analysis adds virtually nothing to the other analyses in the EA. With respect to air quality impacts, the EA concludes that the Projects' cumulative air emissions will not cause an exceedance of the NAAQS either individually or cumulatively. EA at 5-13. With respect to noise, the cumulative impacts analysis finds no significance in noise impacts from the Projects in combination with past, present, or future actions that could not be mitigated. EA at 5-17.

The EA's cumulative impacts analysis is insufficient under NEPA in three particularly notable ways.

First, the cumulative air and climate impacts analysis was based on an incomplete emissions inventory that did not include all of the cargo Projects' indirect emissions. The analysis is thus inherently flawed and must be redone with an accurate emissions inventory. 24

Second, because the cargo projects will increase truck traffic beyond the areas studied in the EA, the cumulative impacts analysis should have looked at cumulative impacts in all of the communities along transportation corridors. An EIS is required to study whether the Projects will cause cumulatively significant air, climate, noise, or other environmental impacts in communities near transportation corridors that are likely to receive truck traffic generated by the new warehouses—and in particular, in communities along transportation corridors that are outside of the study areas selected in the EA. 25

Third, the EA failed to adequately assess the many ways in which climate change will exacerbate the project's other environmental impacts.

The EA acknowledged that climate change could result in increased temperatures and less water for people, agriculture, and fish, among other adverse impacts. EA at 4-26 (§ 4.3.3.3, Operational GHG Emissions Inventories (2032 and 2037)). However, the EA did not incorporate these likely impacts into its analysis of the project's environmental consequences in a meaningful way.

For example, the EA concluded that the increased water usage that the proposed projects will cause is not significant because there is present "an ample supply of water." EA at 4-42 (§ 4.3.9.3, Natural Resources). Similarly, although the project will increase impervious surfaces at the airport by approximately 75 acres (EA at 4-87) and will clear approximately 56.4 acres of land that currently has trees, shrubs, and grass (EA at 4-18), the EA is devoid of any consideration of how replacing greenery with concrete will exacerbate the increased temperatures and decreasing water supply expected to result from climate change. 26

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036-24. As explained in responses to Comments 037-20 and 037-23, the air quality analysis and GHG analysis captured all the impacts related to the cargo projects associated with the Action Alternatives.

036-25. General Response #1
General Response #2
General Response #17

036-26. General Response #1
General Response #18
An analysis of the interplay between the various impacts of the Action Alternatives along with other sources of environmental impacts is not required in accordance with FAA Order 1050.1F.

The statement on the increased temperatures and less water was in relation to reduced snowpack from the referenced King County Website. The website referenced an extremely dry year (2015). Since 2015, the central Cascades have been able to maintain close to average or above average snowpacks.

As noted in Chapter 3 of the Draft EA, Seattle Public Utilities provides water for SEA. Based on the best information readily available at the time the analysis was completed, it was determined that there would be enough water available to meet the demand projected for the Action Alternatives. The Seattle Public Utilities water sources rely on both snow and rain.

The Port will meet the requirements identified in the Land Stewardship Plan and Tree Replacement Standards as well as the Airport's Landscape Vision, Design Guidelines, and Standards and any

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An EIS is necessary to accurately analyze the interplay between the various impacts of the Near-Term Projects along with other sources of environmental harms.

D. An EIS Must Examine a Full Range of Reasonable Alternatives.

NEPA specifically requires agencies to "study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources." 42 U.S.C. § 4332(E). Such rigorous exploration and objective evaluation of all reasonable alternatives is "the heart of an EIS." *Natural Res. Def. Council v. U.S. Forest Serv.*, 421 F.3d 797, 813 (9th Cir. 2005). "The existence of a viable but unexamined alternative renders an environmental impact statement inadequate." *Citizens for a Better Henderson v. Hodel,* 768 F.2d 1051, 1057 (9th Cir. 1985) (internal citations omitted).

In addition to failing to take a hard look at the indirect and cumulative effects of building large new warehouses at the airport (most particularly the increased truck traffic and associated air pollution) discussed above, the EA did not review any warehouse alternative that produced less truck traffic and pollution. As an example of a viable but unexamined alterative, if the large warehouses were built to serve electric cargo movement and delivery vehicles only, the air pollution impacts would be vastly reduced while the cargo handling capacity would remain the same. An EIS would allow the FAA and the Port to review all reasonable alternatives, "foster[ing] informed decision-making and informed public participation." *California v. Block,* 690 F.2d 753, 767 (9th Cir. 1982). Using electric vehicles instead of diesel-powered vehicles to move cargo to and from airport cargo warehouses is feasible and already happening at other airports.[68] 27

V. PUBLIC PARTICIPATION

Enabling the public to participate in the environmental evaluation process is a core purpose of NEPA. Agencies must make the relevant information concerning environmental impacts available to the public so that they may "play a role in the decision-making process and the implementation of the decision." *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 349 (1989). Federal guidelines encourage "early and meaningful public participation" with environmental justice communities in the NEPA process. Council on Environmental Quality (CEQ), *Environmental Justice: Guidance Under the National Environmental Policy Act*, (December 10, 1997), at 13 (CEQ Guidance). During the NEPA process, federal agencies should "conduct proactive engagement" with underserved communities "through culturally and linguistically appropriate listening sessions." Executive Order 14091, *Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*, 88 Fed. Reg. 10,825 (Feb. 16, 2023).

[68] *See, e.g.*, United Airlines, *South Coast Air Quality Management District (SCAQMD) Warehouse Actions and Investments to Reduce Emissions (WAIRE) Plan for Los Angeles International Airport (LAX), CWP-01-2024*, Sept. 5, 2024, https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/cwp-01-2024_facilityid199314_redacted.pdf (attached as Attachment EE).

other state and/or local requirements.

036-27. General Response #1
General Response #7
General Response #17
The FAA is under no obligation to consider all conceivable alternatives. In addition, the Port could encourage but could not require a company to use electric cargo movement and delivery vehicles. An extensive alternative analysis was completed in accordance with FAA Order 1050.1F.

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The public engagement around the EA for the Near-Term Projects failed to deliver relevant information in a way that enabled the public to participate in the decision-making process. The "public meetings" consisted of four "open house format" events in Federal Way, Des Moines, Burien, and SeaTac where community members could walk from station to station to learn more about different aspects of the proposed Near-Term Projects by reading informational posters or asking questions of staff, and could privately draft a written public comment or record a public comment by voice note. App'x O at 2.

These "open house format" events suffered from several critical flaws. First, there were no public meetings in Seattle. This is baffling for a series of projects that will increase flights over communities in the Duwamish Valley in South Seattle that already face disproportionate impacts from the airport. Second, the format deprived attendees of the benefits of a true public meeting, including being able to benefit from questions asked by other attendees and being able to listen to comments made by other attendees. Rather, the onus was placed on each community member to ask questions of the staff at each station or privately record their own comments. Third, the open house events were inaccessible to people with limited mobility due to the requirement that community members walk from booth to booth and stand to read posted information and receive information from staff and the limited parking available at some of the sites. Fourth, the lack of any option for virtual attendance made the events inaccessible to people who could not attend the events in person due to scheduling constraints or inadequate access to transportation, parking, or childcare. Fifth, the onsite interpretation services available—one staff person with an iPad that could call Language Line—were poorly thought out and poorly delivered. Community members reported long waits and technical difficulties in getting connected with an interpreter and noted that the interpreters were not equipped to translate highly technical terms associated with the Near-Term Projects. 28

The public engagement for the EA also did not give community members adequate opportunity to comment. Although the deadline for the public to comment on the highly technical EA with 15 technical appendices was extended by 10 days (including the Thanksgiving holiday), the posters on display at the open house events still bore the original public comment deadline, with only a small notice posted with the correct date, undermining the intended effect of the extension. 29

Requiring an EIS would give the Port and the FAA an opportunity to create more meaningful opportunities for the public to learn about the Near-Term Projects and would give community members additional time to comment on the Projects' environmental impacts. The public engagement for the EIS should be accessible and ensure adequate language access, including translating key materials into the most common languages spoken in the communities impacted by Sea-Tac. 30

VI. ADDRESSING ENVIRONMENTAL INJUSTICE

"[P]rotecting a healthy environment—wherever people live, play, work, learn, grow, and worship—is a matter of justice and a fundamental duty that the Federal Government must uphold on behalf of all people." Executive Order 14096, *Revitalizing Our Nation's Commitment to Environmental Justice for All*, 88 Fed. Reg. 25251 (Apr. 26, 2023). It is beyond dispute that harmful pollution disproportionately impacts communities of color and low-income 31

036-28. General Response #3
The Port originally scheduled three public meetings in the Highline cities immediately adjacent to the Airport. The Port added a fourth meeting in Federal Way at the request of the City of Federal Way.

There is no required format for public meetings. The FAA determined, in consultation with the Port, that public meetings would be the best format for gaining public input for this project.

The Port was prepared to accommodate accessibility needs at each meeting but did not receive any requests either before or during the meetings.

All information available at the public meetings was posted on the project website. The Port provided free childcare at each meeting for attendees.

There were two people at each meeting available to provide translation services. All meeting resources were available in seven different languages. The Port staff were unaware of anyone waiting for translation services during any of the public meetings.

036-29. General Response #4

036-30. General Response #1

036. EarthJustice/Duwamish River Community Coalition/Beacon Hill Council of Seattle

communities. *E.g., id.* (acknowledging that environmental justice communities facing disproportionate environmental harms are frequently located in communities of color and low-income communities); Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, 59 Fed. Reg. 7629 (Feb. 11, 1994) (directing federal agencies to identify and address "disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations").

The communities surrounding Sea-Tac and under its flight paths are among the nation's environmental justice communities that have long borne a disproportionate share of environmental harms. Although the EA purported to analyze the Projects' socioeconomic impacts, impacts on environmental injustice, and impacts on children's health and safety (EA at 4-8, 4-51 to 4-59), these analyses failed to consider the full scope of the airport's and Projects' impacts and added little to the EA's discussion of the Projects' environmental impacts. 31

The FAA should require an EIS and use that process to engage in a meaningful analysis of whether the potentially significant impacts of this project—including increased air pollutants, harms to nearby residents' homes and lifestyles, additional passenger vehicle, cargo, and aviation traffic, risk of jet fuel spills, exacerbated climate change impacts—will disproportionately and adversely harm communities of color and low-income communities. *See id.*

The FAA and Port should also think creatively about how they can address the long-lasting, cumulative impacts of pollution and systemic disinvestment in these communities and reduce Sea-Tac's harmful impacts on these communities outside of the NEPA process.

To address noise impacts, BHC and DRCC recommend that the Port and FAA consider: 32

- Increasing Port and FAA funded sound-insulation projects to homes that do not meet the federal significance threshold for noise and homes beyond the DNL 65+ Contour
- Guaranteeing soundproofing for all schools in the vicinity, prioritizing those that are in the DNL Contour.

To address adverse impacts from air pollution (including health impacts, odors, and haze), BHC and DRCC recommend that the Port and FAA consider:

- Funding and facilitating the installation of HEPA filters in homes and public spaces (such as schools, libraries, and community centers)
- Providing PurpleAir sensors for residents to conduct their own air monitoring for PM 10, PM 2.5, ultrafine PM, and air toxics
- Funding an additional air quality study and Cumulative Health Impact Assessment focused on ultrafine PM
- Conducting a Cumulative Health Impact Assessment in partnership with King County Public Health to study the impact of air pollution and other environmental harms on the communities most impacted by Sea-Tac and the movement of cargo from the airport
- Investing in rail and public transit to create alternatives to traveling by air to Vancouver, Portland, Boise, and other nearby destinations

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036-31. General Response #1
General Response #15
General Response #16

036-32. This comment has been noted. This is outside the scope of this EA.

036-33. General Response #8
General Response #9
General Response #10

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- Negotiating agreements with airport service providers to commit to using entirely electric vehicles for their freight fleet

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The Port and FAA should also engage the communities most impacted by Sea-Tac in a conversation about what other projects could be funded to help address the legacy of environmental injustice.

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CONCLUSION

The communities that will be most impacted by the Near-Term Projects are the same communities that have faced a history of systemic disinvestment, disproportionate environmental burdens, and ongoing harm from Sea-Tac.

BHC and DRCC—and the communities they represent—respectfully request preparation of an EIS. An EIS is necessary to allow people from these impacted communities to participate meaningfully in the decision-making process for the proposed Near-Term Projects. The FAA must require preparation of an EIS to analyze the full range of the Projects' reasonably foreseeable environmental consequences, consider all reasonable alternatives, and give members of the public a meaningful opportunity to understand these issues and make their voices heard.

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Thank you for your consideration of these comments and in advance for taking action to reduce Sea-Tac's disproportionate and harmful impacts on the communities served by BHC and DRCC.

Sincerely,

(*alphabetically by organization*)

Maria Batayola
Chair
Beacon Hill Council of Seattle

Mia Ayala-Marshall
Climate Policy Analyst and Clean Air Program Manager
Duwamish River Community Coalition

Noorulanne Jan
Senior Associate Attorney
Molly Tack-Hooper
Supervising Senior Attorney
Kristen Boyles
Managing Attorney
Earthjustice

24

036-34. This comment has been noted. This is outside the scope of this EA.

036-35. General Response #1
General Response #3
General Response #7

037. Vashon Island Fair Skies (provided via website and mail)

Vashon Island Fair Skies
PO Box 1250
Vashon, WA 98070

http://www.vifs.org
info@vifs.org
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Dedicated to restoring the pre-NextGen dispersed arrival paths and procedures at Seattle/Tacoma International Airport that had been in place since the introduction of commercial aviation to the Puget Sound region, decades ago.

Vashon Island Fair Skies SAMP Public Comments **12/13/24**

Exhibits: https://1drv.ms/f/c/ee9dce312aad2855/EheGiweNmWRLuQ7VYOyws_QBhm866H8414RSfV161IcsiA?e=niArkn

These comments of Vashon Island Fair Skies center around several key themes:

1) The CEQ Regulations Upon Which the Draft Environmental Assessment Are Based Have Been Held to Be *Ultra Vires*.
2) Cumulative Impact Analysis is Incomplete
3) General Study Area/Affected Environment is too small and does not consider all areas affected by the Project.
4) NEPA requires that a Health Risk Assessment be drafted for the Project
5) The fatally flawed DNL noise metric, whose choice is not required in any actual statute, and in fact is clearly in violation of the governing statute for aviation noise: 1979's Aviation Safety and Noise Abatement Act.
6) Inherent altitude errors in the arrival profiles used with AEDT.
7) There are deficiencies in the available documentation and data provided with the Draft EA, as well technical document production details that must be rectified before the document can really be adequately reviewed.

I. The CEQ Regulations Upon Which the Draft Environmental Assessment Are Based Have Been Held to Be *Ultra Vires*.

The Draft Environmental Assessment on p.1-1 states that the DEA "is being prepared in accordance with the requirements set forth by the Council on Environmental Quality (CEQ) in its regulations for implementing the National Environmental Policy Act (NEPA)." Moreover, these regulations form the basis for FAA's Orders 1050.1F and 5050.4B. Indeed, the orders state that the order meant to implement the CEQ regulations. However, the D.C. Circuit in *Marin Audubon*

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037-1. Since the publication of the Draft EA, the Council on Environmental Quality (CEQ) revoked its regulations (40 CFR parts 1500-1508) implementing NEPA, 42 U.S.C. 4321 et seq., as amended, in response to Executive Order (E.O.) 14154, Unleashing American Energy. This environmental document relied upon FAA Order 1050.1F, the Fiscal Responsibility Act of 2023, Executive Order (EO) 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity,* EO 14154, *Unleashing American Energy,* and the Supreme Court's decision in *Seven County Infrastructure Coalition v. Eagle County,* 605 U.S. (2025). Therefore, the analysis contained in the EA is sufficient for the FAA to determine if the implementation of the Proposed Action will result in significant impacts.

037. Vashon Island Fair Skies

Soc'y v. Fed. Aviation Admin., 121 F.4th 902 (D.C. Cir. 2024) held that these regulations are *ultra vires* and of no effect. The DEA should be withdrawn and should conducted without reliance on the CEQ Regulations. 1

II. Cumulative Impact Analysis is Incomplete

The Council on Environmental Quality (CEQ) in its memorandum *Considering Cumulative Effects Under the National Environmental Policy Act* defines cumulative effects as those resulting from incremental impacts of the action combined with other past, present, and reasonably foreseeable future actions. Temporal boundaries must be established considering:

- The longevity of the project's impacts.
- Historical and ongoing changes to the environment.

Per CEQ regulations (40 CFR §1508.7), the scope of cumulative effects analysis must extend to include all relevant temporal scales that influence resource sustainability. Likewise, the Environmental Protection Agency in its memorandum *Consideration of Cumulative Impacts in EPA Review of NEPA Documents* states "reviewers should determine whether the NEPA document considered *all* past, present, and future actions that contribute to significant cumulative effects on the resources of concern. The analysis should include the use of trends information and interagency analyses on a regional basis to determine the combined effects of past, present, and future actions." EPA, p.11. To that end, setting an arbitrary cut-off for changes to the noise environment is not acceptable under NEPA.

A Five-Year lookback period is arbitrary

The DEA states that for the cumulative impacts analysis, "past projects are defined as those which occurred within the past five years (between 2017 and 2021). . . Projects that occurred more than five years ago (e.g., Third Runway) are not separately discussed in this chapter….." DEA. P. 5-1. This five-year "lookback" has no basis in statute or regulation. There is no explanation in the DEA as to why this time period was chosen. Indeed, this arbitrary value, together with a SAMP and an EA nearly a decade in the making, appear tailored to run out the clock on the most important noise concentrating change in KSEA's history: the introduction of NextGen circa 2015. In testimony before the Port of Seattle Commission on April 25th 2017[1], the former FAA Northwest Mountain Regional Administrator David Suomi described the two new hyper-focused NextGen RNAV STARs, largely implemented by 2015, as the most significant operational change to the Puget Sound regional airspace since the introduction of civilian radar after WWII. Surely, such a monumental change would be part of the Cumulative Impact analysis. No, it is ignored. In fact, the lookback period extends just a single year before the Scoping Process started. 2

[1] See exhibit with slides and video from this meeting (NextGen section starts at 42:40).

037-2. General Response #17
General Response #19a

037. Vashon Island Fair Skies

During the Scoping Process, a large number of comments (see Appendix N) expressly demanded that the EA consider the cumulative impact resulting from the most environmentally significant and deleterious changes at KSEA in the 21st Century: Construction of the third runway and the introduction of NextGen. Neither are included in determining the cumulative impact of these changes together with the SAMP's Proposed NTPs. Simply saying that any older changes are embedded in the "existing conditions" is completely antithetical to the very premise of a Cumulative Impact Analysis. If all a Federal Agency has to do is break up an environmentally disastrous change into smaller pieces spaced just outside their self-declared, and arbitrary, lookback period, then any Cumulative Impact Analysis is rendered impotent: it just takes a little longer to wreck the environment. Justice demands that this gaming of the system must not be allowed!

The 2012 EA process for the introduction of the NextGen RNAV STARs, ironically called "Greener Skies"[2] in spite of (as implemented) increasing noise, pollution, carbon emissions, and fuel burn[3], was very much a drive-by EA. Specifically, there was zero outreach to the community who lived under these new hyper-focused NextGen RNAV STARs. Further, that community is a rural Island accessible only by ferry, and thus by that physical reality cutoff from the mainland and in need of more, not less, outreach. NextGen STARs for downwind arrivals were only implemented on one side of KSEA, the Vashon Island side. A Port of Seattle email obtained through a Public Records Request[4] concedes that NextGen STARs were not implemented on the East Side due to "noise considerations". So, the FAA & Port were perfectly willing to create a new extreme noise corridor over a rural Island whose key beneficial attribute is a rural and peaceful environment, but they were emphatically unwilling to create that same noise profile over the very affluent Eastside suburbs of Seattle. By ignoring these relevant past actions, the DEA sets up a false baseline from which to compare whether the cumulative effects of the past actions will have any impact on the Proposed Action.

Vashon Island has a one-to-one relationship with zip code 98070, and the Port's reports on geographic complaint distributions[5] demonstrates the extreme and outsized impact of aviation noise on Vashon Island.

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B. For past EAs, the analysis must consider what was actually done in reality vs. what was modeled

3

[2] Greener Skies Final EA and FONSI ROD in attached exhibit.
[3] Due to conflicting arrivals on the East Side, the West Side downwind OPD (Optimized Profile Descent) effectively backfired resulting longer low altitude level-offs than before the OPD was implemented. As all the positive environmental benefits were predicated on reducing level-offs (see slides from note 1), the OPD had the opposite effect, making all the environmental impacts worse. The extended level-offs can be seen in a briefly released FAA "Nextgen Snapshot" site for KSEA https://www.faa.gov/nextgen/snapshots/airport/?locationId=45 (still accessible via archive.org), and in much more detailed form with the raw track data released with FOIA request 2023-07909 (exhibit attached).
[4] See "Greener Skies Incentives Response to Commissioner Bowman" exhibit.
[5] See example "KSEA Monthly Report MAR24.pdf" exhibit.

037-3. General Response #5
General Response #17
General Response #19

037. Vashon Island Fair Skies

In fact, it's even worse as the previous "Greener Skies" EA didn't even describe the full scope of the change as ultimately implemented[6]. In other words, the "Greener Skies" EA proposed one change, but the FAA implemented another much more significant change. So, the only chance to consider the significant environmental impact of the larger, but never studied, change to the operation of the Puget Sound regional airspace is by including those changes **as implemented** in the Cumulative Impact Analysis of the SAMP EA. On a very fundamental level, when a federal agency performs an EA of action X that results in a FONSI ROD, but then when implementing the change – potentially years later as with NextGen at KSEA – actually takes action Y, the ONLY recourse to evaluate the environmental impact of action Y is as part of the Cumulative Impact Analysis on the next EA/EIS when action Y can be considered as implemented. The DEA's failure to address environmental degradation that was unaddressed by the past actions undermines the efficacy of the cumulative impacts analysis. 3

C. The analysis does not include "reasonably foreseeable future actions"

Alaska Airlines is the lead airline at KSEA and has deep ties with the FAA and the Port of Seattle. On page 5 of Alaska Airlines' Scoping Comment, (dated 9/27/18, p. 2171, from Appendix N), Alaska Air writes: "[a]uthorizing 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." (emphasis added). Clearly, Alaska Airlines knows that these airspace changes are not just "reasonably foreseeable" but in-fact *imminent*. All they are waiting for is a FONSI ROD on the SAMP EA, and then a five-year waiting period before releasing the next EA for the airspace changes. This is another example of a brazen attack at the core of a Cumulative Impact Analysis by spacing out EAs to try and escape legal requirements of NEPA. This disingenuous tactic cannot be allowed to succeed. As the CEQ pointed out "[a]nalyzing cumulative effects is more challenging primarily because of the difficulty of defining the geographic (spatial) and time (temporal) boundaries. For example, if the boundaries are defined too broadly, the analysis becomes unwieldly; if they are defined too narrowly, significant issues may be missed, and decision makers will be incompletely informed about the consequences of their actions." CEQ, p. v. In this case, the DEA is too narrow on both counts: both spatially and temporally. The cumulative impacts analysis must go much further back than five years and stretched to include many more people beyond the a mile radius from the Airport. 4

[6] See Greener Skies EA Section "4.3 Operational Changes Resulting from the Proposed Action". Only 7% of Westside downwind arrivals were to fly the NextGen RNAV the entire length of Vashon Island. Instead, as mentioned numerous times in the 4/25/17 Port of Seattle Commission Meeting, David Soumi (FAA) and other FAA/Port staff report – accurate – that nearly all of Westside downwind fly the NextGen RNAV the entire length of Vashon Island. The raw flight track data in FOIA 2023-07909 show this as well.

037-4. General Response #17
General Response #19

037. Vashon Island Fair Skies

III. General Study Area/Affected Environment is too small and does not consider all areas affected by the Project.

In drafting a NEPA environmental document, proper definition of the "affected environment" (which is often synonymous with "study area") is essential. For example, the study area for noise is the three-dimensional geographic area with the potential to be impacted by noise from the proposed project. FAA Order 1050.1F, § B-1.3, p. B-2. The DEA defines the "General Study Area" as "represent[ing] the area where direct or indirect impacts may occur as a result of implementing the Proposed Action or alternatives. The GSA includes an area encompassing 3,692 acres (5.8 square miles)." See DEA, p.3-1. The GSA is depicted in Exhibit 3-2 on page 3-5. FAA Order 1050.1F, 6-2.1e "Affected Environment," requires details regarding the environment and how it was calculated:

> *Affected Environment*. This section succinctly describes the environmental conditions of the potentially affected geographic area or areas. The discussion of the affected environment will be no longer than is necessary to understand the impacts of the alternatives; data and analyses should be presented in detail commensurate with the importance of the impact.

FAA Order 1050.1F, § 6-2.1e. However, the DEA does not offer any reasoning as to how this very small area was chosen as the GSA. Both the Port and the FAA have known from the beginning that the direct and indirect impacts of the Proposed Action will be felt far beyond the boundaries indicated in Exhibit 3-1. This is an artificially small, narrow, and arbitrary study area that is used, no doubt, to avoid review of potentially significant environmental impacts. The DEA offers no explanation or justification for arbitrarily choosing this 5.8 square mile area. NEPA requires more than what the GSA and Affected Environment states in the DEA.

In the end, the DEA's geographical boundaries encompassing the "general study area" or "affected environment" did not appropriately capture the true environmental impacts of the Project.

5

IV. NEPA requires that a Health Risk Assessment be drafted for the Project

With the growing body of scientific evidence that aviation noise and emissions are creating public health concerns all over the world, the time has come for airport projects such as this one, develop a Health Risk Assessment as required by NEPA. See *infra,* articles regarding the public health effects of aviation noise and emissions. NEPA requires agencies to analyze the direct and indirect environmental consequences that a proposed action might have on public health and safety. 40 C.F.R. §§ 1501.3(B)(2)(III), 1502.16(a) – (b), 1508.1(g). The DEA fails to take a hard look at the Project's environmental impacts by failing to include an HRA or any comparable analysis and provides no support for the health and safety conclusions made in DEA § 4.3.11.3.

As a threshold issue, the DEA's analysis is improperly constrained to consideration only of health impacts to children. See DEA § 4.3.11.3. NEPA does not limit an agency's health impact analysis to just children, however. Rather, it mandates an agency consider "the degree of [a

6

037-5. General Response #2

037-6. General Response #9b
General Response #10
General Response #14

037. Vashon Island Fair Skies

proposed action's] effects on public health and safety." 40 C.F.R. § 1501.3(b)(2)(iii), emphasis added. The Environmental Protection Agency's ("EPA's") guidance advises agencies to assess health impacts for all "population groups of concern." An HRA for the proposed 6

V. Noise Data/threshold of Significance is antiquated, outdated, and no longer relevant (NES/WHO – ISO)

A. DNL Is a Fatally Flawed Noise Metric for Annoyance and Health of People on the Ground.

1979's Aviation Safety and Noise Abatement Act had a simple directive: "*establish a single system of measuring noise, for which there is a highly reliable relationship between projected noise exposure and surveyed reactions of people to noise.*" DNL's problems fall more into the realm of common sense than deeply technical issues:

- DNL does not take into account the ambient sound level at different exposure points on the ground. This is fundamentally absurd as it posits that a particular overflight event has the same annoyance impact in a large, busy, and noisy city vs. a tranquil rural area. In the former one cannot even notice the overflight while in the latter it completely overwhelms all the sounds of nature for two or more minutes of pure annoyance.

- The only option to try and get any rest in an otherwise peaceful location with hundreds of overflights per day/night, is to keep adding more and more artificial white noise to your interior environment until the overflights are no longer distracting/annoying. The supreme irony here is that one is *increasing* DNL, by intentionally adding increasingly louder white noise, in order to reduce annoyance. Scientists have concluded that aviation noise that deprives individuals of sleep (considered by some to be a Constitutional right) is a public health crisis.[7] The previous sounds of nature, for many the prime reason for moving to a rural island decades or generations ago, is lost for the rest of your life. 7

- What's annoying is not the total acoustic energy normalized over a 24 hour period as DNL would have us believe, but rather (1) the number of jarring interruptions throughout the day/night, and (2) how long each of those interruptions last and (3) the irregular time distribution of the overflights. The final point being that it is much worse when the event distribution has a random nature, instead of being perfectly evenly spaced in time, like a fog horn. Points (1) and (2) can be measured by using a "Time Above Ambient" metric to model the actual human response to aviation noise as required by 1979's ASNAA.

One issue with all noise metrics that measure a sound level expressed in dB, is the default assumption to always use A-weighting. A-weighting was specifically designed to enhance those mid-range frequency components most important to human speech, on the reasonable

[7] *Sleep Is a Human Right, and Its Deprivation Is Torture*, AMA Journal of Ethics, October 2024, Volume 26, Number 10: E784-794. Caitlyn Tabor and Katherine R. Peeler.

037-7. General Response #12

037. Vashon Island Fair Skies

assumption that our auditory system and brain would be optimized for that frequency range. Specifically, it heavily attenuates low frequencies where aviation noise has its strongest components. Just because human hearing may not be as discriminating at low frequencies does not mean that low frequency noise is not extremely annoying, and A-weighting will minimize that annoyance. The more unform C-weighting may very well perform better in predicting human annoyance, and as such would then be the preferred weighting as-per 1979's ASNAA "highly reliable" standard.

The recent Neighborhood Environmental Survey[8] clearly shows that what utility DNL may have had as a noise metric decades ago when aviation noise was primarily a small number of very loud events near the airport in a city, is now completely inadequate with hundreds of daily randomly timed overflight events focused in narrow tracks over (previously) quiet residential areas. The results of the survey showed that the thresholds of significance and levels of compatibility are very outdated and no longer reflected the public's response to aircraft noise exposure. Comparison of the FICON Report prepared using the updated Schultz Curve and NES prepared using the National Curve showed the following percentage of population highly annoyed by exposure to transportation noise:

- At a noise exposure level of DNL 65 dB, the FICON Report indicated 12.3% of people were highly annoyed, compared to between 60.1% & 70.9% from the NES.
- At a noise exposure level of DNL 60 dB, the FICON Report indicated that 6.5% of people were highly annoyed, compared to between 43.8% & 53.7% from the NES.
- At a noise exposure level of DNL 55 dB, the FICON Report indicated that 3.3% of people were highly annoyed, compared to between 27.8% & 36.8% from the NES.
- At a noise exposure level of DNL 50 dB, the FICON Report indicated that 1.7% of people were highly annoyed, compared to between 15.4% & 23.4% from the NES.

Extrapolating from the FAA's current "thresholds of significance," one concludes that the new "threshold of significance" should be around DNL 45 dB, instead of DNL 65 dB, which the level recommended by the World Health Organization.[9]

7

[8] See exhibit

[9] In October 2018, the World Health Organization Regional Office for Europe published its Environmental Noise Guidelines for the European Region. Those Guidelines found that aviation noise was connected to higher incidence of ischemic heart disease, hypertension, "prevalence of 'highly annoyed'" population, and a delay in reading skills and oral comprehension in children. As a result, WHO made the strong recommendation that average noise exposure noise levels produced by

037. Vashon Island Fair Skies

NES shows that FAA's current method of assessing noise impacts is obsolete. At the very least the DEA should explain why using 65 DNL is still relevant after the NES and not simply rely on "this is the way we have always done it." To do otherwise would be arbitrary and capricious. 7

B. Federally Approved New Method of Assessing Aviation Noise Is Available for Use.

What is needed is a method that analyzes population percentages in different communities associated with particular definitions of noise impacts. A method whereby by specifying two parameters, the percentage of the population of a nominally average community to be protected from high annoyance and detriment and the percentage of people in all communities to be similarly protected, can result in a gauge of the efficacy and efficiency of regulatory policies expressed in acoustic units. This method is ISO 1996-1:2016.

The International Organization for Standardization (ISO) produces international standards. An international standard "provides rules, guidelines or characteristics for activities or for their results, aimed at achieving the optimum degree of order in a given context." ISO 1996-1:2016 "Description, Measurement and Assessment of Environmental Noise – Part 1: Basic Quantities and Assessment Procedures," was published in March 2016. ISO 1996-1:2016 defines the basic quantities to be used for the description of noise in community environments and describes basic assessment procedures. It also specifies methods to assess environmental noise and gives guidance on predicting the potential annoyance response of a community to long-term exposure from various types of environmental noises. Application of ISO 1996-1:2016 to predict annoyance response is limited to areas where people live and to related long-term land uses. ISO 1996-1:2016 and its companion ISO 1996-2:2016, have been approved for use by the ISO countries, which includes the United States. As with all ISO standards, ISO 1996-1:2016 represents the best scientific practices. 8

ISO 1996-1:2016 states in its introduction that "[its] broad aim . . . is to contribute to the international harmonization of methods of description, measurement, and assessment of environmental noise from all sources." The introduction adds, "the aim of the ISO 1996 series is to provide authorities with material for the description and assessment of noise in community environments. Based on the principles described in this part of ISO 1996, national standards, regulations, and corresponding acceptable limits for noise can be developed. The methods and procedures described in Part 1 of the ISO 1996 are intended to be applicable to noise from various sources," not just those emanating from aircraft.

ISO 1996-1:2016 corrects the reliance on the "Schultz curve" and gives policymakers a much more accurate view of community tolerance levels of noise. The additional variable used in

aircraft be reduced below 45 dB DNL, as aircraft noise above this level is associated with adverse health effects. WHO Guidelines, p. xvii.

037-8. General Response #12

037. Vashon Island Fair Skies

ISO 1996-1:2016 is the community tolerance level or ("LCT"). This variable, as explained in ISO Part 1, is the "day-night sound level at which 50% of the people in a particular community are predicted to be highly annoyed by noise exposure." Note 1 to ISO Part 1 states that LCT is a parameter that accounts for differences between sources and/or communities when predicting the percentage highly annoyed by noise exposure. It is worth repeating that Annex D to ISO 1996 Part 1 states that in newly created situations, especially when the community is not familiar with this sound source, higher community annoyance can be expected. This difference may be equivalent to up to 5 dB. Research has shown there is a greater expectation for and value placed on "peace and quiet" in quiet rules settings. In quiet rural settings, this greater expectation for "peace and quiet" may be equivalent up to 10 dB. A new, unfamiliar sound source sited in a quiet rural area can engender much greater annoyance levels than are normally estimated by these formulae. This increase in annoyance may be equivalent to adding up to 15 dB to the measured or predicted levels. Since the U.S. government has approved ISO:1996-1:2016 for use in the U.S., the FAA is required to use it instead of obsolete scientific methods using the "Schultz Curve." 8

Vashon Island is a rural area, and its inhabitants are accustomed to a relaxed, peaceful environment. And the area is known for residents who often prefer a secluded and quiet home environment. In addition, before the Third Runway was constructed and the RNAV procedures were implements, residents of Vashon Island experienced only scant traces of aircraft noise. ISO Part 1 suggests that on Vashon Island, higher community annoyance can be expected. The FAA's reliance on the DNL model does not account for the higher community annoyance being experienced on Vashon Island and other rural areas. The DEA should use ISO 19967-1:2016 to assess the noise impact of the SAMP since it is currently the best available science method that has been approved for use by the U.S. federal government.

VI. Use of Standard Arrival Profiles in AEDT Does Not Reflect Reality

Upon speaking with L&B staff at a SAMP open house, it became apparent that the AEDT Standard Arrival Profiles do not reflect the arrival altitude profiles as actually flown in reality for KSEA RNAV STARs. This is especially true of late/middle of the night arrivals which are often cleared to a visual approach and then descend far below the specified RNAV waypoint altitudes, which in the case of the HAWKZ RNAV over Vashon Island are already lower than the AEDT Standard Arrival profile. As sound intensity falls as the square of the distance, significant errors in altitude can generate profound noise modeling errors. The solution here is to create custom profiles for each arrival based on its particular radar/ADS-B flight track, as was done with the go-arounds. At the absolute minimum, this should be done for a one week sample to define the error bars that need to be put on the shortcut approach that was taken. 9

VII. Missing Information and Problematic Content in the Draft EA Document Itself.

A. AEDT raw input data and output results must be made available

037-9. The comment is correct in stating that custom profiles were not created for the HAWKZ RNAV approach. However, the assertion that not creating custom profiles results in profound noise modeling errors is not accurate. Custom or user-define profiles are a tool that can be used when operating conditions, that deviate from standard AEDT inputs, could materially impact the results of a noise analysis. No custom or user-defined profiles were considered for the referenced RNAV approach over Vashon Island because aircraft overflying Vashon Island, on approach to the Airport, which is outside the analysis area because the aircraft will travel approximately 20 to 28 miles before landing on a runway. The FAA's Guidance on Using AEDT to Conduct Environmental Modeling for FAA Actions Subject to NEPA states that, 'For arrival tracks, place the noise receptors 0.5 nautical miles apart underneath the flight path, beginning at the start of the profile, or at 10 nautical miles away from the runway threshold (whichever is shorter), and ending at the last point of the landing roll-out on the runway.'

Per FAA Order 1050.1F, the noise analysis for proposed airport development provided noise exposure contours at the DNL 65-, 70-, and 75-dB levels. As shown on the noise contour exhibits in the Draft EA, Vashon Island is not within nor is it close to the 65 DNL. Therefore, variations between the standard AEDT altitudes in this location would not typically be studied because they fall well outside the 65 DNL and would not change the location of the 65 DNL.

037. Vashon Island Fair Skies

All the AEDT input data files (especially the standard approach profiles) used for the modeling described in Appendix J, and the resulting AEDT output files, need to be made available for download or to copy to a flash drive. The set of input files must be sufficient such that with an installed version of AEDT Version 3f (assuming a valid BADA license) the output data supporting the results presented in Appendix J can be exactly reproduced by someone proficient with AEDT. Please include all topological input files used as well as any meteorological setting/files used – even if these are in theory downloadable from other government sites – so that an exact reproduction of results is possible. At the SAMP "open house" on November 16th at McMicken Heights Elementary School, Steve Rybolt (Senior Environmental Program Manager - Port of Seattle) and Rob Adams (President - Landrum & Brown, Inc.), together assured this data would be made available.

I was not convinced as the Greener Skies EA put in writing, in its Appendix H "Detailed NIRS Calculations," that "NIRS results are available on CD by request." I requested it by FOIA 2016-001183WS, which dragged on the better part of a year before my request was denied. I filed a FOIA appeal, which was also, after a long delay, denied. I then filed FOIA 2018-009352WS on documents concerning the first FOIA, which proved that all responsive records were not being released, but the FAA still refused to release the NIRS calculations. With no further options I filed Case No. 20-272 in the Western District Court of Washington[10] and the FAA said the promise made in Appendix H was a vendor (HMMH) error and that HMMH, not the FAA, had physical domain over the data and the FAA was unwilling to ask the vendor for the data explicitly promised as available in Appendix H of the Greener Skies EA. At this point, the case law is tricky and my attorney was convinced that the FAA would spare no expense to litigate all the way to the Supreme Court to prevent this NIRS data from being exposed. From a budgetary point of view we made the decision to settle, as the FAA did agree to pay my attorney fees (as I had substantially prevailed), though the FAA admitted no wrong doing. Alas, a five year battle to get those NIRS results ended without ultimate success, and the data presumably remains locked in some HMMH secure location, safe from exposing the truth about the original RNAV modeling for the Greener Skies EA.

This half decade FOIA/lawsuit experience is why I am skeptical about promises of transparency and data availability.

10

B. **Inappropriate use of scanned PDFs for newly created documents**

In Appendix J, Exhibit B-1: Memo on "Missed Approach Operations" is a 44 page **scanned** PDF. I would further editorialize very poorly scanned at a low resolution. Given the number of very detailed diagrams the scanned nature of the PDF severely impairs its legibility. This memo was contemporaneously produced by Landrum & Brown, i.e. it is not the Dead Sea Scrolls. There is no reason to replace a crisp and high-resolution native vector PDF file with a fuzzy, unsearchable, and bloated scanned PDF. Please provide the original high-quality memo in native vector PDF format, which should actually have a smaller file size as well.

11

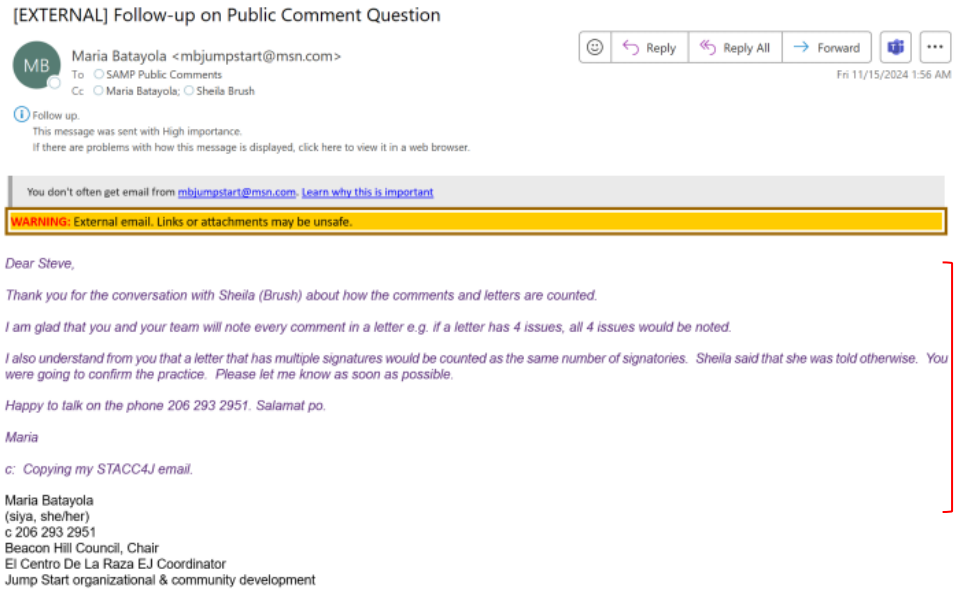
[10] FOIA requests and court document in exhibits

Exhibits: https://1drv.ms/f/c/ee9dce312aad2855/EhcGiwcNmWRLuQ7VYOyws_QBhm866H8414RSfV161IcsiA?e=niArkn

037-10. Please contact either Kandice Krull with the FAA or Steve Rybolt with the Port for a copy of the AEDT input files.

037.11. This PDF has been updated in the Final EA.

038. Maria Batayola/Beacon Hill Council Chair



[EXTERNAL] Follow-up on Public Comment Question

MB Maria Batayola <mbjumpstart@msn.com>
To SAMP Public Comments
Cc Maria Batayola; Sheila Brush

Reply | Reply All | Forward
Fri 11/15/2024 1:56 AM

Follow up.
This message was sent with High importance.
If there are problems with how this message is displayed, click here to view it in a web browser.

You don't often get email from mbjumpstart@msn.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Steve,

Thank you for the conversation with Sheila (Brush) about how the comments and letters are counted.

I am glad that you and your team will note every comment in a letter e.g. if a letter has 4 issues, all 4 issues would be noted.

I also understand from you that a letter that has multiple signatures would be counted as the same number of signatories. Sheila said that she was told otherwise. You were going to confirm the practice. Please let me know as soon as possible.

Happy to talk on the phone 206 293 2951. Salamat po.

Maria

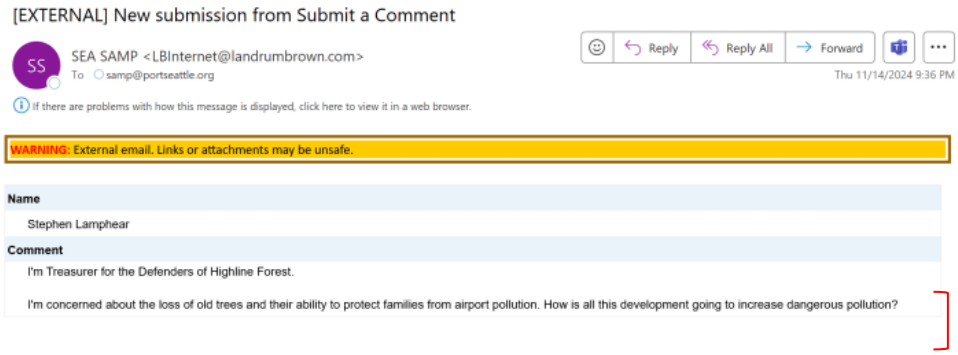
c: Copying my STACC4J email.

Maria Batayola
(siya, she/her)
c 206 293 2951
Beacon Hill Council, Chair
El Centro De La Raza EJ Coordinator
Jump Start organizational & community development

1

038-1. This comment has been noted.

039. Stephen Lamphear/Defenders of Highline Forest



[EXTERNAL] New submission from Submit a Comment

SS SEA SAMP <LBInternet@landrumbrown.com>
To samp@portseattle.org

Reply | Reply All | Forward

Thu 11/14/2024 9:36 PM

If there are problems with how this message is displayed, click here to view it in a web browser.

WARNING: External email. Links or attachments may be unsafe.

Name

Stephen Lamphear

Comment

I'm Treasurer for the Defenders of Highline Forest.

I'm concerned about the loss of old trees and their ability to protect families from airport pollution. How is all this development going to increase dangerous pollution?

1

039-1. General Response #18

040. Emelie East

From: emelie.east
To: SAMP@portseattle.org
Subject: [EXTERNAL] Port of Seattle Sustainable Airport Master Plan
Date: Monday, October 28, 2024 2:02:48 PM

You don't often get email from emelie.east@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Steve Rybolt,

I am writing today to express support for the proposed action in the draft NEPA Environmental Assessment for the Port of Seattle's Sustainable Airport Master Plan (SAMP) and the proposed near-term projects.

Seattle-Tacoma International Airport (SEA) is a crucial piece of the Puget Sound economy. In addition to the economic activity that it directly generates through employment, business creation, and construction investments, it also attracts and supports local businesses throughout our region by providing passenger and cargo services. Organizations like ours rely deeply on SEA to be able to efficiently and effectively serve the aviation needs of the region for our employees, customers, and products.

As the region continues to grow, it is important that SEA be able to accommodate that increased demand with the high level of service expected from a world-class global airport. 1

Moving forward on the required national and state environmental review processes as well as the eventual approval of these near-term projects is critical to keeping the regional economy growing. Each of these projects will result in needed passenger and cargo facilities, while also helping create and support new jobs for our region. 2

I look forward to supporting the SAMP process as it moves forward, and to our organization benefitting from these new facilities at SEA Airport once they are built.

Thank you,
Emelie East

Sent from my Verizon, Samsung Galaxy smartphone

040-1. Thank you for your comment. Your comment has been noted.

040-2. Thank you for your comment. Your comment has been noted.

041. Matthew Aguila

From: Matthew Aguila
To: samp@portseattle.org
Subject: [EXTERNAL] Homeowner
Date: Friday, November 1, 2024 5:36:44 PM

You don't often get email from me@mattaguila.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hi,

With new plans for SeaTac airport expansion, What is being done to compensate homeowners for sound increases? Plans pass by my home every 45 seconds and we are in need of better sound proofing windows. We deserve to be compensated for increased sound levels. Research has show the effects of the constant noise lead to sicker and shorter lives.

We would like to know what is planning to be done for residents in the area?

Sincerely,
Matthew Aguila
Des Moines, WA

1

041-1. General Response #5
General Response #6
General Response #13
General Response #14

042. Kris White

From: hrv.0004@gmail.com
To: "st.news/samp"
Cc: "st.news/samp"
Subject: [EXTERNAL] COMMENT: As Sea-Tac traffic grows, so does airport communities" need for relief"
Date: Friday, November 1, 2024 10:16:42 PM

You don't often get email from hrv.0004@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:

Per November 1, 2024 Seattle Times' opinion written by Brian Davis, vice chair of the Burien Airport Committee, The Port of Seattle new Sustainable Airport Master Plan for Sea-Tac Airport is UNTENABLE.
'This is a matter of social and economic justice'.
The Port is 'using howitzers' against Burien and other airport adjacent cities using 'sling shots'.
SHAME ON YOU PORT OF SEATTLE! 1

Without an extension, the public has until December 5 to comment. Residents living under the flight path are in a precarious situation. 2

PLEASE PLEASE BUILD A NEW AIRPORT. Denver was able to make an 'out of town' airport work on empty acreage. So can we south of existing airport. 3

Read the article and ACT NOW for the health and welfare of our WA State citizens!

Respectfully,
Kris White
Long Time Seattle Times Subscriber
Renton, WA

042-1. These comments and the comments in this letter have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B

042-2. General Response #4

042-3. General Response #7
General Response #7a

043. Elizabeth Donovan

From: Elizabeth Donovan
To: samp@portseattle.org
Subject: [EXTERNAL] We need noise relief . It's becoming impossible to get a good nights sleep
Date: Sunday, November 3, 2024 6:21:55 PM

[You don't often get email from elizabeth.donovan7@icloud.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Something must be done to end the night noise from SeaTac . I'm woken up at least
4 to 5 nights a week beaten 2-6 AM sometimes 1AM
I have a hearing loss and wear hearing aids . I remove them at night and still am awaken sometimes for 3 hours
I've been recouping from Cancer chemo and radiation treatments and need rest not unhealthy noise , or having the port not respect the citizens right to live noise free. How many cancer cases do you report every year from the airport area?
My home is in Seahurst due west of the airport 2-3 miles . I'm close to the water
We were never bothered like we've been bothered this last year
STOP THE PROBLEM !
I've owned my home since 1976 . It was built in 1941 then remodeled . We didn't have airport noise or problems .
The Port should be responsible to citizens and put people over profits .
The state can put a new airport in near Olympia or extend Payne Field .

1

2

Please respect the citizens .
Sincerely,
M. Elizabeth Donovan
Seahurst, Wa

Sent from my iPad

043-1. General Response #5
General Response #10
General Response #13
General Response #14

043-2. General Response #7
General Response #7a
General Response #7b

044. Brandon Bowersox-Johnson

From: brandonbowersox@everyactioncustom.com on behalf of Brandon Bowersox-Johnson
To: samp@portseattle.org
Subject: [EXTERNAL] Comments on the SAMP EA
Date: Tuesday, November 5, 2024 5:24:27 PM

[You don't often get email from brandonbowersox@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I find the Draft Environmental Assessment to be flawed. This expansion plan (SAMP) will add 19 new gates and a new terminal, and the plan estimates that flights will grow 27% from 2022 to 2037, for example. Given that huge growth, it is inappropriate for the Draft EA to claim that the climate and health impacts of this are "not significant". The EA uses faulty logic to argue that with or without this expansion, air traffic will increase either way, so there's really no impact of the massive expansion. Please right this wrong. 1

Please pause the SAMP projects and conduct a full EIS process that corrects the flaws and shortcomings in the EA. Please identify the significant impacts of the SAMP expansion. Please be honest with airport communities about the added health impacts and the added climate pollution from continuing to expand the airport. Please plan for full mitigation of these harms and restoration of health equity for near-airport communities. 2

You have an opportunity to create real solutions to restore health equity to our near-airport and flight path communities in South King County. Please make the change that our children and future generations need from us. 3

Sincerely,
Brandon Bowersox-Johnson
519 N Bowdoin Pl Apt 401 Seattle, WA 98103-7773

044-1. General Response #8
General Response #11
General Response #13
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. However, it is important to note that operations are expected to increase with or without the project.

044-2. General Response #1
General Response #10
General Response #14

044-3. This comment has been noted. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B

045. Tanis Fee

From: Tanis Fee
To: samp@portseattle.org
Subject: [EXTERNAL] Project Environmental Review
Date: Tuesday, November 5, 2024 5:57:47 PM

You don't often get email from tanisfee@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

November 4, 2024
To whom it may concern,

I have previously submitted two noise complaints to SeaTac and two, in September, to the FAA. My home seems to be **directly** over a flight path. It appears Delta and Alaska use this route more than other planes, and they come in, constantly, from the East and South each and every day.For those flights coming in from the East, I've asked, if it would be possible, to switch the flight path so the planes come in further North (above Maltby) or further South (below Cottage Lake). For those flights coming in from the South, flying into SeaTac, perhaps to follow closer to the I5 corridor or up I405 turning South around Kirkland. 1

All concentration for the Project Environmental Review seems to focus mostly on the Southend; however, with increased flight activity, coming in and out of SeaTac, the Northend has also been greatly affected!! 2

I'm not asking for compensation of any kind just for my home, in Unincorporated Snohomish, be considered for a different flight path. 3

Sincerely,
Tanis Fee
23028 53rd Ave SE
Bothell, WA

Sent from my iPad

045-1. General Response #5
General Response #13

045-2. The analysis completed for the EA evaluated all potential impacts of the proposed Action Alternatives, regardless of the location of the impact.

045-3. The FAA will provide this comment to the Part 150 Update team for consideration.

046. Floyd Monen

From: Floyd Monen
To: samp@portseattle.org
Subject: [EXTERNAL] Sea-Tac Airport Expansion
Date: Wednesday, November 6, 2024 2:50:43 PM

You don't often get email from fmonen@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

I am 78 and grew up in Kent. I can remember all the promises the port and Seattle interest made and of course not been kept.

How can communities object to a new airport on health concerns and the port and lawmakers respect that and then greatly increase Sea-Tac? Too bad for the people being afftected but anything to make Seattle an elite city Actually our governor stated no new flights but that's not going to happen.

I think there is a lot of people who should be ashamed.

Floyd Monen

1

046-1. General Response #5
General Response #7
General Response #10
General Response #14

047. Charmaine Rhea

From: Charmaine Rhea
To: samp@portseattle.org
Subject: [EXTERNAL] Federal Way - Airport Noise
Date: Thursday, November 7, 2024 1:31:05 PM

[You don't often get email from cldr2002@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Good morning,

As I sit here this morning reading the Federal Way Mirror and seeing on Facebook that a meeting is scheduled to better understand the upgrades being done at Seatac, I wonder just how much more affected my home can be. I live in Marine Hills and listen to the planes all day long every day. At least some of the time it is just annoying but when there are constant planes, one after the other, after another, and after another... for a long time, and you have to actually turn up your TV or radio so that you can hear it above the noise of the airplanes...you have to ask yourself how many more planes need to be in the air and either taking off or landing at one time? We as a society cannot purchase more airspace, we have what we have and adding more airplanes to it just makes for increased noise, constantly, all day every day. 1

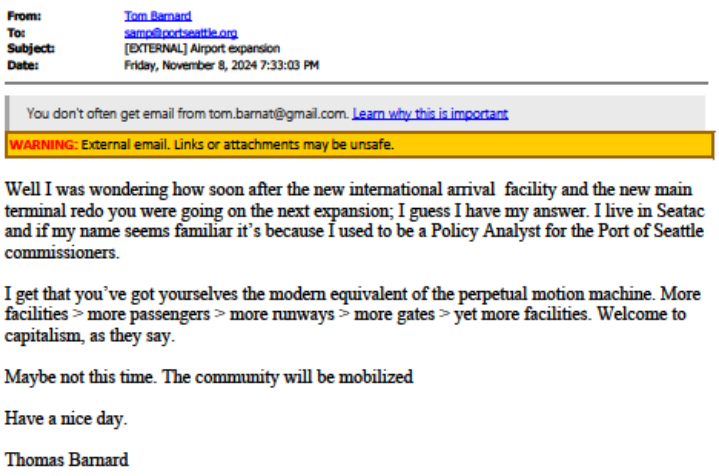
I really hate to break it to you but Federal Way IS WHOOLEY IMPACTED BY THE NOISE FROM THE AIRPORT. We are 20 minutes by car to the front gate of Seatac Airport, the planes fly directly over Federal Way, how can anyone say it does not affect this city. That is absolutely absurd. If you would like to come and sit in my living room about his time of day, or at 3 am for that matter, and listen for yourself then feel free to come by. 2

Charmaine Rhea

047-1. General Response #5

047-2. General Response #5
General Response #13

048. Thomas Barnard



From: Tom Barnard
To: samp@portseattle.org
Subject: [EXTERNAL] Airport expansion
Date: Friday, November 8, 2024 7:33:03 PM

You don't often get email from tom.barnat@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Well I was wondering how soon after the new international arrival facility and the new main terminal redo you were going on the next expansion; I guess I have my answer. I live in Seatac and if my name seems familiar it's because I used to be a Policy Analyst for the Port of Seattle commissioners.

I get that you've got yourselves the modern equivalent of the perpetual motion machine. More facilities > more passengers > more runways > more gates > yet more facilities. Welcome to capitalism, as they say.

Maybe not this time. The community will be mobilized

Have a nice day.

Thomas Barnard

1

048-1. The purpose of the Sustainable Airport Master Plan (SAMP) process was to identify the needs for SEA over the 20-year planning horizon. As explained in Chapter 1, one of the overarching issues identified during the process was the need to improve the experience for SEA passengers. The current passenger processing functions were limited or undersized for the number of passengers in 2018 and were expected to worsen as passenger demand increased.

The Port developed the NTPs based on the results of the planning process, which are the subject of this environmental review. The 31 projects would improve the efficiency and safety of SEA, access to SEA, and support facilities for the airlines and SEA. At the completion of the planning process and once the Port was ready to proceed, the FAA determined that the NTPs were ready for environmental review in coordination with the Port.

049. Rebecca Cate

From: Hello, my name is Rebecca Cate. I made a donation to Friend of Earth for $35.00. I was also charged with a $500.00 donation. I don"t know how that happened and I would like to cancel the $500.00 donation.
To: samp@portseattle.org
Subject: [EXTERNAL] Address health and climate impacts and don"t expand SeaTac Airport
Date: Saturday, November 9, 2024 11:08:07 PM

You don't often get email from rkcate@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 1

Sincerely,
Rebecca Cate 206-734-9306

Dear Port of Seattle and FAA Officials,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 2

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 3

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 4

We call on the Port of Seattle and FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust 5

049-1. The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F..

049-2. General Response #10
General Response #14
General Response #16

049-3. General Response #10
General Response #11
See response to Comment 049-2 Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

049-4. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

049-5. General Response #1
General Response #17

049. Rebecca Cate (continued)

cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 5

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 6

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 7

In addition, I want lower-carbon travel options in our region to reduce the need for flying, which is the most climate polluting mode of travel. Instead of just expanding SeaTac airport, invest in options such as faster regional intercity rail to give us better choices. 8

Sent from Mail for Windows

049-6. General Response #5
General Response #6

049-7. General Response #7
General Response #7d

049-8. General Response #7
General Response #11
The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

050. Jeanne Poirier

From: Jeanne Poirier
To: samp@portseattle.org
Subject: [EXTERNAL] Sea-Tac expansion
Date: Saturday, November 9, 2024 7:00:09 PM

You don't often get email from jeannepoirier@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Greetings and thank you for accepting comments on this project!

There needs to be a change in the future - and expanding airports isn't the way to go! Investing in existing rail and increasing train travel for passengers and freight would go a long way to mitigating our climate crisis. 1

To say the expansion would not have a significant impact is just wrong - and this decision deserves more scrutiny and honesty. ALL airports impact their local neighbors and not in positive ways. Illness, pollution, exposure to toxins and more traffic isn't healthy to body or mind! 2

Please add my voice and concerns to the many comments you will receive between now and Dec. 5th!

Thank you!

050-1. General Response #7
General Response #7d

050-2. General Response #1
General Response #8
General Response #10
General Response #13
General Response #14

051. Iris Antman

From: Iris Antman
To: SAMP@portseattle.org
Subject: [EXTERNAL]
Date: Sunday, November 10, 2024 12:57:56 PM

You don't often get email from antwomaniris@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Mr. Ryboldt and Port Commissioners and staff:

The SAMP represents substantial expansion of airport infrastructure and will certainly have significant impacts on communities near the airport and the environment. An EIS is absolutely called for, to do less is sticking your head in the sand so you don't have to see and deal with reality. 1

In this time of great change, environmentally and socially, we must prioritize the health of our communities and take the time and care to do the right thing. 2

Please take your responsibilities seriously.
Thank you,
Iris Antman
South Seattle resident since 1986

051-1. General Response #1

051-2. This comment has been noted.

052. Deirdre Curle & Steve Kim

From: Deirdre Curle <deirdre.curle@gmail.com>
Sent on: Monday, November 11, 2024 1:38:26 AM
To: samp@portseattle.org
Subject: [EXTERNAL] SeaTac Airport SAMP Environmental Assessment

You don't often get email from deirdre.curle@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear SAMP NEPA & SEPA Reviewers,

As longtime residents of Beacon Hill, we are very concerned that the 420,000 SeaTac Airport flights are already harming the environment, climate, and risking the health of the people who live and work in our community. Now, SeaTac Airport wants to increase the flights to 509,892 with the Sustainable Airport Master Plan (SAMP). 1

We ask that you recognize that SAMP **does** have significant impacts on communities within a 10 mile radius of the airport and that it needs: 2

1. A cumulative environmental, health and climate impact analysis (EIS),
2. A racial and economic impact analysis under President Clinton's Executive Order 12989 on Environmental Justice as submitted in the SAMP Scope of Work and promised, 3
3. Contextual analysis of the SAMP short term project in relation to the SAMP long term projects. 4

Thank you for your consideration,

Deirdre Curle & Steve Kim
4952 13th Ave S, Seattle, WA 98108

052-1. Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

052-2. General Response #1
General Response #17

052-3. General Response #15

052-4. General Response #19c

053. Kate Chilson

From: Kate Chilson
To: samp@portseattle.org
Subject: [EXTERNAL] SeaTac expansion
Date: Monday, November 11, 2024 9:28:49 PM

You don't often get email from kate.chilson@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle officials,

The health impacts from more air and noise pollution at SeaTac are significant to me because I live near the junction of Rainier and 1-90 (International district). My house is on the flight path to Seatac. But I'm not just concerned for myself, because I have the privilege of eating healthy food and access to good health care. I am concerned for my neighbors who are socio-economically disadvantaged and upon whom the health effects will be greater. 1

I want a full Environmental Impact Statement that provides a more robust and cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. Please deploy science-based proven solutions that can close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 2

We cannot afford the additional harm of increased aviation that will hasten climate change. Instead of expanding SeaTac, I would like to see you invest in alternative transportation options for moving people and goods such as faster intercity rail that can replace short-haul flights in our region. 3

Thanks for your consideration,
Kate

053-1. General Response #10
General Response #14
General Response #15

053-2. General Response #1
General Response #5
General Response #10
General Response #11
General Response #15
General Response #17

053-3. General Response #7
General Response #7d
General Response #11

054. Ann Doresy

From: aedorsey@everyactioncustom.com on behalf of Ann Doresy
To: samp@portseattle.org
Subject: [EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment
Date: Tuesday, November 12, 2024 11:44:07 AM

[You don't often get email from aedorsey@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Ann Doresy
18042 Schoenborn St Apt 5 Northridge, CA 91325-3844

054-1. General Response #10
General Response #14
General Response #15
General Response #16

054-2. General Response #10
General Response #11
See response to Comment 054-1
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

054-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

054-4. General Response #1
General Response #17

054-5. General Response #5
General Response #6

054-6. General Response #7
General Response #7d

054-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

055. Max Gillespie

From: Max Gillespie
To: SAMP@portseattle.org
Subject: [EXTERNAL] RE: SAMP Environmental Review
Date: Tuesday, November 12, 2024 11:44:22 AM

You don't often get email from maxlgillespie@outlook.com. Learn why this is important

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Hello,

I have one concern with the master plan and EAS for the improvements to SEATAC: the distance and accessibility to rail transit. It's unclear what is being done to promote access to public transit in this plan. Improvements to the busway and station area are noted, but it isn't noted how the new terminal's much-increased distance to light rail will affect transit use. As an environmental survey use of public transit should be greatly emphasized as car trips have an outsized effect on the environment. 1

Regards
--
Max Gillespie

055-1. General Response #7d

056. Nicole Iorio

From: iorionicole@everyactioncustom.com on behalf of NICOLE IORIO
To: samp@portseattle.org
Subject: [EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment
Date: Tuesday, November 12, 2024 11:45:05 AM

[You don't often get email from iorionicole@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
NICOLE IORIO
15517 Meridian Ave N Shoreline, WA 98133-6038

056-1. General Response #10
General Response #14
General Response #15
General Response #16

056-2. General Response #10
General Response #11
See response to Comment 056-1
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

056-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

056-4. General Response #1
General Response #17

056-5. General Response #5
General Response #6

056-6. General Response #7
General Response #7d

056-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

057. Michael Lampi

From: politics@everyactioncustom.com on behalf of Michael Lampi
To: samp@portseattle.org
Subject: [EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment
Date: Tuesday, November 12, 2024 11:44:42 AM

[You don't often get email from politics@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do the following:

Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as true high-speed intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 4

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 5

Sincerely,
Michael Lampi
2667 170th Ave SE Bellevue, WA 98008-5516

057-1. General Response #10
General Response #14
General Response #15
General Response #16

057-2. General Response #10
General Response #11
See response to Comment 057-1
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

057-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

057-4. General Response #7
General Response #7d

057-5. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

058. Delia Ward

From: Delia Ward
To: samp@portseattle.org
Subject: [EXTERNAL] address airport impacts; EIS; no expansion
Date: Tuesday, November 12, 2024 12:01:47 PM

You don't often get email from dmward67@gmail.com. Learn why this is important

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Dear Port of Seattle and FAA Officials,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. 1

However, the Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion. 2

I sek that the Port of Seattle and FAA do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 3

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 4

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. 5

Thanks for doing the right thing here.

Yours,

Delia Ward

058-1. This comment has been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

058-2. General Response #10
General Response #11
General Response #14
General Response #16
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

058-3. General Response #1
General Response #17

058-4. General Response #5
General Response #6

058-5. General Response #7
General Response #7d

059. Mark (Twila) Sawatzky

From: Mark Sawatzky
To: SAMP@portseattle.org
Subject: [EXTERNAL] Airport
Date: Wednesday, November 13, 2024 1:13:19 PM

You don't often get email from msawat@hotmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To whom it may concern:

I live in Federal Way , in the flight path. right now we have planes going over our home every few minutes. A max is 5 minutes. It is disruptive to our lives. Working outside, or just sitting outside to enjoy the day is really not relaxing. I'm annoyed by all the noise.
We have new windows but still hear the noise of planes in our house. I'm really upset that you're even considering adding more flights. You need to build another airport somewhere else! Sure NOBODY WANTS it in there area but it needs to happen somewhere Else!
Twila Sawatzky

1

Get Outlook for iOS

059-1. General Response #7
General Response #7a
General Response #7b
General Response #14

060. Mary Paterson

From: Mary Paterson
To: samp@portseattle.org
Subject: [EXTERNAL] Comment on proposed airport expansion
Date: Thursday, November 14, 2024 1:16:00 PM
Attachments: Daily Short-Distance Flights Into_out of Seatac - Sheet1.pdf

You don't often get email from marycpaterson@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Mr. Rybolt, staff and decision-makers at the Port of Seattle,

Please consider these comments on the Sustainable Airport Master Plan, coming from the perspective of a rail advocate very concerned for mobility, health, and the climate:

1. Because the FAA does not require a health assessment as part of its Environmental Assessment, the Port should do a State Environmental Impact Statement. So many people living in the area of SeaTac airport are physically and mentally traumatized by the noise pollution and the air pollution caused by the air traffic, already heavy. 1
2. For the reasons of health and climate, the airport should not expand. I support electrification of ground machinery at the airport because this will benefit workers. But electrification of aircraft is not yet proven to be a viable option -- and battery electrification will only worsen the negative impacts that mining for lithium, cobalt, and other rare earths is already having on communities, land, and water in the U.S. and around the world. 2
3. Enlarge the Vision of the Port: we will always need some aviation, just as we will always need some cars and trucks, but how can the Port become part of an integration across all transportation modes, including rail, so that people traveling can do so while causing the least harm? I understand that the Port advertises to bring tourists to Seattle to board cruise ships coming in and out of Puget Sound, even though the Salish Sea is an amazing, sensitive marine ecology that is harmed by cruise traffic. This is just one example of why the Port needs to enlarge its vision well beyond FAA requirements and work alongside the tribes, other climate advisors, and rail advocates to chart the best path forward. 3
4. Why rail? Passenger rail is at least 3 times more energy efficient than cars per passenger mile for example, and Freight rail is even more energy efficient than that per ton mile. Because of that efficiency and because even diesel-fueled locomotives are powered by diesel-electric motors, trains have very low emissions. And trains can go to zero emissions via power line/catenary -- in the early twentieth century, we had electric trains in this country powered by catenary and we can have them again in the 21st century. Why is power line electrification beneficial? It minimizes reliance on resource-intensive batteries.
5. The Port needs to work with Washington state transportation planners to take seriously the call to "Choose more trains, not more lanes and planes." Our existing rail infrastructure can be upgraded for passenger trains going 110mph by 2032-2037 (the Port's milestones for the proposed airport expansion) -- some service routes like the Amtrak Cascades could be upgraded sooner. Upgrading our existing rail infrastructure for passenger service will improve freight options as well. 4
6. Approximately 16-17% of passenger flights going in and out of SeaTac Airport in a 24 hour period are local/regional and can be replaced by passenger rail service. (I have not seen data for freight flights in and out of SeaTac but perhaps the Port can supply that

060-1. General Response #5

060-2. General Response #5
General Response #7
General Response #10
General Response #11
General Response #14

060-3. General Response #7

060-4. General Response #7d

060. Mary Paterson (continued)

information.) Portland, Vancouver B.C., Spokane, and Boise, ID have the highest number of flights in and out of SeaTac (21-35 each per 24-hour period), with Eugene, Medford, and Pasco having the second highest number (10 each per 24-hour period); there are 11 daily flights to and from Redmond, OR as well, but it would take a greater effort to replace these with passenger rail service. Did you know there are 4 daily flights to/from Bellingham -- why? And Walla Walla, Yakima, and Pullman as well -- places on the rail line from Seattle and Auburn to Spokane, which advocates have been urging WSDOT to develop for since 2017. Other flights in/out of SeaTac could be replaced by rail within the SAMP timeframe, including to southern Montana and northern California, including Sacramento and the Bay Area. Please see the attached spreadsheet with the precise numbers for PNW flights. 4

7. We will always need or benefit from aviation as part of our transportation system, but it is a cruel and harmful mistake to plan any expansion of its use. Due to radiative forcing, aviation's CO2 emissions account for only 1/3 of its total climate impact in terms of greenhouse gases. Short-haul flights are especially harmful. 5

For the sake of the people and all life trying to live near SeaTac, and for the sake of all of us, the Port needs put the brakes on SAMP, take a wider view of our moment in time and our potential rail options for transportation, and be leaders in the fight for health and climate. 6

Mary Paterson
Volunteer with Solutionary Rail and the Rail Can't Wait Coalition
Lake City, Seattle resident
206-271-0251

060-5. General Response #11.

060-6. General Response #7
General Response #10
General Response #11
General Response #14

060. Mary Paterson (continued)

Local/Regional Flights for Seatac (from/to other airports in WA, Oregon, Idaho, and Vancouver and Victoria, B.C.										
2024 (24 hr Sat-Sunday 11/2-11/3)	Arrivals	Departures	Total							
Spokane	14	15	29							
Pasco	5	5	10							
Bellingham	2	2	4							
Walla Walla	2	2	4							
Wenatchee	2	2	4							
Yakima	2	3	5							
Pullman	2	2	4							
Portland	18	17	35							
Eugene	5	5	10							
Medford	5	5	10							
Redmond	5	6	11							
Boise	13	12	25							
Hailey	1	1	2							
Idaho Falls	2	2	4							
Vancouver, B.C.	10	11	21							
Victoria, B.C.	2	2	4							
Total for 24 hr period 2024			182	182	<-sum of D27 to D45		Based on 178 (no trains to	Based on 171 (182 minus Redmond)		
				401,351.00	flights in 2023		401,351.00	401,351.00		
				1,099.59	flights/day (average) 2023		1,099.59	1,099.59		
				16.55%	% that are short-haul		16.55%	15.55%		
Of interest:										
Flights to southern Montana could also be replaced by rail (see Big Sky Passenger Rail Authority)										
Flights to Sacramento and the Bay Area, CA could also be replaced by faster, frequent, more reliable Amtrak service on the Coast Starlight connecting to Amtrak Capitol Corridor										

061. Edmund S.

Comment about proposed expansion of SeaTac airport:

Please do not consider this frivolous or not considered. You do not need to expand at all. You need to contract, be smaller but more spread out!

For hundred of years, public transportation has been a "queueing" exercise at a central port. Each person finds a way from where he is to the "station" where all the trains are or all the planes are, often accessed by complex public transportation and/or large parking structures, and dense roads. Then line up, shuffle around everybody there, put luggage on handling devices, stand in line to get on. Then find your way to the seat.

Billionaires do not have to do that. The chauffeur privately scheduled the time for them to leave home, travel by car directly to their Lear Jet at a separate entrance on the tarmac at the airport, and get on and jet off. The baggage is loaded from their car into the plane for them. No queueing, no waiting, no hours in security lines, no security cost and hassles.

The goal is to fly like billionaires.

I book my plane flight with ABC airline, the computer posts it to my calendar looking for conflicting items, which knows where I am at departure time. Artificial intelligence figures out when I must be picked up, tells me when to be packed and ready; within five minutes while I am booking the flight. When the travel day comes, a robotic car comes to my door. A robot picks up my bags, and inspects them electronically, while putting it in the car. The robotic car talks to all the other cars taking passengers and decides how and when they will enter a separate secured gate, to the randomly assigned spot for my Jet. At the same time, all the robotic cars assess the traffic, project arrival times, and notifies the airline computers. I get out at the boarding ramp, while a robot gets my bags into the Jet storage. I walk up the ramp and go my seat with my favorite drink in hand as I sit down.

If my car was delayed for some some reason, it creates an alternative resolution. If I am delivering a baby, it takes me to the hospital instead and notifies the airline the seat is available for someone on standby.

Imagine NO airport terminal. Just a long road next to the long taxi way, pennies on the present planned dollar. 100 spots to park an airplane. Your

1

061-1. General Response #7 The comments provided in this letter have been considered. The concepts shared are beyond the scope of the EA with the technology that is available today.

061. Edmund S. (continued)

Jet is assigned to spot, say 53 this day, two hours before takeoff. And AI makes everything happen to get those people off the plane and onto the plane optimally for that flight. Hundreds of Billions of Dollars saved in not constructing airport terminals. Hundreds of billion hours saved for the travelers. Maximum security, as the process is completely random to a person outside of the process. Robotic security, is hundred percent attention.

Think really big. And think contrary to the way you historically think. Why centralization at all? Think about 20 flights to Las Vegas, and spot 53 happens to be at Olympia Airport this day, and tomorrow is Everett depending on who is going and optimized use of airports all over the Puget Sound. The shortest travel times, and least freeway traffic, making each human the priority via AI rather than compromise everyone for the one airport.

Does this sound farfetched, too far in future to be relevant? I was at the CES technology event in Las Vegas 5 years ago. I went to a booth on the topic. I did not make this stuff up, I am reporting on what is already in production. Please join them and do not burden the public with wasted billions of tax dollars doing something 300 years old and patently inefficient. Reverse your thinking, humans as priority, not monuments to the past.

1

062. Alex Fay

From: alexafpfay@everyactioncustom.com on behalf of Alex Fay
To: samp@portseattle.org
Subject: [EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment
Date: Thursday, November 14, 2024 3:23:53 PM

[You don't often get email from alexafpfay@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Alex Fay
2801 Barber Ave Cleveland, OH 44113-4769

062-1. General Response #10
General Response #14
General Response #15
General Response #16

062-2. General Response #10
General Response #11
See response to Comment 062-1.
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

062-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

062-4. General Response #1
General Response #17

062-5. General Response #5
General Response #6

062-6. General Response #7
General Response #7d

062-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

063. Dylan Klein

From: haggard.gallops0s@everyactioncustom.com on behalf of Dylan Klein
To: samp@portseattle.org
Subject: [EXTERNAL] our lives are not 'insignificant': halt the seatac expansion
Date: Thursday, November 14, 2024 3:24:16 PM

[You don't often get email from haggard.gallops0s@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

our communities deserve to breathe and live without the constant threat of health problems stacked on them just for existing near an airport. the pollution from seatac already jacks up rates of cancer, heart disease, and even premature births—and it's landing hardest on our BIPOC neighborhoods. you know, the communities always called "insignificant." yeah, we're not buying it. 1

now you want to expand the airport with 19 more gates, a new terminal, and cram in a 27% flight increase? let's be real, you're pouring gas on the fire. this isn't just about some expansion; it's a direct line to more hospitalizations, more deaths, and more pollution raining down on people who've already had to deal with this for decades. and let's not even start on how this undercuts every climate target you keep pretending to care about. 2

your environmental assessment is a joke if you think this will have "no significant impact." anybody living under those flight paths can tell you the "impact" is real—go take a look at asthma rates, or life expectancy, or school performance where kids can't sleep. it's sickening. 3

here's what we're calling for:

1. full environmental impact statement (eis)—one that actually measures the cumulative damage on health and climate, with a racial and economic lens. show us the bodies in the data. if your goal is equity, then back that up by exposing and fixing the actual disparities. 4

2. health equity solutions—want to expand? then set up a "polluter pays" system. charge frequent flyers a fee that directly funds health programs and pollution reduction for airport workers and nearby neighborhoods. this isn't charity; it's reparations for the harm that's been ignored. 5

3. real alternatives to flying—quit pretending we need more planes. use that $5 billion to build out a fast rail network and rethink regional transportation. cut the airport expansion and actually put people to work creating a future where we don't have to bleed the planet dry to get from city to city. 6

stop claiming you're listening to "all voices" if you're only listening to the ones asking you to line their pockets. hear this: the health and climate impacts of seatac's expansion are significant, and so are our lives. 7

Sincerely,
Dylan Klein
819 Virginia St Unit 2710 Seattle, WA 98101-4430

063-1. General Response #10
General Response #14
General Response #15
General Response #16

063-2. General Response #10
General Response #11
See response to Comment 063-1 Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

063-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

063-4. General Response #1
General Response #17

063-5. General Response #5
General Response #6

063-6. General Response #7
General Response #7d

063-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B

064. Carol Olivier

From: Carol Olivier
To: SAMP@portseattle.org
Subject: [EXTERNAL] Airport expansion
Date: Thursday, November 14, 2024 2:44:36 PM

[You don't often get email from sagefemmes@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

I love the accessibility of SeaTac but cannot stand anymore expansion. When you live in the south end, you cannot escape loud air traffic over all the public schools where children are exposed to noise and fumes every day outside playing at school, in parks, at weekend soccer and baseball games-we cannot escape it. Nor can we escape the continual threat of more trees being cut down and losing those natural air purifiers and sound barriers at North SeaTac Park. Des Moines has turned into a sound amplifier with all the concrete storage facilities built with so much light pollution as well (anyone there ever heard of dark lite movements where you can see stars?)
But the real personal story is that one cannot enjoy being outside in the beautiful PNW. I owned a house in Des Moines that was tolerable until you all lied and opened the new runway that was for "overflow " only to jet traffic that became every 3-9 minute planes and destroyed any peace, health or sanity I had. I began to have frequent ear and chest infections, couldn't have uninterrupted sleep and couldn't work anymore in my beautifully cultivated gardens. Truly I felt like jumping off a cliff because of the constant noise.
I became a noise refugee, selling my beloved family home for a loss but at least I sold it.
Move the freight out of town and all the truck traffic and plane traffic with it. Develop a bullet train . Stop compromising all of us who live in vicinity of SeaTac.
Sincerely, Carol Olivier
2825 Sw 170 st, Burien
Sent from my iPhone

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2

064-1. General Response #5
General Response #10
General Response #14
General Response #18

064-2. General Response #7
General Response #7a
General Response #7b
General Response #7c
General Response #7d

065. Lawrence Siminski

From: Lawrence Siminski
To: SAMP@portseattle.org
Subject: [EXTERNAL] please confirm you have this comment submitted
Date: Thursday, November 14, 2024 3:17:44 PM

You don't often get email from 777skypilot@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Comment about proposed expansion of SeaTac airport:

Please do not consider this frivolous or not considered. You do not need to expand at all. You need to contract, be smaller!

For hundred of years, public transportation has been a "queueing" exercise. Each person finds a way from where he is to the "station" where all the trains are or all the planes are, often by complex public transportation and/or large parking structures, and dense roads. Then line up, shuffle around everybody there, put luggage on board, stand in line to get on. Then find your way to the seat.

Billionaires do not have to do that. The chauffeur privately scheduled the time for them to leave home, travel by car directly to their Lear Jet at a separate entrance on the tarmac at the airport, and get on and jet off. The baggage is loaded from their car into the plane for them. No queueing, no waiting, no hours in security lines, no security cost and hassles.

The goal is to fly like billionaires.

I book my plane flight with ABC airline, the computer posts it to my calendar looking for conflicting items, which knows where I am at departure time. Artificial intelligence figures out when I must be picked up, tells me when to be packed and ready, within five minutes while I am booking the flight. When the travel day comes, a robotic car comes to my door. A robot picks up my bags, and inspects them electronically, while putting it in the car. The robotic car talks to all the other cars taking passengers and decides how and when they will enter a separate secured gate, to the randomly assigned spot for my Jet. At the same time, all the robotic cars assess the traffic, project arrival times, and notifies the airline computers. I get out at the boarding ramp, while a robot gets my bags into the Jet storage. I walk up the ramp and go my seat with my favorite drink in hand as i sit down.

If my car was delayed for some some reason, it creates an alternative resolution. If I am delivering a baby, it takes me to the hospital instead and notifies the airline the seat is available for someone on standby.

Imagine NO airport terminal. Just a long road next to the long taxi way, pennies on the present planned dollar. 100 spots to park an airplane. Your Jet is assigned to spot, say 53, two hours before takeoff. And AI makes everything happen to get those people off the plane and onto the plane. Hundreds of Billions of Dollars saved in not constructing airport terminals. Hundreds of billion hours saved for the travelers. Maximum security, as the process is completely random to a person outside of the process. Robotic security, is hundred percent attention.

1

065-1. The comments provided in this letter have been considered. The concepts shared are beyond the scope of the EA with the technology that is available today.

066. Irene Svete

From: varina8@everyactioncustom.com on behalf of Irene Svete
To: samp@portseattle.org
Subject: [EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment
Date: Thursday, November 14, 2024 3:23:49 PM

[You don't often get email from varina8@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Dear Port Seattle,

Dear Port of Seattle officials,

The health impacts from more air and noise pollution at Seattle Tacoma International Airport are significant to me because I'm already feeling the negative effects of an increase in air traffic, despite being on Seattle's Capitol Hill, 12 miles north of the airport.

Like many Seattle seniors, I live in a multi-family building with no air conditioning. In the summer, when the windows are open, the jet noise can be deafening. I have to choose between being stressed by noise or overheated. I have lived here for seven years and have experienced a serious increase in air noise traffic over my home.

Winter is only slightly better. In 2012, the shareholders in the Melrose Terrace Cooperative had double-paned windows installed. However, these windows are no match for the growing level of aircraft noise. Depending on weather conditions, I can hear incoming aircraft noise, often beginning well before 6 am and continuing as late as 1 or 2 a.m.

We already know how noise can negatively affect the cardiovascular health. For those of us living close to Interstate 5, the growing amount of air traffic compounds negative effects from the noise and pollution from the freeway. I would note that this part of Capitol Hill and First Hill contains a large amount of low-income senior housing. This includes SHA's Denny Terrace building on Melrose Avenue East. Seniors are especially vulnerable to noise and pollution impacts. 1

The Port is proposing to add a new terminal and 19 new gates with an estimated 27% increase in flights. This is not an insignificant increase. A full Environmental Impact Statement (EIS) would provide a more robust and cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. 2

The Port's current Environmental Assessment (EA) is flawed. The EA claims that this massive expansion will have "no significant impact" on health and climate. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. If a real EIS is conducted, I think you will find the negative impacts to the immediate community and all those living in the flight paths is far higher than you have estimated. 3

I also believe you are not taking into account the growing backlash against air travel and people's willingness to consider alternative forms of transportation. People want lower-carbon travel options in our region to reduce the need for flying, which is the most climate polluting mode of travel. Instead of just expanding SeaTac airport, we should invest in options such as faster regional intercity rail to give us better choices. 4

Sincerely,
Irene Svete
308 E Republican St Apt 803 Seattle, WA 98102-6805

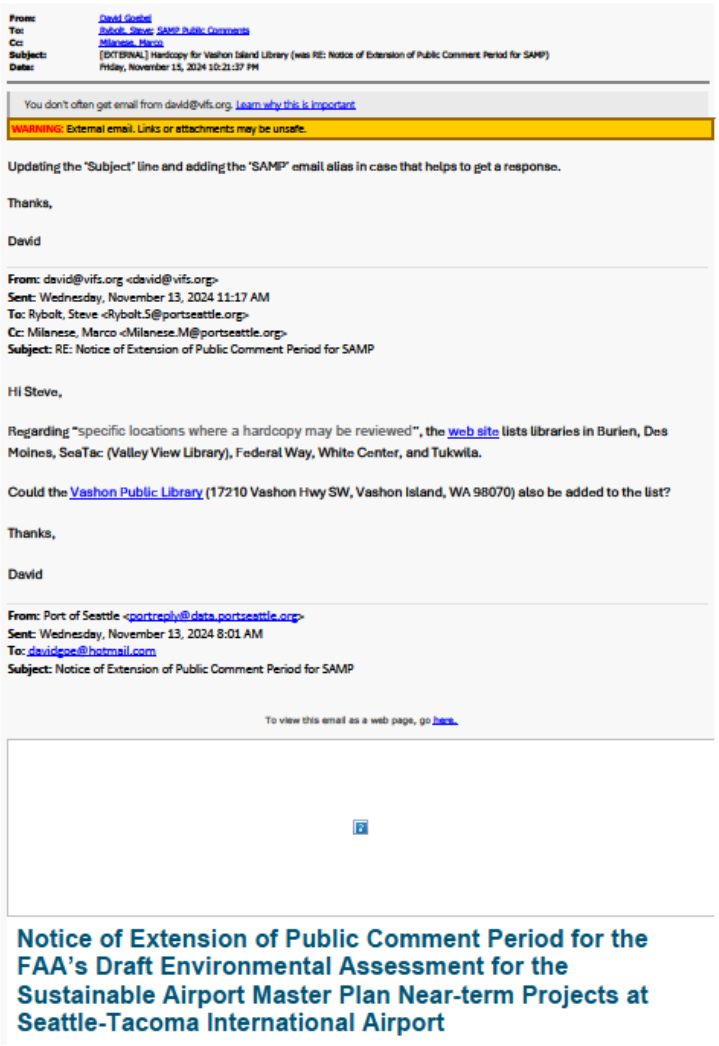
066-1. General Response #5
General Response #10
General Response #14
General Response #15
General Response #16

066-2. General Response #1
General Response #10
General Response #11
General Response #17
See response to Comment 066-1
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

066-3. General Response #8
General Response #10
General Response #11
General Response #14

066-4. General Response #7
General Response #7d

067. David Goebel



From: David Goebel
To: Rybolt, Steve; SAMP Public Comments
Cc: Milanese, Marco
Subject: [EXTERNAL] Hardcopy for Vashon Island Library (was RE: Notice of Extension of Public Comment Period for SAMP)
Date: Friday, November 15, 2024 10:21:37 PM

You don't often get email from david@vifs.org. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Updating the 'Subject' line and adding the 'SAMP' email alias in case that helps to get a response.

Thanks,

David

From: david@vifs.org <david@vifs.org>
Sent: Wednesday, November 13, 2024 11:17 AM
To: Rybolt, Steve <Rybolt.S@portseattle.org>
Cc: Milanese, Marco <Milanese.M@portseattle.org>
Subject: RE: Notice of Extension of Public Comment Period for SAMP

Hi Steve,

Regarding "specific locations where a hardcopy may be reviewed", the web site lists libraries in Burien, Des Moines, SeaTac (Valley View Library), Federal Way, White Center, and Tukwila.

Could the Vashon Public Library (17210 Vashon Hwy SW, Vashon Island, WA 98070) also be added to the list?

Thanks,

David

From: Port of Seattle <portreply@data.portseattle.org>
Sent: Wednesday, November 13, 2024 8:01 AM
To: davidgoe@hotmail.com
Subject: Notice of Extension of Public Comment Period for SAMP

To view this email as a web page, go here.

Notice of Extension of Public Comment Period for the FAA's Draft Environmental Assessment for the Sustainable Airport Master Plan Near-term Projects at Seattle-Tacoma International Airport

1

067-1. General Response #3
A hardcopy of the Draft EA was available at:

- Burien Library
- Des Moines Library
- Valley View Library
- Federal Way 320th Library
- White Center Library
- Tukwila Library
- Vashon Library
- SEA Airport Conference Center

068. Gretchen Erickson

From: Kaplan, Dave
To: SAMP Public Comments
Subject: FW: [EXTERNAL] Sea-Tac Airport expansion
Date: Friday, November 15, 2024 9:04:33 PM

Please include the email below in public comments on the SAMP.

Dave Kaplan
Local Government Relations Manager
Port of Seattle, SEA Airport
17801 International Blvd, MS 5F07D
SeaTac, WA 98158
C: 206.265.9179
E: Kaplan.D@portseattle.org
Pronouns: He/Him

-----Original Message-----
From: Gretchen Erickson <gretchenerickson@me.com>
Sent: Friday, November 15, 2024 12:57 PM
To: Kaplan, Dave <Kaplan.D@portseattle.org>
Subject: [EXTERNAL] Sea-Tac Airport expansion

[You don't often get email from gretchenerickson@me.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

To whom it may concern,

I live in Burien since 1981 and they keep expanding the airport that affects the quality of life in the area. We appreciate the convenience of flying out of an airport close to us. But that being said other areas of the Pacific Northwest need to have better access to closer airports. The traffic impact just gets worse and it would be beneficial for those north, south and east of Sea-Tac to have access to a regional airport. Even the freight should be balanced out across the region. The roads can't handle the traffic as it is. Please no more expansion of Sea-Tac and spread the joy to other locations. 1

Sincerely concerned,
Gretchen Erickson
Sent from my iPad

068-1. General Response #7
General Response #7a
General Response #7b

069. John Shifley

From: john.shifley@everyactioncustom.com on behalf of John Shifley
To: samp@portseattle.org
Subject: [EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment
Date: Saturday, November 16, 2024 3:32:57 PM

[You don't often get email from john.shifley@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
John Shifley
4555 S Lucile St Seattle, WA 98118-2420

069-1. General Response #10
General Response #14
General Response #15
General Response #16

069-2. General Response #10
General Response #11
See response to Comment 069-1 Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

069-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

069-4. General Response #1
General Response #17

069-5. General Response #5
General Response #6

069-6. General Response #7
General Response #7d

069-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

070. Sarah Shifley

From: sarah.shifley@everyactioncustom.com on behalf of Sarah Shifley
To: samp@portseattle.org
Subject: [EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment
Date: Monday, November 18, 2024 12:43:49 PM

[You don't often get email from sarah.shifley@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Sarah Shifley
4515 33rd Ave S Seattle, WA 98118-1601

070-1. General Response #10
General Response #14
General Response #15
General Response #16

070-2. General Response #10
General Response #11
See response to Comment 070-1 Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

070-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

070-4. General Response #1
General Response #17

070-5. General Response #5
General Response #6

070-6. General Response #7
General Response #7d

070-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

071. William Meyers

From: bill@everyactioncustom.com on behalf of WILLIAM MEYERS
To: samp@portseattle.org
Subject: [EXTERNAL] Expanding Flying in this age of Global Warming is Criminal
Date: Monday, November 18, 2024 2:38:25 PM

[You don't often get email from bill@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

The Port of Seattle's expansion plan for SeaTac Airport enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would threaten our national and state climate targets. The world cannot afford the climate impacts of this massive airport expansion! In fact, Americans already fly too much, adding an unfair amount of carbon dioxide to the atmosphere, compared to the about 7 billion people who never fly. 1

Just stop. We need a global EPA and a global government to set rational limits on industry and to prosecute people for crimes against the earth. This expansion certainly qualifies as a crime against the earth. I have proposed allowing an ex post facto law to prosecute you if you allow this expansion. 2

At minimum the Port of Seattle should:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights. 3

(2) Create real solutions to restore health and global warming impact equity to our near-airport, flight path, and global communities. For example, establish a fee charged to frequent flyers that discourages unnecessary flying and funds deep and meaningful health and pollution interventions. 4

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. 5

(4) Plan to decrease flight-miles at SeaTac 10% per year until global climate goals are met.

Sincerely,
WILLIAM MEYERS
14367 30th Ave NE Unit 13 Seattle, WA 98125-8217

071-1. General Response #10
General Response #11
General Response #14
General Response #16
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

071-2. General Response #1
General Response #17

071-3. General Response #5
General Response #6

071-4. General Response #7
General Response #7d

071-5. General Response #7c
General Response #11

072. Caroline Ullmann

From: carolineu@everyactioncustom.com on behalf of Caroline Ullmann
To: samp@portseattle.org
Subject: [EXTERNAL] Full EIS on the proposed SeaTac Airport expansion
Date: Monday, November 18, 2024 6:53:05 PM

[You don't often get email from carolineu@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I urge you to conduct a full environmental impact statement of the potential effects of the proposed expansion of SeaTac Airport. Specifically, I request you consider the effect of noise and air pollution on the health of the area residents adjacent to and beneath the flight paths. 1

My understanding is that the Port's planned expansion would add a new terminal and 19 gates, resulting in a 27% increase in flights and a 39% increase in passengers. That is a significant expansion, which requires a thorough and detailed analysis, and the development of a thorough and detailed mitigation plan to support the health and well-being of area residents, particularly given the recent failures in noise mitigation for local households. 2

Thank you for your consideration.

Sincerely,
Caroline Ullmann
8819 12th Ave NE Seattle, WA 98115-3015

072-1. General Response #1
General Response #10
General Response #14

072-2. General Response #6
General Response #8
General Response #11
General Response #13
General Response #16
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

073. Mary Olsen

From: Mary Olsen
To: samp@portseattle.org
Subject: [EXTERNAL] Constant planes over northeast Seattle
Date: Tuesday, November 19, 2024 6:37:28 PM

[You don't often get email from maryellenolsen@aol.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Dear Mr. Davis,

Thank you for your article in the Seattle Times Paper regarding SeaTac traffic how it is affecting neighborhoods. We have lived in our house since 1979 and purposely bought it down a long driveway in a residential neighborhood for peace and quiet and it has been like this until 2018 when the FAA put horrible narrow flight paths to save a small amount of fuel over our residential neighborhoods. The planes are flying southbound into SeaTac and now going over and over and over the same path all day long, approx. every 45 seconds. They are impossible to ignore and it sounds like thunder that never ends! They start roaring over our houses in this narrow corridor at approximately 5:35 am every morning waking all of us up! Because of this we are not getting the sleep we need for our health and this is affecting our job performance! 1

We know the planes have to fly somewhere, but when SeaTac saturates just one area with all the noise, pollution and health risks, this is not right and we demand something be done to help us out! As you said in your article all the health risks associated with the exposure to the ultra fines particles and jet fuel. The UW did a study and concluded this can cause cancer. My husband now has cancer!! This may be the beginning for all of us who will be affected by these particles!! 2

All of us have sent in a lot of noise complaints to SeaTac and they totally ignore us and do absolutely nothing! SeaTacs phone number to call up complaints has been DISCONNECTED!!
We need RELIEF from this and should not even be experiencing this 30 miles from SeaTac!! We need the planes dispursed out, that is the only fair way to deal with this!! GET RID of these unjust narrow corridors!!! 3

Sincerely,
Mary E. Olsen
1714 NE 120th St.
Seattle, WA
Cell: 206-930-7751

073-1. General Response #5
The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft. The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. The FAA will provide your comment to the Part 150 team. For more information on the Part 150 update see: https://seapart150.com/

073-2. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14

073-3. General Response #5
General Response #6
The FAA will provide your comment to the Part 150 team for consideration.

074. Christine Whitmyre

From: Christian Whitmyre
To: samp@portseattle.org
Cc: Ing Uhlin; Michelle Kastner
Subject: [EXTERNAL] SAMP Public Comment
Date: Tuesday, November 19, 2024 10:08:52 PM
Attachments: SAMP Public Comment Letter - COC.pdf

You don't often get email from cwhitmyre@msn.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle Board Members,

Please see the attached public comment letter.

Thank you,
Christian Whitmyre
206-853-3364

074. Christine Whitmyre (continued)

November 19, 2024

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

Re: Sustainable Airport Master Plan - Public Comments - North Seatac Park/Sunset Park

Dear Mr. Rybolt,

I am writing as a Member Representative of the Cascade Orienteering Club. Orienteering is an international 'map and compass' sport involving navigation, running/walking, route determination, and endurance. The Cascade Orienteering Club is one of the largest clubs in the US. We also administer the largest school league in the US (Washington Interscholastic Orienteering Club) with over 350 Elementary through High School students participating.

North Seatac Park/Sunset Park is one of our extremely popular venues giving runners an opportunity to experience parklands, open wooded areas, and dense trail networks while navigating. Our club developed, and has subsequently maintained, a detailed base map of North Seatac Park/Sunset Park. Using information from the "SAMP Attachment 1 - Scoping Document" we have created a rough overlay showing the proposed 'L06' parking area on top of our map of the park. Please see the attached pdf. The polygon representing 'L06' affects quite a substantial portion of the usable map for orienteering in the south end of the park. Our courses typically stay east of 18th Avenue South in the Sunset Park portion of the map. Any quadrant that the proposed 'L06' touches affects the available trails for that entire quadrant.

Cascade Orienteering Club is deeply concerned that we will lose the ability to offer orienteering meets at North Seatac Park/Sunset Park. We also sympathize with the mountain bikers, walkers, and dog walkers that use the trail networks in the south end of the park. We encourage the Board to seek alternatives such as the open space West of the King County maintenance area (highlighted as "Alternate Location" on the attachment), or as an expansion of the proposed 'L07' structure.

We thank you in advance for your consideration of our concerns. The SAMP is an exciting step forward for Seattle/Tacoma International Airport; our hope is that this Master Plan may be conducted without affecting large portions of North Seatac Park/Sunset Park.

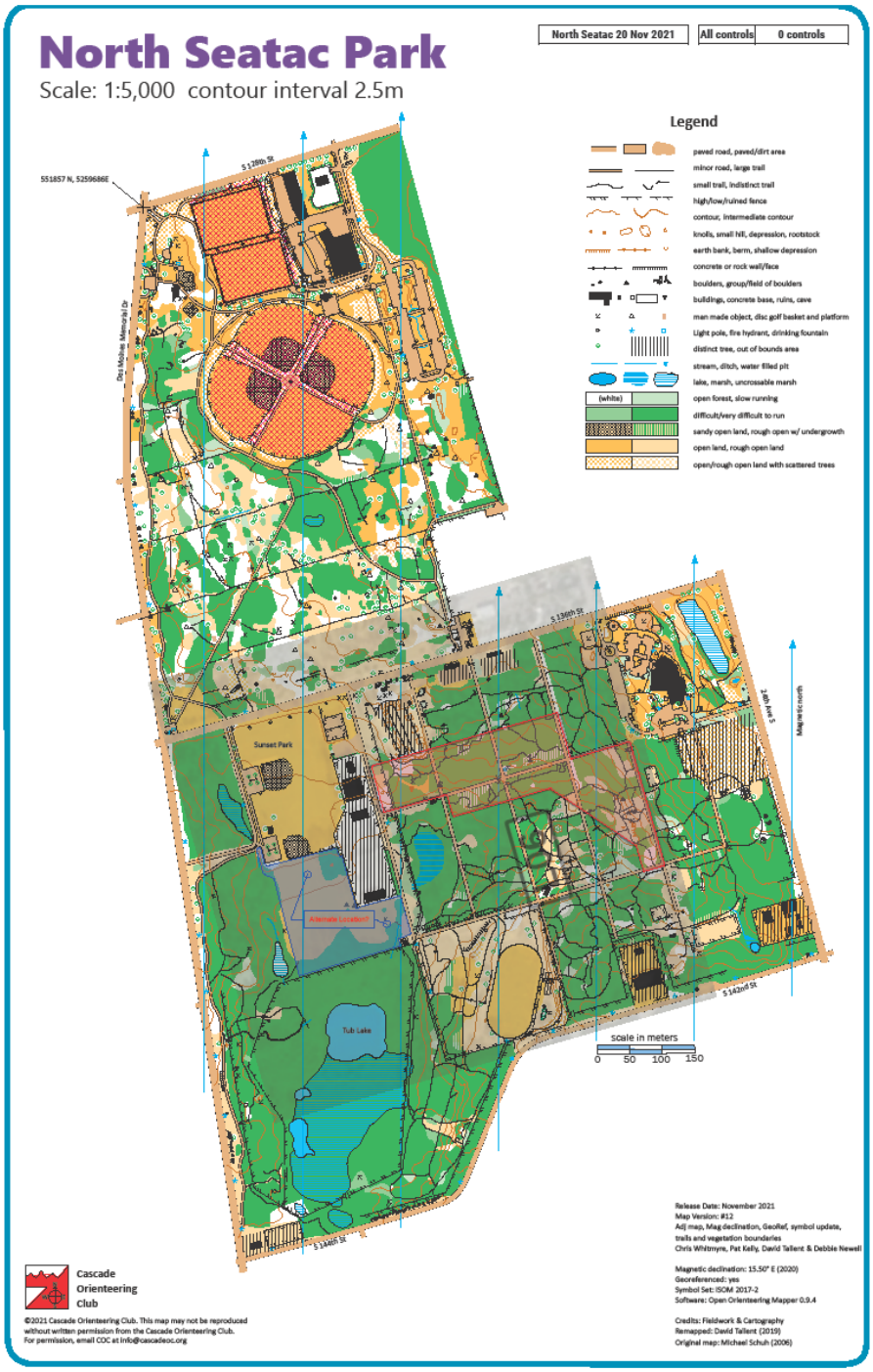
Sincerely,

Christian Whitmyre

1

074-1. As noted in Chapter 2 of the Draft EA, several commenters requested the removal or modification of L06 Employee Parking Surface Lot during scoping due to concerns about additional traffic in the adjacent neighborhoods and impacts to North SeaTac Park. As a result of the comments, the Port eliminated L06 and expanded L07 to accommodate the employee parking needs identified.

074. Christine Whitmyre (continued)



075. Maureen Bo

From: antonio_bo@everyactioncustom.com on behalf of Maureen Bo
To: samp@portseattle.org
Subject: [EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment
Date: Wednesday, November 20, 2024 11:06:14 PM

[You don't often get email from antonio_bo@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Maureen Bo
419 Garfield St Seattle, WA 98109-2908

075-1. General Response #10
General Response #14
General Response #15
General Response #16

075-2. General Response #10
General Response #11
See response to Comment 075-1
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

075-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

075-4. General Response #1
General Response #17

075-5. General Response #5
General Response #6

075-6. General Response #7
General Response #7d

075-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

076. Tareq

From: Tareq
To: samp@portseattle.org
Subject: [EXTERNAL] No more Added Flights at SeaTac
Date: Wednesday, November 20, 2024 2:31:03 PM

You don't often get email from throwawayts369@proton.me. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

I'm a Rainier Beach resident. My neighbors and I already suffering from the current volume of air and noise polluting air traffic from SeaTac. 1

We demand that the proposed increase in traffic in SAMP be halted. This increase only benefits a small segment of the population and the business sector, while the real harm is shouldered by us - the residents. We are the communities of color near the airport who have already been disadvantaged by the myriad policies and projects that dot the city's timeline of expansion through exploitation and harm. 2

And how about the growing and intensifying climate crisis? How insane are we to respond to heating climate, extreme weather, and burning forests by cutting trees and adding more carbon emissions? 3

Stop the insanity. For everyone's grandchildren. For social justice. For environmental justice

076-1. General Response #5

076-2. General Response #7
General Response #7c
General Response #15

076-3. General Response #11
General Response #15

077. Derek Benedict

From: dsbened@everyactioncustom.com on behalf of Derek Benedict
To: samp@portseattle.org
Subject: [EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment
Date: Friday, November 22, 2024 4:59:55 PM

[You don't often get email from dsbened@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Derek Benedict
709 212th Pl SW Lynnwood, WA 98036-8606

077-1. General Response #10
General Response #14
General Response #15
General Response #16

077-2. General Response #10
General Response #11
See response to Comment 077-1.
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

077-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

077-4. General Response #1
General Response #17

077-5. General Response #5
General Response #6

077-6. General Response #7
General Response #7d

077-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

078. Mindy Blaski

From: mindymd@everyactioncustom.com on behalf of Mindy Blaski
To: samp@portseattle.org
Subject: [EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment
Date: Friday, November 22, 2024 4:59:58 PM

[You don't often get email from mindymd@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Mindy Blaski
2023 26th Ave E Seattle, WA 98112-3043

078-1. General Response #10
General Response #14
General Response #15
General Response #16

078-2. General Response #10
General Response #11
See response to Comment 078-1.
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

078-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

078-4. General Response #1
General Response #17

078-5. General Response #5
General Response #6

078-6. General Response #7
General Response #7d

078-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

079. Jonathan Witte

From: wittejon317@everyactioncustom.com on behalf of Jonathan Witte
To: samp@portseattle.org
Subject: [EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment
Date: Friday, November 22, 2024 5:00:01 PM

[You don't often get email from wittejon317@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Jonathan Witte
700 35th St Everett, WA 98201-4638

079-1. General Response #10
General Response #14
General Response #15
General Response #16

079-2. General Response #10
General Response #11
See response to Comment 079-1.
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

079-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

079-4. General Response #1
General Response #17

079-5. General Response #5
General Response #6

079-6. General Response #7
General Response #7d

079-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

080. Phillip Singer

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Phillip Singer <pasinger@everyactioncustom.com>
Date Sat 11/23/2024 11:24 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from pasinger@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers!

I volunteer with the Major Taylor Project (supported by Cascade Bicycle Club). We organize a bike club with high school students at Tyee High School in SeaTac and Des Moines. In past years, we've had bike club at Highline High School in Burien. I have experienced the noise and pollutiion from SeaTac Airport first hand while bicycling through the neighborhoods with students. The airplane noise in Des Moines from plane takeoff is much louder than the noise of planes landing over Burien. I am very concerned about the harmful effects of noise and air pollution on high school aged children who live, work, and go to school near the airport. Airport expansion will have significantly increased negative health outcomes on high school aged children and the surrounding communities. Please address these impacts on the community. 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

1 of 2 11/26/2024, 1:09 PM

080-1. General Response #10
General Response #14
General Response #15
General Response #16

080-2. General Response #10
General Response #11
See response to Comment 080-1.
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

080-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

080. Phillip Singer (continued)

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Phillip Singer
7787 62nd Ave NE Seattle, WA 98115-8155

080-4. General Response #1
General Response #17

080-5. General Response #5
General Response #6

080-6. General Response #7
General Response #7d

080-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

081. Collin Bustanoby

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Airport Expansion Input

From Collin Bustanoby <prmcollin@gmail.com>
Date Sun 11/24/2024 11:06 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from prmcollin@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Greetings!

You may read a lot of emails, so I'll be as concise as I can.

Main concerns:

-Pollution and unknown effects of exposure.
-Noise, especially for visitors.
-Negative perception of potential buyers because Boulevard Park is next to an ever-expanding airport. 1

Personal experiences:

-Planes pass low over our house and light mist of something falls. It smells like kerosene. Jet fuel?

-The noise mitigation window package from the 1990s helps, but Milgard no longer offers replacements or matching windows.

-Outdoor conversations need to pause when a jet passes overhead, sometimes every minute or so.

-We can hear the air-scrape of wing flaps as they decrease airspeed.

-At night I lay in bed watching the perfect line of lights as they approach. I imagine a one-in-a-million malfunction and a jet plowing through our house, destroying homes in its path. 2

Studies to consider:

-Air quality tests. How will more traffic increase the risk of harmful exposure. Do we have a baseline measurement from the past?

-If runways are longer, do the planes still need to fly so low above residential areas? 3

Background:

1 of 2 11/26/2024, 1:07 PM

081-1. General Response #10
General Response #13
General Response #14
General Response #20

081-2. General Response #5
General Response #14

081-3. General Response #8
General Response #17
The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft. The proposed project will not change the runway lengths.

081. Collin Bustanoby (continued)

We purchased our Boulevard Park home in 2019 for $496k. We have invested approximately $300k since then. Built it 1929, there were only two previous owners. We bought it from John Denny, a retired Boeing and Todd's Shipyard worker. It has a view of the Space Needle, Harbor Island and Cascades to the east. It's a great spot and we have planned to make it our "forever" home.

A fellow longshoreman's family has lived in the area for decades and said our house sat on an orchard. Many homes in this area have only one or two owners since they were built in the mid 1900s. Our community has seen an influx of younger couples and a great diversity of white and blue collar workers. Unlike some suburban areas, we have easy access to a mix of retail, industrial, manufacturing, low, middle and high-wage jobs. Restaurants, grocery stores, even auto-repair and machine shops are hanging on to their old spots. New development plans strive for a mixed-use scenario and we already have that.

Our area, at the very south end of Seattle, north of Burien, east of White Center, has beautiful, flat, good sized lots. It has a ton of potential for growth and restoration.

Our address:
1203 S 101st St
Seattle, WA 98168
unincorporated King County

Thank you for your consideration!

I am a 48 year-old Seattle Longshoreman from ILWU Local 19. My wife Amber is also a longshoreman. We've been married since 2001 and have 4 children.

Collin Bustanoby

206-999-5920

082. Chris Covert-Bowlds

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Chris Covert-Bowlds <c.covertbowlds@everyactioncustom.com>
Date Mon 11/25/2024 11:57 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from c.covertbowlds@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and 5

1 of 2 11/26/2024, 1:04 PM

082-1. General Response #10
General Response #14
General Response #15
General Response #16

082-2. General Response #10
General Response #11
See response to Comment 0082-1
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

082-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

082-4. General Response #1
General Response #17

082-5. General Response #5
General Response #6

082. Chris Covert-Bowlds (continued)

pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Chris Covert-Bowlds
523 N 84th St Seattle, WA 98103-4309

082-6. General Response #7
General Response #7d

082-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

083. Mary Olsen

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Fwd: Constant planes over northeast Seattle

From Mary Olsen <maryellenolsen@aol.com>
Date Mon 11/25/2024 12:31 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: November 24, 2024 at 6:35:38 PM PST
To: ewilkinson@king5.com
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: June 23, 2024 at 3:07:52 PM PDT
To: ewilkinson@king5.com
Subject: Constant planes over northeast Seattle

Dear Mr. Wilkinson,

A couple of weeks ago we watched your show on King 5 news on the community objecting to Whidbey Island aircraft flying over their neighborhoods. You showed a study from the UW about the harmful effects of the constant aircraft traveling over their community. The UW had confirmed the pollutants and noise contributes to the harmful effects to the people below air traffic.
We live in northeast Seattle and noticed the same effects on us as the

1

1 of 2 11/26/2024, 12:59 PM

083-1. General Response #8
General Response #10
General Response #14

083. Mary Olsen (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

((which is 80 percent of the time) over the roofs of our houses. This happened when the FAA implemented NEXT GEN when to save a small amount of fuel put planes on corridors going over small areas of neighborhoods over and over and over the same pathways ALL day long! We get no relief, the planes start roaring over our dead end road approx. 5:45 am every morning and go until after midnight! Because of this we are not getting the sleep needed for our health and this is also affecting our jobs! Because of Bill Gates Sr. (who is now deceased) the FAA has put a NO FLY ZONE over Medina (please check out) and this has tripled the jet traffic over northeast Seattle!! 2

The software program the FAA is using for Next Gen is so unfair because it is greatly affecting one neighborhood but then a couple blocks away they get no jet traffic at all!! We were wondering as a community if you could look into what they have done and how they respond to us when we have put many noise complaints in concerning our health! This is clearly profits over the people below these horrible flight paths!! To give you a idea how bad it actually is I took a record of the exact time every time a plane flew over our house on June 16, 2024 this is the time sequence: 4:14,4:16,4:19,4:20,4:21,4:22,4:23,4:26,4:28,4:29,4:31,4:324:34,4:37,4:38,4:39, 4:42,4:44,4:48:4:50. 3

And it goes on and on like this all day long! Impossible to ignore until you feel like you are going to go CRAZY!

Can you please take our concerns, as you did for Whidbey Island to the headquarters of the FAA to help all of us out!

Sincerely,
Mary and Rod Olsen
1714 NE 120th St.
Seattle, WA. 98125
206-930-7751
Sent from my iPhone

2 of 2 11/26/2024, 1:00 PM

083-2. General Response #5
General Response #13
General Response #14
The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft.

083-3. General Response #5
General Response #13
The FAA will provide your comment to the Part 150 team for consideration.

084. Jefferson Thom

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Jefferson Thom <cjthomiii@everyactioncustom.com>
Date Mon 11/25/2024 12:21 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from cjthomiii@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and 5

1 of 2 11/26/2024, 1:02 PM

084-1. General Response #10
General Response #14
General Response #15
General Response #16

084-2. General Response #10
General Response #11
See response to Comment 084-1 Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

084-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

084-4. General Response #1
General Response #17

084-5. General Response #5
General Response #6

084. Jefferson Thom

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Jefferson Thom
2620 S 148th St Seatac, WA 98168-4244

2 of 2 11/26/2024, 1:02 PM

084-6. General Response #7
General Response #7d

084-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

085. Natalie Rand

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Natalie Rand <natalieannrand@everyactioncustom.com>
Date Tue 11/26/2024 4:31 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from natalieannrand@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

We are in a climate crisis right now. Asheville is already toast. We don't need the same to happen to Seattle, and we don't need to add more pollution to the air that a 27% increase in flights from this proposed expansion would cause. It's also been well documented that south Seattle residents (who are disproportionately people of color) are already adversely affected health-wise by living near the airport — we don't need to make that worse for them. Please listen to your constituents when we implore you to understand that this is a terrible idea. 1

Sincerely,
Natalie Rand
121 12th Ave E Seattle, WA 98102-6171

1 of 1 12/3/2024, 2:04 P

085-1. General Response #1
General Response #7
General Response #8
General Response #10
General Response #11
General Response #15
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

086. Ashley Aller

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Public comment

From Ashley Aller <ashleyaller@gmail.com>
Date Thu 11/28/2024 12:09 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from ashleyaller@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

To whom it may concern,

As a frequent traveler and as a resident living near the airport, I am stunned that further expansion is being proposed. The community is already exhausted by the relentless noise, pollution, traffic, loss of natural habitat and growing health issues related to the already existing infrastructure. The issues with this expansion are too numerous to list in a simple email. The frank lack of focus to expand or promote the alternative airport, Paine Field, is unbelievable. Our community surrounding SeaTac is absolutely saturated and cannot sustain any further expansion, period. The airport has become a cancer, invading unrelentingly into our culture, environment, health and commercial growth. I plead that any further expansion be directed to Paine field, and any further expansion at SeaTac to stop. 1

Sincerely,
Ashley Aller

Sent from my iPhone

1 of 1 12/3/2024, 2:02 PM

086-1. General Response #7
General Response #7a
General Response #7b

087. Scott McClay

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id

Outlook

[EXTERNAL] Do not expand SeaTac

From Scott <scottmc@riseup.net>
Date Mon 12/2/2024 4:43 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from scottmc@riseup.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

We are in a climate crisis, yet you think expanding flights has 'no significant impact.' When you home burns down in wildfire, or is flooded, or drought makes crops fail, or or or.... Our glaciers will all melt in our lifetimes. Oyster farming already has moved. A heat dome killed a billion shore creatures. Yet there is no impact from more use of fossil fuels. Unbelievable. 1

My jumping thru the hoops response. The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. The communities near the airport are already "overburdened," and more pollution will cuase even more injury. 2

We call on the Port of Seattle and FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 3

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 4

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 5

Scott McClay

1 of 2 12/3/2024, 12:58

2 of 2 Seattle WA D1

087-1. General Response #11

087-2. General Response #8
General Response #10
General Response #11
General Response #14

087-3. General Response #1
General Response #17

087-4. General Response #5
General Response #6

087-5. General Response #7
General Response #7d

088. Elizabeth Sanders

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Airport Expansion Environmental Consequences

From Elizabeth Sanders <elizsanders@yahoo.com>
Date Mon 12/2/2024 12:27 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>

[You don't often get email from elizsanders@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Please pursue an Environmental Impact Statement before taking further steps toward the proposed expansion of SeaTac Airport (SEA). 1

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SEA needs further work. The referenced projected growth of aviation demand does not consider the alternative of demand reduction. Additional studies are needed to assess the true impacts of ending Port of Seattle tourism advertising and dropping its recruitment of more carriers and more routes (including cargo flights). 2

Studies are also needed to assess the impact of more frequent rail service that is better connected to SEA for passengers and freight. 3

Obtaining the correct information requires specific studies that only an Environmental Impact Statement can provide. 4

Sincerely,
Elizabeth Sanders

1 of 1 12/3/2024, 1:04 PM

088-1. General Response #1

088-2. General Response #7
General Response #7c

088-3. General Response #7d

088-4. General Response #1

089. Mary Olsen

Outlook

[EXTERNAL] Fwd: Constant planes over northeast Seattle

From Mary Olsen <maryellenolsen@aol.com>
Date Mon 12/2/2024 4:03 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from maryellenolsen@aol.com. Learn why this is important

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Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: November 25, 2024 at 12:30:22 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: November 24, 2024 at 6:35:38 PM PST
To: ewilkinson@king5.com
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: June 23, 2024 at 3:07:52 PM PDT

089. Mary Olsen (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/

To: ewilkinson@king5.com
Subject: Constant planes over northeast Seattle

Dear Mr. Wilkinson,

A couple of weeks ago we watched your show on King 5 news on the community objecting to Whidbey Island aircraft flying over their neighborhoods. You showed a study from the UW about the harmful effects of the constant aircraft traveling over their community. The UW had confirmed the pollutants and noise contributes to the harmful effects to the people below air traffic. 1

We live in northeast Seattle and noticed the same effects on us as the Whidbey Island residents. We have constant air traffic on southflow days ((which is 80 percent of the time) over the roofs of our houses. This happened when the FAA implemented NEXT GEN when to save a small amount of fuel put planes on corridors going over small areas of neighborhoods over and over and over the same pathways ALL day long! We get no relief, the planes start roaring over our dead end road approx. 5:45 am every morning and go until after midnight! Because of this we are not getting the sleep needed for our health and this is also affecting our jobs! Because of Bill Gates Sr. (who is now deceased) the FAA has put a NO FLY ZONE over Medina (please check out) and this has tripled the jet traffic over northeast Seattle!! 2

The software program the FAA is using for Next Gen is so unfair because it is greatly affecting one neighborhood but then a couple blocks away they get no jet traffic at all!! We were wondering as a community if you could look into what they have done and how they respond to us when we have put many noise complaints in concerning our health! This is clearly profits over the people below these horrible flight paths!! To give you a idea how bad it actually is I took a record of the exact time every time a plane flew over our house on June 16, 2024 this is the time sequence:
4:14,4:16,4:19,4:20,4:21,4:22,4:23,4:26,4:28,4:29,4:31,4:324:34,4:37,4:38,4:39,4:42,4:44,4:48:4:50.
And it goes on and on like this all day long! Impossible to ignore until you feel like you are going to go CRAZY!
Can you please take our concerns, as you did for Whidbey Island to the headquarters of the FAA to help all of us out!
Sincerely, 3
Mary and Rod Olsen
1714 NE 120th St.
Seattle, WA. 98125
206-930-7751

2 of 3 12/3/2024, 12:59 PM

3 of 3 Sent from my iPhone

089-1. General Response #10

089-2. General Response #5
General Response #13
General Response #14
The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft.

089-3. General Response #5
General Response #13
The FAA will provide your comment to the Part 150 team for consideration.

090. Frank Backus

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Frank I Backus <frankbackus1@everyactioncustom.com>
Date Tue 12/3/2024 10:41 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from frankbackus1@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I strongly oppose the airport expansion. Airplane travel is used primarily by people who have more money than most. The pollution from airplanes is affecting our planet, which is adversely affecting so many many more people who have no control over this. 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

Port of Seattle and the FAA should do 3 critical things to protect our community and the Earth:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on 5

1 of 2 12/3/2024, 12:52 PM

090-1. This comment has been noted.

090-2. General Response #10
General Response #11
General Response #14
General Response #16
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

090-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

090-4. General Response #1
General Response #17

090-5. General Response #5
General Response #6

090. Frank Backus (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

par with the rest of King County.

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please listen to the people. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Frank I Backus
450 NE 100th St Apt 624 Seattle, WA 98125-8028

2 of 2 12/3/2024, 12:52 PM

090-6. General Response #7
General Response #7d

090-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

091. Shauna Bakkensen

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/

Outlook

[EXTERNAL] More time needed for SAMP review

From Shauna Bakkensen <shaunabakkensen@yahoo.com>
Date Tue 12/3/2024 11:36 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from shaunabakkensen@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hello Mr. Rybolt,

I am a concerned Burien resident who bought a house before the third runway was installed; so I know the fallout of promise vs. reality.

Many of my neighbors and I are over employed (multiple jobs to stay in the area) with children and children's activities and sickness. The alloted time to review the SAMP is not adequate.

We would like to see a longer review period, please.

There is a genuine concern and interest, we are just very over extended. As the process took several years for the port to complete, please grant us the time of review. We at least need this extended until the end of January.

Thank you,
Shauna Bakkensen

1

1 of 1 12/4/2024, 4:12 PM

091-1. General Response #3
General Response #4

092. Linda Keeley

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comment on airport expansion

From Linda e Chuck Keeley <lckeeley@yahoo.com>
Date Tue 12/3/2024 4:49 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from lckeeley@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

The airport noise keeps me from going to sleep at night and wakes me up in the early hours of morning. I can smell jet fuel at times. I've already replaced my windows with no help from the port and it didn't help. Expanding needs to happen somewhere else 1

Linda Keeley
20233 4th Ave S
Des Moines

Sent from Yahoo Mail for iPhone

1 of 1 12/4/2024, 4:14 PM

092-1. General Response #5
General Response #7
General Response #7a
General Response #7b

093. Carla McLean

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/

Outlook

[EXTERNAL] Draft EA

From Carla <carlitabay@gmail.com>
Date Tue 12/3/2024 10:42 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from carlitabay@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Stop lying to the public!
These projects would significantly expand the airport and its cargo handling infrastructure, profoundly impacting human health and the natural environment.

Large areas of the forest that cleans and cools our air would be destroyed - replaced by polluting structures like roads, cargo warehouses, and parking lots.

The air is already in too much peril for some dangerous plan like this! Stop being so irresponsible!

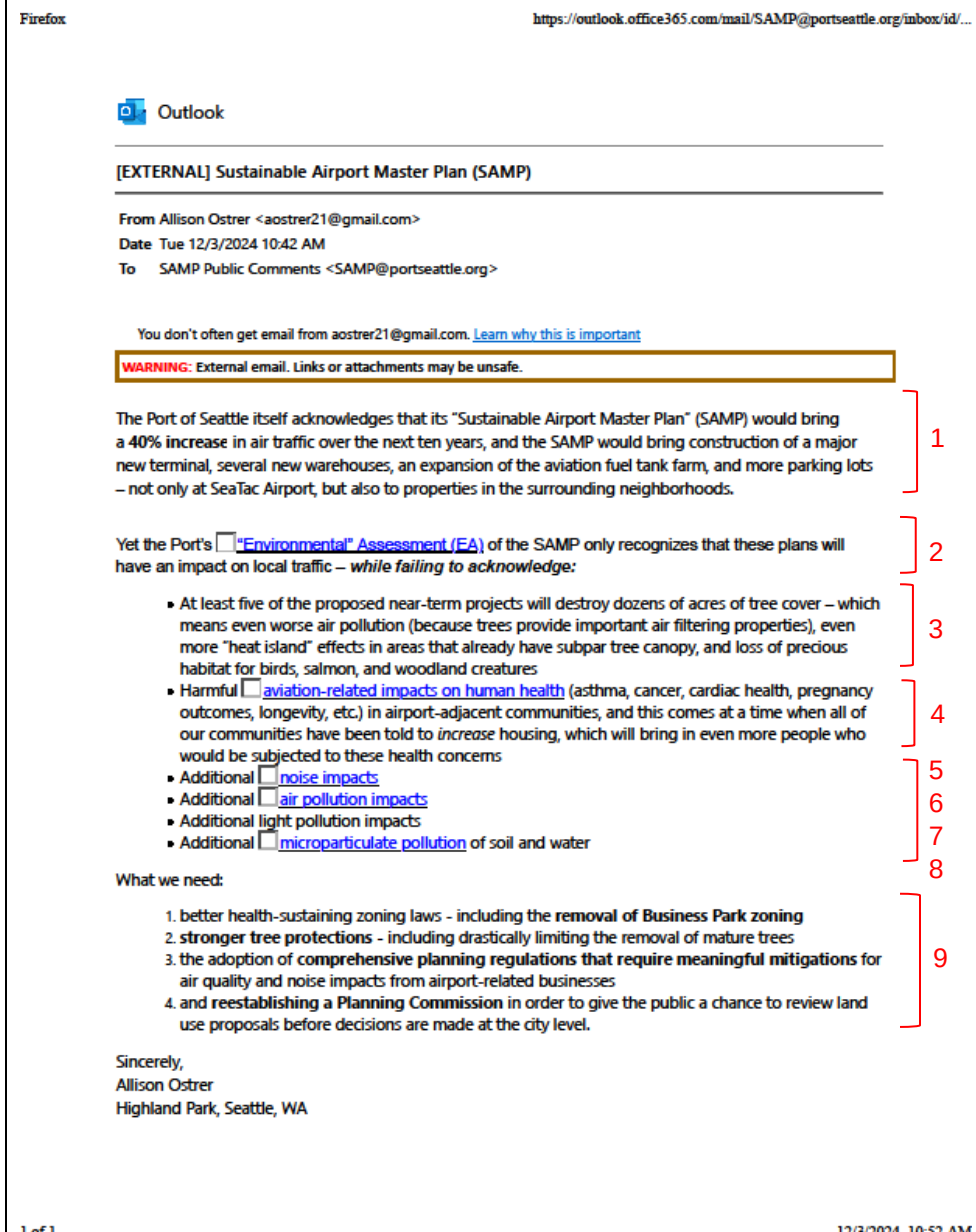
Carla McLean
Seattle, WA 98118

1

1 of 1 12/3/2024, 12:51 P

093-1. General Response #8
General Response #10
General Response #18
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

094. Allison Ostrer



Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Sustainable Airport Master Plan (SAMP)

From Allison Ostrer <aostrer21@gmail.com>
Date Tue 12/3/2024 10:42 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from aostrer21@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

The Port of Seattle itself acknowledges that its "Sustainable Airport Master Plan" (SAMP) would bring a **40% increase** in air traffic over the next ten years, and the SAMP would bring construction of a major new terminal, several new warehouses, an expansion of the aviation fuel tank farm, and more parking lots – not only at SeaTac Airport, but also to properties in the surrounding neighborhoods. 1

Yet the Port's "Environmental" Assessment (EA) of the SAMP only recognizes that these plans will have an impact on local traffic – ***while failing to acknowledge:*** 2

- At least five of the proposed near-term projects will destroy dozens of acres of tree cover – which means even worse air pollution (because trees provide important air filtering properties), even more "heat island" effects in areas that already have subpar tree canopy, and loss of precious habitat for birds, salmon, and woodland creatures 3
- Harmful aviation-related impacts on human health (asthma, cancer, cardiac health, pregnancy outcomes, longevity, etc.) in airport-adjacent communities, and this comes at a time when all of our communities have been told to *increase* housing, which will bring in even more people who would be subjected to these health concerns 4
- Additional noise impacts 5
- Additional air pollution impacts 6
- Additional light pollution impacts 7
- Additional microparticulate pollution of soil and water 8

What we need: 9

1. better health-sustaining zoning laws - including the **removal of Business Park zoning**
2. **stronger tree protections** - including drastically limiting the removal of mature trees
3. the adoption of **comprehensive planning regulations that require meaningful mitigations** for air quality and noise impacts from airport-related businesses
4. and **reestablishing a Planning Commission** in order to give the public a chance to review land use proposals before decisions are made at the city level.

Sincerely,
Allison Ostrer
Highland Park, Seattle, WA

1 of 1 12/3/2024, 10:52 AM

094-1. Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. In 2032, the Proposed Action would allow for a 1.9% increase in operations compared to the No Action. In 2037, aircraft operations are forecasted to be 7.4% higher with the Proposed Action compared to the No Action. The proposed projects would occur on airport property. Land acquisition or the use of private property is not required for the construction of the Proposed Action.

094-2. The Draft EA discloses the impacts anticipated with the construction of the Proposed Action, which are summarized in Table 4-2 of the Draft EA. The only significant impacts identified were traffic impacts, but mitigation reduces the impacts below levels of significance.

094-3. General Response #18

094-4. General Response #10
General Response #14

094-5. General Response #13

094-6. General Response #8

094-7. As noted in Section 4.3.13, although new light sources would result from the construction of the Action Alternatives, no significant increase in light intensity is expected to occur due to the

	presence of existing light-emitting sources such as buildings, parking areas, and public roads. Although no significant impacts are anticipated, the Port would incorporate certain minimization measures to reduce impacts off-airport. **094-8.** The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. The consideration of microparticulate pollution of soil and water is not a requirement of NEPA nor FAA Orders 1050.1F or 5050.4B. **094-9.** General Response #6 General Response #18

095. Laura Pierce

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Consider documented health harms before proceeding with airport expansion

From Laura Pierce <laura@laurapierceconsulting.com>
Date Tue 12/3/2024 2:15 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>

You don't often get email from laura@laurapierceconsulting.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

The draft Environmental Assessment (EA) of the "Sustainable" Airport Master Plan for SeaTac airport (SEA) is insufficient because the assessment of air quality did not include the known health harms from ultrafine particles and other aviation emissions.

Over 420,000 people live under the SEA flight paths. They are clearly at greater risk if the airport and the number of flights coming in and out is increased. According to scientific research, here are some of the harms they face. The King County Board of Health has determined that aviation pollution causes disease, citing cardiovascular, respiratory, cancer, reproductive and fertility, and nervous system outcomes. They also labeled aircraft pollutants as "likely causal" of increased preterm birth and metabolic problems. Since then, scientific studies have confirmed many of their conclusions in recent studies on asthma, hypertension, and lung cancer. Furthermore, there is now evidence that maternal exposure to aircraft pollutants is associated with autism spectrum disorder diagnosis in children.

The scientific consensus on the damaging health consequences of aviation emissions is why the Port needs to do a full health impact assessment. These air quality harms are real and need to be addressed with specific studies that only an Environmental Impact Statement can provide.

Thank you for your consideration of this issue--lives depend on it.

Laura Pierce
Seattle, Washington

1

1 of 1 12/3/2024, 2:15 PM

095-1. General Response #1
General Response #8
General Response #9b
General Response #10

096. Emma Reid

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Emma Reid <emmawarmflash@everyactioncustom.com>
Date Tue 12/3/2024 10:41 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from emmawarmflash@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and 5

1 of 2 12/3/2024, 12:54 PM

096-1. General Response #10
General Response #14
General Response #15
General Response #16

096-2. General Response #10
General Response #11
See response to Comment 096-1 Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

096-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

096-4. General Response #1
General Response #17

096-5. General Response #5
General Response #6

096. Emma Reid

pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Emma Reid
2004 18th Ave E Seattle, WA 98112-2151

096-6. General Response #7
General Response #7d

096-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

097. Eric Callahan

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP comments

From Eric <ericcallahan98@gmail.com>
Date Wed 12/4/2024 3:55 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from ericcallahan98@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

The proposed expansions at SeaTac will majorly increase airtraffic over the south sound communities like Desmoines, West hill of Kent, Federalway, and more. This increase with further increase the already growing air and noise pollution issues facing the public living along the I-5 and 99 corridor and under the 12nm SeaTac airspace.
While I do not agree with this plan what so ever due to negative impacts it will bring off the site, the port of seattle needs to mitigate the noise and air pollution impacts locally to the cities and unincorporated county areas and residents who are impacted. Under the whole of the 12nm airspace bubble.
This goes beyond the typical mitigation bank and fee in lieu of responses that are so commonly used yet do nothing for the places and people impacted. Noise and air pollution mitigation directly afforded to the residents, cities and unincorporated county areas should be of primary concern. A quick look at the DOH health disparities gis map https://fortress.wa.gov/doh/wtn/WTNIBL/ clearly shows how disproportionate the impact is to the residents of these areas in all criteria and the ports plans to increase activity is actively planning to increase the disparities weighed on the residents of these areas. This is why direct mitigation of the air and noise pollution in the impacted communities, unincorporated areas and to the impacted residents is necessary.

1

2

1 of 1 12/4/2024, 4:01 PM

097-1. General Response #5
General Response #6
General Response #8
General Response #13
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

097-2. General Response #6

098. Nasair Khorasani

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Public Comment on Port of Seattle's draft Environmental Assessment (EA) on the Sustainable Airport Master Plan (SAMP)

From Khorasani Fam <hardkhorafamily@gmail.com>
Date Wed 12/4/2024 2:17 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from hardkhorafamily@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hello,

As a Des Moines resident I'm already aware of the current impacts living near the airport.

There is plenty of research into the impacts of air pollution, as a quick sample:
-- https://openknowledge.worldbank.org/entities/publication/c96ee144-4a4b-5164-ad79-74c051179eee
-- https://www.iqair.com/us/newsroom/the-cost-of-air-pollution-in-2020

1

The current concern I have with increase air traffic is how the increased revenue from air travel is going to give back to the communities it is profiting from by polluting them both by air and noise, which impacts land value and property taxes for schools, police, etc...
I don't see anything to fairly mitigate the increase impacts.

2

Thank you,

Nasair Khorasani
206-802-4506

1 of 1 12/4/2024, 4:11 PM

098-1. General Response #8
General Response #10
These resources were reviewed and considered. However, this review did not change the outcome of the analysis contained in the EA.

098-2. General Response #6
General Response #8
General Response #13
General Response #14
General Response #20

099. Nancy Kick

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP Draft Environmental Assessment

From Nancy Kick <imagination.celebration@gmail.com>
Date Wed 12/4/2024 12:41 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Calkins, Ryan <Calkins.R@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Mohamed, Hamdi <Mohamed.H@portseattle.org>

Some people who received this message don't often get email from imagination.celebration@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Mr. Rybolt,

Thank you for taking time to read my comments on the Port of Seattle's Sustainable Airport Master Plan (SAMP) Draft Environmental Assessment (EA).

The SAMP proposes construction of over 30 near term industrial development projects that will be built right here in my community. These projects, if approved, will significantly expand the airport's passenger aviation and cargo handling infrastructure. They will bring a significant increase in the number of flights over our homes in Burien and our neighboring cities. They would require destruction of large areas of community greenspace and forest that now work to clean and cool our air, and replace them with even more polluting structures like roads, cargo warehouses, and parking lots. 1 2

The Draft EA concludes, that these projects would have no significant impacts on our community. This is clearly not the case. What is clearly missing from this process is an Environmental Impact Statement, which would include a much more rigorous and unbiased review of the impacts of these proposals.

I'm asking you to make this part of the process so that we can truly understand the impacts these projects will have. We need leaders, now more than ever, who are willing to take a stand, especially when it feels uncomfortable to do so. This is about all of our health and wellbeing. We are rapidly approaching a point of no return for a habitable planet. 3

With the new federal administration, climate destruction will surely accelerate. We must move away from Airport expansion plans for the time being and focus on saving our mature tree canopy and taking other steps to reduce the real and growing harms to our already overburdened and marginalized SeaTac Airport communities.

I'm asking you to think about the future of those families who live, study, and play in our homes that are around the airport. 4

1 of 2 12/4/2024, 4:06 PM

2 of 2 Sincerely,
Nancy Kick,
Burien Resident

"Believe in the power of your own voice. The more noise you make, the more accountability you demand from your leaders, the more our world will change for the better."
— Al Gore

099-1. Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

099-2. General Response #18

099-3. General Response #1

099-4. General Response #7
General Response #7c
General Response #15
General Response #18

100. Patrick and Terri (Herbert) McClear

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Fwd: Port of Seattle

From herbert mcclear <chalmer99@yahoo.com>
Date Wed 12/4/2024 1:34 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Deirdre Curle <deirdre.curle@gmail.com>

You don't often get email from chalmer99@yahoo.com. Learn why this is important

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Sent from my iPhone

Begin forwarded message:

From: herbert mcclear <chalmer99@yahoo.com>
Date: December 4, 2024 at 12:32:25 PM PST
To: samp@portofseattle.org
Cc: Deirdre Curle <deirdre.curle@gmail.com>, Terri M <tdmc941@yahoo.com>
Subject: Port of Seattle

Hello,
I would like to comment on expanding flights coming and going out of SeaTac airport. My wife Terri and I have lived on mid Beacon Hill at 6008 30th Ave S since May on 1989. Since that time the flights and noise level have increased dramatically to where I shut the front door facing West during warmer weather. The noise is too much I have to speak loud over the airplane noise so my wife can hear me. 1
I have had friends and repair contractors comment about the loud airplane noise. I do know the flight pattern was changed a few years ago do the detriment of people living on Beacon Hill.
I am aware of local organizations being involved with trying to abate the airplane noise over Beacon Hill what has been the outcome of testimony and documentation filed about the noise level from airplanes flying into SeaTac. 2
I am also aware of my congressman Adam Smith being involved with this health issue. 3
The noise is unacceptable something needs to be done and I hear additional flights are being added to SeaTac. This health issue also affects my property worth meaning it will be less in future years because of the noise. 4
Thank you,
Patrick and Terri Mcclear

1 of 2 12/4/2024, 4:04 PM

2 of 2 Sent from my iPhone

100-1. General Response #5

100-2. General Response #13

100-3. General Response #14

100-4. General Response #20

101. Debi Wagner

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] EA comments

From Debi Wagner <debi.wagner@icloud.com>
Date Wed 11/27/2024 1:36 PM
To SAMP Public Comments <SAMP@portseattle.org>; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Cc 'Debi Wagner' <debi.wagner@icloud.com>

1 attachment (3 MB)
SAMP EA comments Final.pdf;

You don't often get email from debi.wagner@icloud.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Please find attached my current comments on the FAA EA. Should the comment period be extended beyond December 13, which it should be, I reserve the ability to add to these comments.
This SAMP project should not be approved. It is a misuse of resources to continue to invest in this constrained facility.
Thank you,
Debi Wagner

1

1 of 1 12/3/2024, 2:08 PM

101-1. This comment has been noted.

101. Debi Wagner (continued)

Comments on the FAA EA

This project should not be approved for the following reasons:

1) The premise or purpose and need is false
2) Mortality and morbidity rates of those most affected by continued increases of pollution sources are already high, adverse and disproportionate
3) The air pollution calculations used for decision making surrounding the Clean Air Act and NAAQS compliance are untrustworthy
4) A completely inadequate cumulative impact analysis is presented that fails to account for the existing public health impacts
5) Missing a proper environmental justice analysis and engagement
6) Missing an analysis of children's health
7) Climate

THE PREMISE OR PURPOSE AND NEED IS FALSE

EPA Scoping Comments dated 9/28/2018 said:

> "The proposed projects therefore would assist in accommodating that projected growth, which would also occur with or without the projects."

However, FAA has said the following in 2020:

> ***"However, airports with significant congestion and constraints can have firm constraints that preclude further operations growth. Firm constraints can include lack of gate availability to schedule new flights or demand that systemically exceeds runway capacity."***[1] (bold and italics added)

Capacity

Accommodating the growth is the goal. Without the expansion program it may not be possible to host the growth in a safe manner. Congestion on runways and for landing and takeoff operations is managed to protect aviation safety, which is the primary goal of the FAA. We should not be required to accept the idea that a congested airport will occur while at the same time knowing FAA would never allow a level of congestion that would be unsafe. If aircraft safety were to be compromised in any way, that assumed growth would not be allowed. The airport has a demand and peak hour limit that allow for a certain

2

Limited_Update_on_Ninth_Circuit_Rem page 16 footnote

101-2. The Purpose and Need statement explains the problem(s) being addressed and what the project is trying to achieve. As documented in Chapter 1 and in the Purpose and Need Technical Report in Appendix B, there are five separate needs:

- Insufficient passenger processing facilities and gates to accommodate 56 million annual passengers at an optimal LOS.
- Insufficient facilities to meet projected cargo levels.
- Portions of the airfield that no longer meet current FAA airport design standards.
- Inefficient or inadequate taxiway layout.
- Lack of fuel storage to meet projected demand and the Port's SAF initiative

The volume of air service at an airport is a direct reflection of the population, incomes, economic activity, geographic location of communities using an airport, and gate availability. As explained in the Constrained Operating Growth Scenarios Report in Appendix A, implementation of the project will increase SEA's ability to accommodate increased aircraft operations and passengers at an acceptable level of service by adding gates and passenger processing facilities.

101. Debi Wagner (continued)

number of aircraft in a given time period to safely land and takeoff.[2] There is no need to believe that limit would be exceeded in any alternative without continued control of throughput. That control happens now, it has always happened and will happen in the future.

The greatest constraint at Sea-Tac is for arrivals in north flow in instrument landing conditions at 56 per hour.[3] An average of all yearly conditions would be 78 but the higher number of 96 per hour in south flow in good weather conditions between peak hours of 7 am to 11 pm (FAA preferred hours of maximum takeoffs and landings in consideration of 8 nighttime quiet hours, Port of Seattle uses midnight to 5 am for quieter operations-just 5 hours) or a 16 hour day and happens most of year at Sea-Tac with prevailing winds, yields an annual capacity of 560,640 operations. Using Sea-Tac's busiest 19 hours in the higher modeled average conditions equals 617,215 annual operations which closely matches the 3rd Runway EIS capacity of 630,000. Using the average of all landing conditions of ATC reported 78 for 19 busiest hours is 540,000, the target number for the Port of Seattle SAMP.

The real reason for airport constraint is due to lack of gates and limited airfield area for parking aircraft waiting for a gate. Adding another terminal and 19 gates would allow the throughput to increase dramatically. As technology advances and things like wake recategorization can reduce spacing between landing aircraft, this maximum capacity and use can go even higher.

2

In 1996, FAA and Port of Seattle claimed capacity of 630,000 annually for the third runway EIS. That EIS plan included a North Unit Terminal which FAA dropped from the plan in a negotiation with EPA for clean air act conformity concurrence. FAA claimed separate utility for the terminal from the 3rd runway and dropped their capacity to 430,000 annually. See below Attachment A from the agreement between FAA and EPA. Please note that projects post 2010 were to include a thorough analysis to demonstrate compliance with the NAAQS which has not happened.

3

[2] SEA-Airport-Capacity-Profile-2018 5.pdf

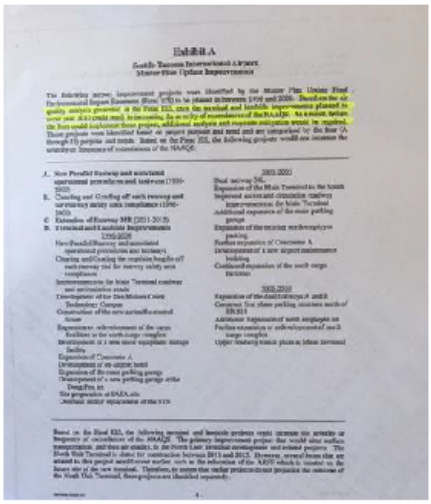
[3] Ibid page 12

As a result, the number of aircraft operations and passengers would increase toward the projected unconstrained levels identified in the 2023 Updated Forecast. This higher growth rate is expected to occur for about three years after implementation as airlines adjust their schedules to the additional gate availability. However, SEA would again experience constrained growth rates as airfield and airspace constraints become the primary constraining factors, which will be exhibited through departure delay.

Operations will continue to grow, albeit at a slower rate, with flights being spread out over more of the day and experiencing increasing departure delays.

101-3. General Response #8 The North Unit Terminal (D Concourse) was dropped from the 1996 EIS because it was determined that it was not needed at that time. However, the North Unit Terminal project was included in the 1997 Supplemental EIS (SEIS) after the 1996 Terminal Area Forecast (TAF) prepared by the FAA suggested that the air travel demand forecasts used in the Master Plan Update and 1996 EIS significantly understated the actual demand experienced at SEA. Due to changes in the nature and timing of the Master Plan Update Development Proposals

101. Debi Wagner (continued)



They also used a higher peak takeoff for emission comparison as EPA requested (they had used 43.9 average yearly hourly takeoff) but changed the fleet mix from primarily jets to smaller regional jets with much lower pollution levels which has never happened and nobody believed would be the future case. As you can see from the Airport Capacity Profile, it is not reasonable to land more aircraft than what can also take-off in a similar time frame. In essence, the Port of Seattle never accurately modeled emissions in the 90's and now we have a lot of very poor and sick residents living near their facility. 3

Safety

Airlines would, rather than adding tens of thousands of operations to that throughput limit, be compelled to not exceed those limits if new gate facilities are not approved. It should not be assumed that added operations would occur with or without unless there is no need in reality for the "with project." The "with project" accommodates that growth such as 4

from those originally evaluated in the FEIS, the SEIS air quality analysis projected air quality emission levels below the 40 CFR § 93.153 de minimis levels. A copy of the July 3, 1997, Record of Decision can be found here: Airport Environmental Documents, Findings, and Decisions | Federal Aviation Administration (https://www.faa.gov/airports/environmental/environmental_documents)

101-4. The volume of air service at an airport is a direct reflection of the population, incomes, economic activity, geographic location of communities using an airport, and gate availability. The new air service needs to have a sufficient consumer base to be sustained and gate/hardstand availability. Other than to ensure safety, neither the Airport Sponsor nor the FAA controls where, when, or how airlines provide service. Operators of public use airports cannot deny access to an airline if the aircraft they propose to use can safely operate at that facility. The unconstrained forecast is based on predictions of Seattle's socio-economic trends and intrinsically incorporates the expectation that new routes will be added in future years. Similarly, the constrained growth scenario also assumes that some new routes could be added in the future if gates are available.

101. Debi Wagner (continued)

added gates which allows for added hourly operations per hour per gate, the terminal space to accommodate more passengers and the fuel tanks to fuel more aircraft.

The FAA and POS would like us to believe these added numbers of aircraft will come with or without these projects, which is not possible without compromising aircraft safety. All airport expansion programs are usually to accommodate peak hour arrivals. This is where the constraint happens because this is the slowest part of the flight needing the most separation. It can also happen as a result of airlines competing for these prime slots, airspace or other airport constraint, or when arrivals and departures are coming from or going to airports with nighttime or other curfews. In these instances of congestion, airlines are stalled from growing their fleet and destinations which can affect growth at other airports as well. 4

In the case of Sea-Tac, the need for added interim gates that violated NEPA'S prohibition on piecemealing projects, came as a result of the arrival of Delta Hub. Delta began to compete with Alaska for the peak hour slots and were adding flights beyond the airport limits for peak periods. The resulting constraint caused the Port of Seattle to push 14 of their gates from the SAMP planned 33 gate expansion to interim project status which received CATEX approval from the FAA even though they were aware of the NEPA prohibition. [4]

NEPA 1508.25(a)(i)

"Connected actions, which mean that they are closely related and therefore should be discussed in the same impact statement. Actions are connected if they; (iii) Are interdependent parts of a larger action and depend on the larger action for their justification, (2) Cumulative actions which when viewed with other proposed actions have cumulatively significant impacts and should therefore be discussed in the same impact statement." 5

The theoretical maximum hourly peak hour landings are also constrained by limited airfield space. The acreage at Sea-Tac is a small fraction in comparison to other airports in the US with similar numbers of operations. The added operations don't have anywhere to go if the gates are full and would be forced to back up on the tarmac at some point which causes risk of incursion. Congestion, that causes risk to aircraft safety, is not acceptable within the limits provided by the constrained airport space. On the one hand, a reasonable person would assume that airport capacity should not be exceeded due to the risks posed by 6

[4] NSAT SEPA checklist.pdf
FAA CATEX Hardstand 10Feb2017.pdf
SEPA_ConcourseALounges_Checklist_20210121_SIGNED.pdf
SEPA_C-1_BuildingExpansion_Checklist_20200316_SIGNED.pdf

101-5. General Response #19 Alaska Airlines identified the need for eight additional gates in 2014, prior to the start of the Sustainable Airport Master Plan process (SAMP). The additional gates are included in the inventory of existing conditions (Planning Technical Memo #2) though they were under construction at the time. The eight additional gates are not connected to the NTPs and were analyzed in a separate environmental document. Those gates were included as part of the existing condition for this Draft EA.

101-6. General Response #7c Growth under the No Action would occur at a reduced rate, reflective of the constraints (gates, airfield, and airspace). Safety was considered in the development of constrained forecast. Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

101. Debi Wagner (continued)

congestion, yet the FAA would like us to believe that controlling the number of operations is not a reasonable alternative. In reality, that is their only alternative albeit construction, and primary mandate which is to control safety. If they were to allow an unreasonable amount of airport congestion, it would be imperative to control this with limits on operations or demand system management (moving arrivals to off-peak times). Although this reasonable alternative to the project is absolutely necessary and already used in such circumstances, it is not considered since the do nothing *assumes the growth* which allows a false comparison in noise and emission data increases. 6

MORTALITY AND MORBIDITY RATES OF THOSE MOST AFFECTED BY CONTINUED INCREASES OF POLLUTION SOURCES ARE ALREADY HIGH, ADVERSE AND DISPROPORTIONATE 7

In 1998-2000 the State of Washington Department of Public Health evaluated public health conditions around Sea-Tac airport finding a number of statistically significant increases over average or expected of a number of serious illness rates, including cancer, higher death rate, lower life expectancy among those living near the airport and reported:

"RATIONALE FOR FURTHER STUDY Health Issues Previous reports have identified health issues of concern to the community (WDOH et al., February and December 1999). Scientific studies in other locations have associated exposure to air pollution with some of the same conditions that are high among residents in the SeaTac Airport area. **Specifically, in the SeaTac Airport area, there are statistically significantly higher rates of the following:**

• 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

101-7. General Response #8
General Response #9b
General Response #10
General Response #15
General Response #16

101. Debi Wagner (continued)

• 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.[5]" (bold and underline added)

And in conclusion recommended:

"The committee recommends an air quality study around SeaTac Airport for the following reasons:

• There is a lack of information on air pollutants around major airports, in general, and around SeaTac Airport, in particular. Specifically, major emission and evaporation products of jet fuels, including VOCs, carbonyl compounds, PAHs, PM2.5 and specific particulates have not been assessed in the vicinity of the airport.

• The airport and airport-related activities are potentially major sources of air pollution and environmental justice requires that one group of people not benefit at the cost of environmental degradation affecting the quality of life of another group.

• Because of the lack of information on specific air pollutants, we cannot rule out the possibility that air pollution around SeaTac Airport affects the health of the residents.

Goals of an air quality study

For an air quality study to be useful, it needs to answer the following questions:

• Are total amounts of specific VOCs, carbonyls compounds, PAHs, PM2.5 and selected particulates present at levels high enough to potentially cause adverse health affects?

• What portion of the air toxics of concern can be attributed to airplane emissions and airport operations?"[6]

More recently another community health survey has been completed by King County Department of Health finding the following:

"People living within 10 miles of SeaTac airport face disparities in health, resources, and risk factors compared to the rest of the county. They were significantly more likely to be living below 200% of the federal poverty level, to not receive needed medical care due to the cost, and not to have health insurance compared to the remainder of King County. They

7

[5] Addressing Community Health Concerns Around SeaTac Airport Response to the question, "Is it possible to monitor jet engine exhaust emissions or to model their path using data on prevailing winds and takeoff patterns?" March 2000 Prepared by Washington State Department of Health Washington State Department of Ecology Puget Sound Clean Air Agency In consultation with Public Health – Seattle & King County SeaTac Airport Area Community Representatives United States Environmental Protection Agency University of Washington Washington State University page 7
[6] Ibid page 9

101. Debi Wagner (continued)

were also more likely to have risk factors that increase their vulnerability to more serious health outcomes, such as a higher prevalence of smoking, obesity, physical inactivity and high blood pressure. A greater percentage of adults in airport communities than elsewhere in the county reported inadequate amounts of sleep. Airport communities are associated with higher rates of pervasive health concerns. Compared to the rest of the county, communities within 10 miles of SeaTac report:

- A greater percentage of infants born prematurely and/or with low birthweight;
- Higher hospitalization rates for asthma, stroke, chronic obstructive pulmonary disease (COPD), heart disease, and diabetes;
- Lower life expectancy; and
- Higher rates of death overall, as well as death from heart disease, unintentional injury, chronic lower respiratory disease, diabetes, chronic liver disease, and homicide. In several measures, the rates of poor health outcomes were worse the closer you are to the airport. For example:
- Higher hospitalization rates for heart disease;
- Higher rate of death from all causes;
- Higher rate of death from heart disease; and
- Lower life expectancy.

This examination of community health is a snapshot of health conditions experienced by people living within 10 miles of SeaTac airport. Findings demonstrate that disparities are present throughout the life course, beginning at birth."[7]

An air quality monitoring study recommended in detail by the State Department of Public Health since early 2000 which had an accompanying project proposal from the Department of Ecology NWRO[8] has never been conducted. In fact, in speaking about the level of analysis for the air pollution portion of the SAMP analysis the Port of Seattle staff wrote in 2018:

> "Given that previous health studies have not found any significant impacts, the limited information regarding community interest and the high costs for modeling, monitoring,

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[7] Community Health and Airport Operations Related Pollution Report.pdf Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 December 1, 2020 Seattle and King County Department of Health page I

[8] DOE Williamson AQ Workplan 2000.pdf

101. Debi Wagner (continued)

and health studies, we recommend **Option A** below. We also provide a cascade of additional recommendations in order of preference, should community concern begin to build or new information emerges.

A. **Do Nothing/Monitor Community Concerns ($0 + in-house work)**
It is our recommendation to summarize all air quality and health research conducted to date at Sea-Tac Airport and other airports in North America, and demonstrate how new studies are unlikely to provide different outcomes or air quality exceedances. This work could be done in house. We will then monitor community concerns and decide if we need to move to option B in Q3 or Q4 2015.

B. **Dispersion Modeling Ahead of NEPA or community triggers ($350K to $650K)**
Developing the necessary input files to conduct dispersion modeling for 2014 or 2034 scenarios requires 3 to 6 months, and can only be done after a scenario is fully developed (airside, landside, terminal emission sources). The cost to prepare these input files is also high ($300K for first scenario)."

Port of Seattle staff discussing a situation with a Port Commission member letter:

> "If you want to put in language about airport growth, we could help with some edits, but our planning is not going to address most aircraft emissions, and I don't want to give that impression. Meeting our Century Agenda goals could result in reduced aircraft emissions in the long term, and perhaps we could shift the emphasis to that message.
>
> The federal intervention reference raised alarm bells for me. It reads to me as "if the UFP study finds a problem, the feds may need to intervene to restrict growth and/or change flight paths." If that's what you meant, I'm opposed to making that point. At a minimum, it implies that there could be an aircraft-UFP issue (and we're not aware of evidence of that to date)."[9]

In direct contradiction to the Port of Seattle comments and recommendations, a health study has been done and found extremely poor health. In addition, UW ultrafine research has found that people are exposed to a large plume of aircraft related ultrafine particles not only in their neighborhoods but also infiltrating living and school spaces.

Recommended air quality monitoring programs have not been done. There are unknown risks along with a large amount of air pollution and noise pollution happening 24 hours per day adjacent to densely populated areas surrounding the airport. These residents are

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[9] Ibid Edmiston PDR quote from POS email

101. Debi Wagner (continued)

already experiencing significant health impacts which source or magnitude have not been disclosed, discovered or even studied. There seems to not be any plan to understand any of these issues with a credible risk assessment, epidemiology or studies on the horizon. EPA should enforce the provisions of NEPA 1508.27 (b)(5) and order studies of the sources of these illnesses to commence. Under "Significantly and intensity evaluation:"

"The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks."

Until reasons why such ill health exists within this environmental justice eligible community, growth at Sea-Tac should no longer occur. Health effects have been found in disproportionate levels in residents in a 5 to10 mile area where over 670,000 residents are living around the airport. Many of the serious illnesses have been reported at statistically significant levels for decades. The death rate for people living near Sea-Tac is equal to the rate for the Covid pandemic which caused worldwide alarm. Where is the similar level of alarm or even any concern for the people living near Sea-Tac?

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The air pollution calculations used for decision making surrounding the Clean Air Act and NAAQS compliance are untrustworthy

8

101-8. General Response #8

101. Debi Wagner (continued)

The table below reflects vast discrepancies within the modeling of airport emissions.

	CO	VOC	NOx	SOx	PM 10	PM2.5	TOTAL
1994 POS* L & B** EXISTING	1365.10	406.89	1378.30	54.67	.23**		3205.19
1994 L & B PREDICTED FOR 2020	1853.50	578.38	2008.60	68.88	.04**		4509.40
1991 DOE***	3121	1277	1874	162	61.44		6495.44
2014 L & B	1329*	242	1623	158	8	8	3368
2014 EPA	2156	448	2350	251	53	52	5310
2022 L & B EXISTING	1681	244	1977	175	12	12	4101
2016 EPA	6749	1124	3445	480	53	52	11,903
2032 L & B PREDICTED	2054	235	2675	225	14	14	5217
WA 2017****		1240		523			

*Port of Seattle

**L & B Landrum & Brown, consultant for the Port of Seattle/FAA on preparation of the current EA (.04 includes no jet particulate as it was removed from the model by FAA after 1993 claiming it was inaccurate. The consultant could have input data but chose not to do so. Emission factors input into the model for the third runway EIS were vastly understated)

***Department of Ecology - The large difference in tons per year particulate between DOE and L & B (1991, 1994) is due to the elimination of all jet aircraft related particulate from the model just prior to the EIS. FAA claimed the data was inaccurate so all defaults were set to zero. At 61 tons per year, Ecology had predicted violations of the NAAQS in their report.

9

101-9. General Response #8 Comparing air study results from different types of studies is not always as straightforward as it might seem. The differences identified in this table could be attributed to a variety of reasons including, but not limited to, the model or data (operations, fleet mix, etc.) used to complete the study.

As you noted, these analyses were completed either using EDMS or AEDT or a combination of model and estimation. The EPA noted in the 2016 National Emission Inventory when they switched from using EDMS to AEDT that "comparisons of aircraft emissions output may be a function of model revisions, rather than an actual trend in emissions". Complicating this even further, EDMS and AEDT have different versions, and each version further refines and improves the modeling capabilities of the program. Therefore, it is difficult to compare results from different models or different versions of the same model.

In addition to model variations, the data relied on to complete the analysis can also explain the differences between the analyses. The 1991 DOE analysis calculated annual operations using operations from one day. This could result in a gross miscalculation in the number of operations and fleet mix, which could explain the differences.

101. Debi Wagner (continued)

[10][11]Current EPA estimates of 52 tons per year are much closer to the truth in comparing other independent airport pollutant inventories including Midway Airport in 1993. In 1996, leaving the data intact would have have led to a de-minimus violation of the Clean Air Act for PM10 if added to the 80 tons per year of particulate from dirt hauling and dumping for the 3rd runway plateau. Since the region was in non-attainment at the time for PM 10, going over the 100 tons per year would have violated the SIP and general conformity provisions of the Clean Air Act.

****Washington State 2017 Comprehensive Emissions Inventory. Although these figures include all airport sources and several airports within King County, Sea-Tac would easily be the lions share of these two categories of VOC and SO2 but are listed as only a small portion, approximately a quarter of the King County total by the consultant where more than three quarters is more likely.

The tables above cover the years 1991, 1994 and 2014 where the EDMS (Emissions and Dispersion Modeling System), preferred airport FAA model 944 was used. In all subsequent years beginning 2014 the AEDT (Airport Environment Design Tool), the preferred airport FAA model was used.

Please notice the large discrepancies between these inventories. In many cases, EPA and Department of Ecology (DOE) estimates are twice as high or higher than the airport consultants' estimates. Ecology's 61 tons per year had a PM 10 violations in the dispersion analysis.[12] In 1994, the argument made against trusting the independent analysis by DOE over the airport consultants' work for the third runway EIS was that the airport consultants were far more experienced in using the EDMS model. It would be imprudent to ascribe that same faulty reasoning to the independent work by EPA since they had such direct involvement with FAA in the development and use of the AEDT model, run it themselves for major airports every 3 years and their results have not previously been called into question by credible independent researchers. Here are two examples of the airport prepared emission inventories in white for 2014 and 2017 compared to EPS's estimates in yellow running the same models, both the EDMS and AEDT:

[12] 1991 DOE Sea-Tac Air Pollutant Contribution 2.pdf See Page 20 #7

9

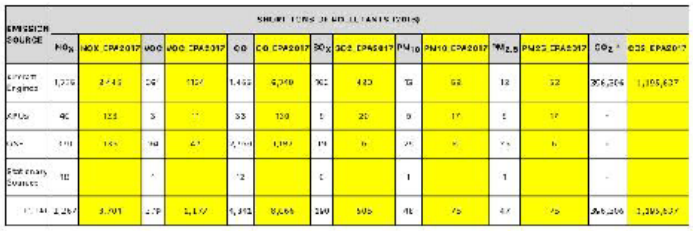
The EPA uses a variety of sources for their studies including the T-100 dataset, Terminal Area Forecast (TAF) data, Air Traffic Activity Data Systems (ATADS) data, and Airport Master Record (form 5010) data. Fleet mix details were gathered from the T-100 dataset and the ATADS data. Assumptions were made for any operations that the fleet mix was not known. The EPA estimated the emissions for aircraft that were not included in the model. The emissions reported in the table in the comment are for all airports in King County, which includes nine additional airports. One of those airports, Boeing Field, has substantially more military operations than SEA, which the EPA has attributed higher emissions to those operations. Therefore, the EPA data is not a direct comparison to the data provided in this EA.

It is important to note that the EPA acknowledged that they made an error the first time they used AEDT to calculate emissions by incorrectly adding an additional "track", thereby doubling emissions. When this error was identified, it was corrected, and an updated report was released nine months later. This could explain the high numbers depicted for the 2016 EPA analysis.

The L&B studies used actual operations or forecasted operations based on actual operations. The analysis completed for this draft EA used the best model and data

101. Debi Wagner (continued)

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)									
	NO_x	NO_x	VOC	VOC	CO	CO	SO_x	SO_x	PM_{10}	PM
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	5
APUs	72	48	5	4	48	43	9	7	22	
GSE	307	91	78	29	2,292	845	21	3	20	
Stationary Sources	17		1		12		0		1	
TOTAL	2,019		326		3,681		188		51	



There is no good explanation for these kinds of discrepancies. Some of or all of these figures are inaccurate. A third, independent analysis must be done. The FAA has a responsibility to answer to these issues and move the analysis to an EIS.

Between the state and EPA representing the only independent analysis besides the proponent and their consultants, there are such wide gaps that leave one to question the vaidity of any information to date. There are no current local monitoring of these criteria and toxic emissions available to compare to the modeled data and without trustworthy, accurate information, agencies, cities, regulators, researchers and the public have no way of knowing anything.

In 1994 EPA declared a halt to the progress of the third runway approvals for the Air Quality review because in that EIS process, predicted Clean Air Act violations for carbon monoxide and NO2 standards were disclosed. None of that data included any jet produced PM 10 because FAA had eliminated all the data from the model around 1993.Since the air

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available at the time the analysis was completed. The FAA and the Port collaborated with the PSCAA in developing the protocol for the analysis. For these reasons, the FAA determined that the results of the air quality analysis are valid and sufficient for the FAA to accurately assess the impacts for each alternative.

101-10. General Response #5
General Response #8
General Response #9b
General Response #10

Section V.F. of the July 3, 1997, Record of Decision (ROD) for the Master Plan Update Supplemental Environmental Impact Statement (SEIS) provides the Clean Air Act Conformity Determination. As noted in the ROD:

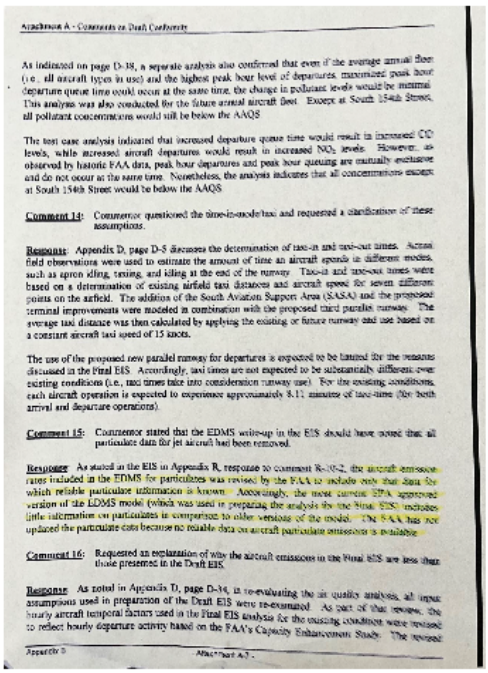
- Due to changes in the nature and timing of the Master Plan Update Development Proposals from those originally evaluated in the FEIS, the draft SEIS air quality analysis projected air quality emission levels below the 40 CFR § 93.153 de minimis levels.
- However, to achieve maximum public disclosure and to address community concerns, the FSEIS nevertheless presents an analysis of air quality impacts utilizing the regulatory structure set forth in the EPA conformity regulations.

101. Debi Wagner (continued)

pollution inventories of the EPA estimates for 2016 are several times higher than in 1994, and we have never had an accurate estimation of particulate, it would be advisable to halt the progress and begin anew with something trustworthy to help reassure the public that they have reliable data required for public health protection.

The fact that so many people living around the airport are currently experiencing statistically significantly more negative health outcomes compared to the rest of the county may be a direct result of the inaccurate data or missing data such as PM 10 that was provided for the air quality analysis for the third runway in 1996.

From the 1996 SEIS Draft Conformity



Attachment A - Comments on Draft Conformity

As indicated on page D-38, a separate analysis also confirmed that even if the average annual fleet (i.e., all aircraft types in use) and the highest peak hour level of departures, maximized peak hour departure queue time could occur at the same time, the change in pollutant levels would be minimal. This analysis was also conducted for the future annual aircraft fleet. Except at South 154th Street, all pollutant concentrations would still be below the AAQS.

The test case analysis indicated that increased departure queue time would result in increased CO levels, while increased aircraft departures would result in increased NO_2 levels. However, as observed by historic FAA data, peak hour departures and peak hour queuing are mutually exclusive and do not occur at the same time. Nonetheless, the analysis indicates that all concentrations except at South 154th Street would be below the AAQS.

Comment 14: Commentor questioned the time-in-mode/taxi and requested a clarification of these assumptions.

Response: Appendix D, page D-5 discusses the determination of taxi-in and taxi-out times. Actual field observations were used to estimate the amount of time an aircraft spends in different modes, such as apron idling, taxiing, and idling at the end of the runway. Taxi-in and taxi-out times were based on a determination of existing airfield taxi distances and aircraft speed for seven different points on the airfield. The addition of the South Aviation Support Area (SASA) and the proposed terminal improvements were modeled in combination with the proposed third parallel runway. The average taxi distance was then calculated by applying the existing or future runway end use based on a constant aircraft taxi speed of 15 knots.

The use of the proposed new parallel runway for departures is expected to be limited for the reasons discussed in the Final EIS. Accordingly, taxi times are not expected to be substantially different from existing conditions (i.e., taxi times take into consideration runway use). For the existing conditions, each aircraft operation is expected to experience approximately 8.11 minutes of taxi-time (for both arrival and departure operations).

Comment 15: Commentor stated that the EDMS write-up in the EIS should have stated that all particulate data for jet aircraft had been removed.

Response: As stated in the EIS in Appendix R, response to comment R-38-2, the aircraft emission rates included in the EDMS for particulates was revised by the FAA to include only that data for which reliable particulate information is known. Accordingly, the most current EPA approved version of the EDMS model (which was used in preparing the analysis in the Final EIS) includes little information on particulates in comparison to older versions of the model. The FAA has not updated the particulate data because no reliable data on aircraft particulate emissions is available.

Comment 16: Requested an explanation of why the aircraft emissions in the Final EIS are less than those presented in the Draft EIS.

Response: As noted in Appendix D, page D-34, in re-evaluating the air quality analysis, all input assumptions used in preparation of the Draft EIS were re-examined. As part of that review, the hourly aircraft temporal factors used in the Final EIS analysis for the existing condition were revised to reflect hourly departure activity based on the FAA's Capacity Enhancement Study. The revised

Appendix D

Attachment A-3

10

- The FSEIS Appendix B analysis demonstrates that if the FAA were legally obligated to make a conformity determination for the projects approved in this ROD, the project would not cause or contribute to any new exceedances of air quality standards. As confirmed by the Washington State Department of Ecology, the project conforms to the Washington State Implementation Plan
- The ROD Appendix E presents letters dated June 23, 1997, from the US Environmental Protection Agency, the State of Washington Department of Ecology, and the Puget Sound Air Pollution Control Agency. In their letters, each of these air quality agencies has concurred with the FSEIS analysis conclusion that the de minimis thresholds have not been exceeded for general conformity under the Clean Air Act.

You can view the ROD on the Airport Environmental Documents, Findings, and Decisions | Federal Aviation Administration (https://www.faa.gov/airports/environmental/environmental_documents)

101. Debi Wagner (continued)

And it was that document that disclosed air quality violations and failed general conformity with the Clean Air Act, which were primarily discovered in the dispersion analysis which we don't now have with considerably more emissions. Because fuel use at Sea-Tac has continued to rise since construction of the third runway, ground level emissions have also risen for every year except for extraordinary circumstances affecting all US aviation movements for 2001 (9/11), 2008 (Economic crisis) and 2020 (Pandemic). (See Climate comment for a table of gallons of fuel pumped per year). The fuel has not changed so the emissions are the same and growing as well. 10

This reworking of the model should include the cumulative impact in annual tons per year of emissions from the added numbers of vehicles using the 509 extension (will dramatically increase cargo truck traffic coming from I-5 and from the airport) and all jet increases accommodated by interim projects as well as planned development with its added numbers in traffic and aircraft (a minimum of 200,000 added aircraft). This must include a dispersion analysis using an accurate emission inventory to develop daily worst-case ground level emissions for comparison to the federal standards for all criteria pollutants. The re-working of all modeling must have a baseline prior to 2016 when the Burien Turn began and then compared to 33 added gates, new terminal and 509 freeway, new flight path in a study area that reflects the ground level impact area of aircraft takeoffs and landings below 3,000 feet off the north and south ends of the airport extending many miles away.

Since the inventory in 1996 found violations of the CAA for NO_2, CO and likely would have had particulate violations[13] and with 5,000 tons per year of criteria emissions, this EA with 11,000 tons of criteria and toxic emissions (EPA from table 2016) would also and should include a dispersion analysis. This analysis must be independently done and verified due to the lack of valid data reporting for the past nearly 30 years by Port of Seattle and its consultants. 11

There are 14 gates that have been added since 2015 that have not been considered cumulatively in violation of the 9th Circuit Court order of 2019. Turnover of one aircraft movement per hour at each gate, dropping to 1 in 2 hours for international equals an added 200-266 aircraft per day or nearly 100,000 annual aircraft operations. Adding 19 more gates for a total of 33 new gates can push this number to over 228,855 more annual operations.

101-11. General Response #5
General Response #8
General Response #17
General Response #19
General Response #19b

101. Debi Wagner (continued)

No reasonable person would ever believe that any airport with 200,000 annual operations would have a non-significant impact where people live within 3 blocks on all four sides in densely populated development let alone with a total of 630,000 annual operations (original capacity with a third runway from the 1996 EIS).

Sea-Tac is constrained with only 2500 acres. Comparing the kind of numbers of operations Sea-Tac envisions rivals some of the busiest airports in the US like Dallas, Atlanta and Denver which all have ten thousand + more acres than Sea-Tac and with a buffer from communities located much farther away from the airport. Adding the emissions from a 50% increase in operations would push another 6,000 tons of annual criteria and toxic emissions into the densely populated neighborhoods around the airport. Even the existing 11,000 + tons of toxic and criteria emissions needs to be closely scrutinized as significant health impacts are already evident and likely as a result of communities located too close to a major airport.

Projects that have proceeded under a separate CATEX by the FAA include 14 gates and the new flight path through Burien. Is there such a difference between those 14 gates and the 19 now proposed in the EA that 14 received a CATEX but 19 get an EA? Would 33 total get an EIS?

Although the air quality section discusses existing air quality impact of airport operations in tons per year, it has no information that can be related to the NAAQS in parts per million or micrograms per cubic metre. Instead, it relies on the regional monitoring located primarily many miles away from the airport impact area. It is also missing a site specific analysis, dispersion analysis, worst-case scenarios, public health and welfare consideration in environmental justice communities, childrens health.

for the people living close to the airport are much higher than elsewhere in the county, a huge injustice since the ones most harmed by the wealth generating facility are the least likely to benefit from its growth.

Public health is currently compromised with many different types of illnesses that are statistically significantly higher than county average according to a 2020 report; Community Health and Airport Related Pollutants:

Community Health and Airport Operations Related Pollution Report.pdf

Many citizens suspect their ill health is due to a tremendous simultaneous impact of noise and emissions from Sea-Tac operations. In fact, it would be foolish to think that the highest emitting facility for toxic and criteria pollutants in the region would have a non-significant

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101-12. General Response #5
General Response #8
General Response #9b
General Response #10
General Response #14
General Response #19

Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

A few of the NTPs are included in the list of categorically excluded (CATEX) actions and would qualify for a CATEX. However, several are not and, therefore, an EA was prepared to determine whether the NTPs have the potential to significantly affect the human environment.

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). The PSCAA has one monitor located one mile north of the Airport. More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

101. Debi Wagner (continued)

impact, either in its current operations or future build. On top of that, this is the highest noise generating facility in the state producing high levels of noise 24 hours per day. The only relief residents can get is if they leave their homes for a period of time.

§1508.27(a)

"For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. "

Air quality was determined to be within acceptable Clean Air Act and NAAQS limits based upon regional monitoring done **many miles away from the airport for only some pollutants of concern and elsewhere in the county and region for others**. Site specific air quality is unknown, may be in violation of the NAAQS and causing public health problems. We do not have accurate modeling and no validating monitoring so there are unknown dangers and risks due to the tremendous inventory of emissions and current health conditions. PSCAA analysis of potential NAAQS violations were based upon the unreliable data on emission factors provided by Landrum and Brown. This analysis needs to be re-done with reliable real world data that now must include monitoring for validation of model discrepancies.

In 2017, when the first draft air quality figures were provided and varied considerably from EPA's AEDT model run, the consultant asserted the EPA had used too high a number of aircraft operations in the range of 80,000 more per year. EPA defended their results pointing out they had used FAA published operations data for their calculations. However, the 80,000 (using 480,000 annual ops rather than 400,000) is not enough of a difference to account for an emissions inventory cut in half by the consultant and only a fraction for the particulate emissions. Clearly, something else is going on.

§1508.27 (b)(4)

"The degree to which the effects on the quality of the human environment are likely to be highly controversial (5) The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks."

The 9th Circuit Court has already determined that Burien has been injured by lack of a proper analysis, already determined that extraordinary circumstances exist and that the new flight path was highly controversial. That high controversy surrounded a community concerned about their welfare which has been going on for 30 years.

The EA document should contain a risk analysis for incremental cancer risk increase for a number of air toxics found in the past to be exceeding the ASIL (State of Washington Acceptable Source Impact Level).This has been requested by PSCAA in the past and not

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101. Debi Wagner (continued)

done for the third runway EIS. EPA in their SAMP Scoping comments in 2018 requested a much more robust analysis saying:

> "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."

Although the state new source regulation does not apply to airport operations as the airport is not considered a source, if it were to be considered a source it could not be permitted for operation without significant mitigation for benzene, 1,3 butadiene, PAH, acrolein, formaldehyde, hexaldehyde just to name a few that have been tested in the past and found to be above their respective ASIL. (McCulley Frick & Gilman 1993) A risk assessment can be produced and is needed for the large inventory of air toxics at over 1,000 tons per year (EPA 2016 data) and increasing into the future.

Additionally, in 1996 Puget Sound Clean Air Agency asked for a risk assessment in scoping for the Port of Seattle's Third Runway EIS due to their concern about the cancer risk increase found around Midway Airport for 1,3 Butadiene by EPA. (Estimation and Evaluation of Cancer Risks Attributed to Air Pollution in Southwest Chicago)

The State Department of Public Health in 2000 and the State Board of Health in 2001 have called for an extensive air pollution study around the airport to help identify what is causing the historical health problems such as high cancer rates, including statistically significant glioblastoma brain tumors.

12

A completely inadequate cumulative impact analysis is presented that fails to account for the existing public health impacts

The City of Burien filed a legal action against the FAA to compel a more thorough analysis of the cumulative impacts of adding a new flight path. The 9th Circuit Court agreed with the city's request and ordered the FAA to comply with NEPA 1508.27 for all past, present and reasonably foreseeable impacts.[14] Instead of immediately complying with this order, the FAA continued to use the new flight path for many years and produced at least two CATEX decisions on interim building to add even more throughput. These interim projects have not

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[14] 9th Circuit Decision 27Nov2019.pdf

101-13. General Response #5
General Response #6
General Response #17
General Response #19

101. Debi Wagner (continued)

been analyzed for cumulative impacts or air quality impacts in violation of NEPA §1508.25 (a)(1):

> "Connected actions, which means that they are closely related and therefore should be discussed in the same impact statement. Actions are connected if they;(2) Cumulative actions, which when viewed with other proposed actions have cumulatively significant impacts and should therefore be discussed in the same impact statement...(3) Similar actions, which when viewed with other reasonably foreseeable or proposed agency actions have similarities that provide a basis for evaluating their environmental consequences together such as common timing or geography."

A great deal of money was spent by a very poor city who were injured by an "arbitrary and capricious" decision to turn all turboprops into a narrow corridor over the central part of Burien. The court believed the FAA made these poor decisions based upon a need to increase throughput at the airport and did so without proper consideration of NEPA requirements for a cumulative impact analysis. The airport is already acknowledged by nearly everyone to be an environmental burden to its neighbors with many in concurrence that what are serious negative health effects in relationship. Even if it were to be proven the airport is a great environmental steward of their own impacts, it is unreasonable to move forward without a more thorough analysis of what is causing such health disparities. The case has already been made that the air pollution factors are incorrect and far too low in relationship to every other independent look from EPA, the state of Washington and the Department of Ecology. If the state wishes to assure that all people in Washington are entitled to an inalienable right to a healthful environment, this public health problem needs to be addressed. EPA is the best agency to do so as the only oversight the citizens have.

The FAA delay of more than 5 years since the court ordered a "hard look" at cumulative impacts could or may have caused further harm to public health. A similar delay by FAA received a sharp rebuke from the same court (below)

13

101. Debi Wagner (continued)

Aviation & Airport
DEVELOPMENT LAW NEWS

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LATEST NEWS AND ANALYSIS - AIR AND SURFACE TRANSPORTATION, ENERGY AND THE ENVIRONMENT

Court Decides That Its Decision in Make UC a Good Neighbor Does Not Unfairly Broaden the Scope of CEQA

Since our February 1, 2020 blog concerning the California Court of Appeals tentative decision in *Make UC a Good Neighbor vs. Regents of Univ. of California, et al.*, that Court has taken the step of confirming its tentative decision, in the critical [illegible]

Ninth Circuit Issues Unprecedented Order Against FAA

On March 5, 2020, the Ninth Circuit Court of Appeals granted the "Motion to Enforce Judgment" filed by the Petitioners/Cross-Appellants Burien, City of Des Moines, City of Los Angeles, et al. v. Stephen Dickson, et al. The Order found the Federal Aviation Administration ("FAA") to violate subdivision of the National Environmental Policy Act, 42 U.S.C. § 4321, et seq. ("NEPA"), as well as the Court's prior Order of July 2019, requiring FAA to compensate for the original violation by performing environmental review of the newly established North Downwind Arrivals to Los Angeles International Airport ("LAX"), over heavily populated areas of this State.

Normally, finding FAA's [illegible] intervention on the ground of FAA's responsibility for "safety and efficiency" of aircraft operations, this time, the Court found FAA's "recalcitrance" in failing to initiate environmental review for more than five years after implementation of the procedures, and 19 months after the Court's original Order in July 2019, totally "unreasonable" on the ground that "human health and welfare are at stake." The Court's recognition of FAA's flagrant violations led to the highly unusual step of mandating that FAA: (1) immediately submit to Court a timeline for completion of environmental review; and (2) file a status report on FAA's progress every 30 days until it has fully complied with the Court's order.

The 9th Circuit Court decision that favored Burien has very clear language on the type of analysis the court envisioned. However, the FAA has failed once again to not only consider the cumulative impacts in the spirit of the law and court order, they are also actively ignoring the statistically significant health conditions already evident in these communities.

14

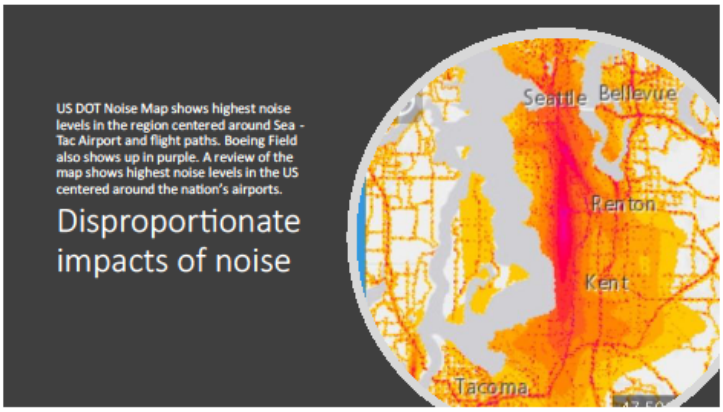
101-14. General Response #5
General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14
General Response #17

101. Debi Wagner (continued)

The court even recognized a new flight path by itself could have significance, let alone the added 14 gates and 509 freeway which all had federal involvement without a proper cumulative analysis. (see attached)

It is no secret that noise levels around the airport are the highest levels of any facility in the state. and that 11,000 tons per year of toxic and criteria emissions rivaling or exceeding the greatest pollution sources in the state, will have an impact on public health. And these health impacts have been being documented since at least 1973 with an environmental monitoring study done by King County and finding high rates of a variety of chemicals above expected levels. [15]

14



Below are some of the categories from the FAA EA where they discuss the outcome of their analysis of impact categories. The study area is so small it excluded nearly all of the residential uses around the airport considered to be predominately environmental justice communities and identified by FAA in their Limited Update. Unfortunately these pictures (directly below) have the flights through Burien in light green on the wrong photo but it is evident these do cross over the purple or dark blue areas identified as EJ. What is more

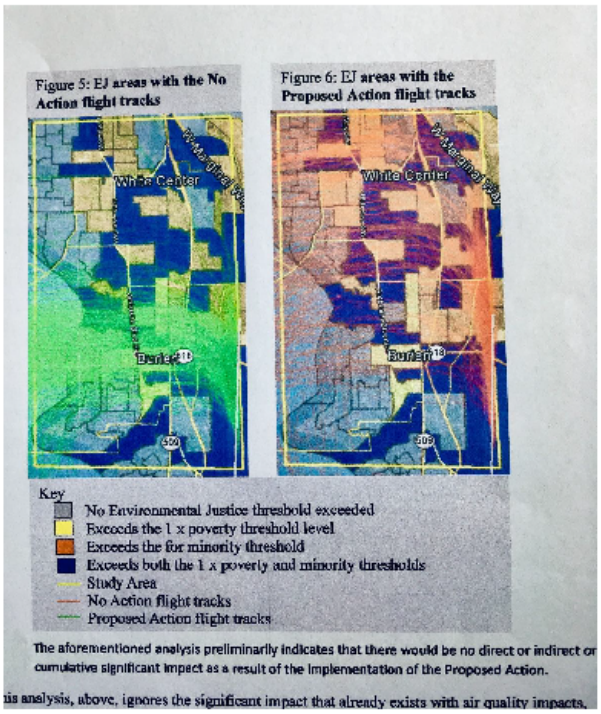
15

[15] https://seatacnoise.info/dw-esl_air_quality_0673_binder/?_rt=MXwxfGVzbHwxNzMyMjI2Njg5&_rt_nonce=6013368c7d

101-15. General Response #2
General Response #15

101. Debi Wagner (continued)

astonishing is that these residents are living next to a major international airport impact that was ignored in the Limited Update. These aircraft are able to fly below the 3,000 foot ceiling so all noise and emissions affect ground level. The areas in grey closest to the airport are business areas. 15



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.

his analysis, above, ignores the significant impact that already exists with air quality impacts.

In the limited update, the FAA analyzed impacts as though the new flight path were a drop in a swimming pool and the swimming pool which is the airport, roadways, and all foreseeable impacts including the SAMP, which the court asserted was foreseeable, were continually ignored in their analysis. FAA even admitted that the noise levels from their 16

101-16. General Response #5
General Response #8
General Response #10
General Response #13
General Response #14
General Response #17
See response to comment 101-10

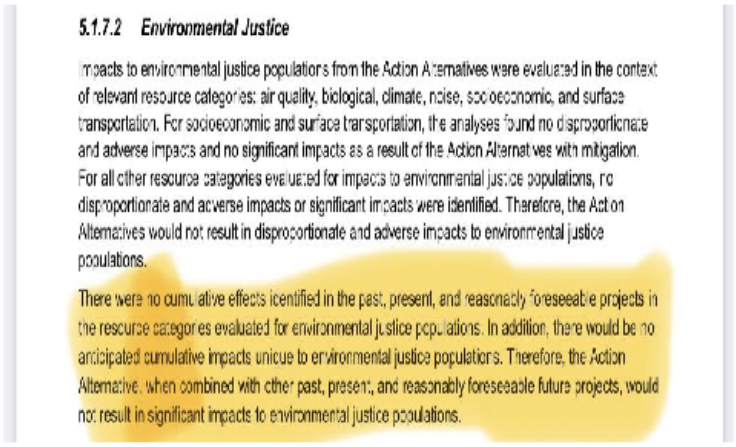
101. Debi Wagner (continued)

model used for the Limited Update were higher than those predicted from the third runway EIS. Residents living in these areas since that runway opening in 2006 were admittedly living in unhealthful noise levels for more than 10 years at this point in 2018. When you must consider that a large portion of the noise remedy area had failing noise packages and newly impacted areas had no mitigation, it is unconscionable people have been neglected by a lack of a proper analysis for so long.

It is unreasonable to conclude that an airport that predicted Clean Air Act violations in 1996 with less than half the present day emissions would now be compliant. And it is unreasonable to conclude that an airport that is simultaneously producing highest noise levels in the state would not have an overlapping or cumulative impact on public health from both noise and emissions considered together.

16

Below are excerpts from the EA regarding various impact categories.



5.1.7.2 *Environmental Justice*

Impacts to environmental justice populations from the Action Alternatives were evaluated in the context of relevant resource categories: air quality, biological, climate, noise, socioeconomic, and surface transportation. For socioeconomic and surface transportation, the analyses found no disproportionate and adverse impacts and no significant impacts as a result of the Action Alternatives with mitigation. For all other resource categories evaluated for impacts to environmental justice populations, no disproportionate and adverse impacts or significant impacts were identified. Therefore, the Action Alternatives would not result in disproportionate and adverse impacts to environmental justice populations.

There were no cumulative effects identified in the past, present, and reasonably foreseeable projects in the resource categories evaluated for environmental justice populations. In addition, there would be no anticipated cumulative impacts unique to environmental justice populations. Therefore, the Action Alternative, when combined with other past, present, and reasonably foreseeable future projects, would not result in significant impacts to environmental justice populations.

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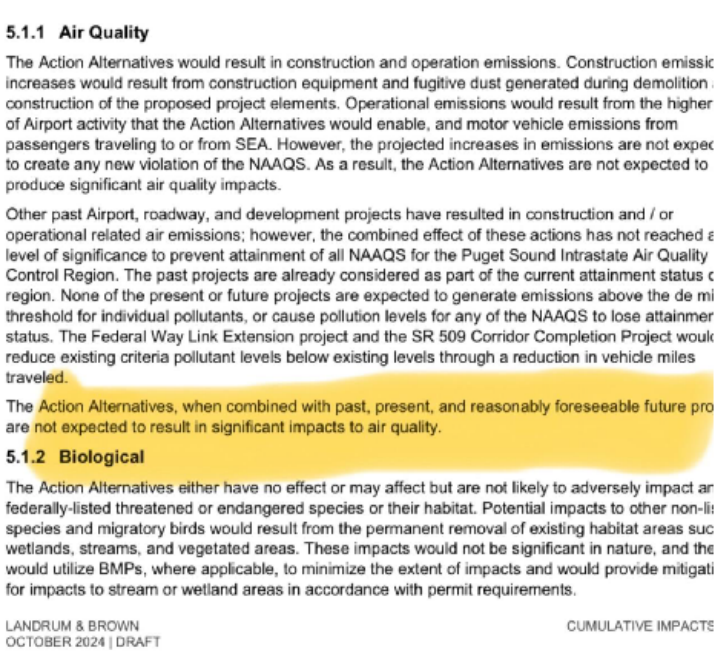
EPA's EJ Screen tool shows the majority of residential uses just outside the study area of this EA analysis which only covers primarily airport property, shows the community at some of the highest poverty levels, no access to healthcare, language barriers and ill health in the county. Additionally, The WTN shows similar disproportionate circumstances while the UW DEOHS health disparities mapping shows similar negative outcomes. See Attached

101-17. General Response #2
General Response #8
General Response #10
General Response #14
General Response #15
General Response #17

101. Debi Wagner (continued)



5.1.1 Air Quality

The Action Alternatives would result in construction and operation emissions. Construction emissic increases would result from construction equipment and fugitive dust generated during demolition construction of the proposed project elements. Operational emissions would result from the higher of Airport activity that the Action Alternatives would enable, and motor vehicle emissions from passengers traveling to or from SEA. However, the projected increases in emissions are not expec to create any new violation of the NAAQS. As a result, the Action Alternatives are not expected to produce significant air quality impacts.

Other past Airport, roadway, and development projects have resulted in construction and / or operational related air emissions; however, the combined effect of these actions has not reached a level of significance to prevent attainment of all NAAQS for the Puget Sound Intrastate Air Quality Control Region. The past projects are already considered as part of the current attainment status c region. None of the present or future projects are expected to generate emissions above the de mi threshold for individual pollutants, or cause pollution levels for any of the NAAQS to lose attainmer status. The Federal Way Link Extension project and the SR 509 Corridor Completion Project would reduce existing criteria pollutant levels below existing levels through a reduction in vehicle miles traveled.

The Action Alternatives, when combined with past, present, and reasonably foreseeable future pro are not expected to result in significant impacts to air quality.

5.1.2 Biological

The Action Alternatives either have no effect or may affect but are not likely to adversely impact ar federally-listed threatened or endangered species or their habitat. Potential impacts to other non-lis species and migratory birds would result from the permanent removal of existing habitat areas suc wetlands, streams, and vegetated areas. These impacts would not be significant in nature, and the would utilize BMPs, where applicable, to minimize the extent of impacts and would provide mitigati for impacts to stream or wetland areas in accordance with permit requirements.

LANDRUM & BROWN
OCTOBER 2024 | DRAFT

CUMULATIVE IMPACTS

17

Missing an analysis of Children's Health

Socioeconomics and children's health seem to be connected in this EA although they should be separated. The "socioeconomic" side of this analysis only discusses the positive impact of airport expansion; i.e., enefits of the project such as job creation and cargo movement. I cannot find the negative socioeconomic impact such as was predicted by HOK in 1996 from the third runway which tallied 2.95 billion in economic losses to cities around the airport. And I don't see children's health discussed. Again, the current state of the health status of the communities is not taken into account. Unfortunately there are not many studies of socioeconomic impact of added doctor and hospital visits for ill health due to noise and emissions such as for pre-term and low birth-weight births, hypertension, asthma, COPD, sleep loss due to noise, etc., which the King County Health Department

18

101-18. General Response #5
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14
General Response #16
General Response #17
General Response #19b
General Response #20

The environmental impact categories considered in the EA are consistent with FAA Orders 1050.1F and 5050.4B, which groups socioeconomics and children's health and safety risks together as one category.

The economic study used the most recent and best data available at the time the study was completed. The information presented in this analysis is sufficient for the FAA to accurately assess the impacts of each alternative.

101. Debi Wagner (continued)

and UW Asthma study found as significant. One study from BWI outlined the cost burden due to noise and health effects:

"**Results:** Increased aircraft noise exposure was estimated to produce (discounted) incremental mortality costs of $362 million, morbidity costs of $336 million, and losses of 15,326 Quality-Adjusted Life Years (QALYs) over the next 30 years. Sensitivity analyses revealed the greatest uncertainty for CVD outcomes."[16]

The EA ignores the existing poor health conditions in the communities surrounding the airport. The deficiencies in the development of analysis of impact include the following:

1) Lack of proper data and cumulative inventory added for 509 freeway, added operations at the airport, construction etc., on what emissions in tons per year might cause or contribute to any NAAQS violations
2) Lack of a dispersion analysis considering 11,000 tons per year of criteria and toxic emissions added to 33 new gates, traffic and 509 freeway extension
3) Lack of finalizing a better noise measurement standard from the FAA NES Survey and congressional input on inadequacy of the DNL to measure annoyance and health impact
4) Lack of a properly sized study area. Cancer cases from 1992-1995 from the State Department of Health found statistically significant glioblastoma brain tumors and other cancers in a 5 mile radius near the airport for years 1992 and 1993 prior to a removal of residences for noise mitigation. In 2020 the King County Department of Public Health found statistically significant health impacts in a 10 mile radius around the airport. The current study area only covers the acreage of the airport.[17]

18

Economic losses from early deaths and deaths from disease are known to be significant but are ignored in this document because the Port of Seattle claim nobody can prove a direct causation. Just because this has not been tested in court doesn't mean it is not happening. There is an environmental injustice and nobody would deny disproportionate burdens. If it is traffic caused illness, aircraft are worse the the community is exposed to both. If it is flying saucers, there are still thousands of daily jet emitters next to communities. If it is diet, lifestyle or genetics, there is still a major airport in the mix. Why

[16] Projecting the economic burden of health impacts of aircraft noise: a case study of Baltimore Washington International Thurgood Marshall Airport - PubMed
[17] Exhibit 3-2 Affected Environment FAA EA 3-4

101. Debi Wagner (continued)

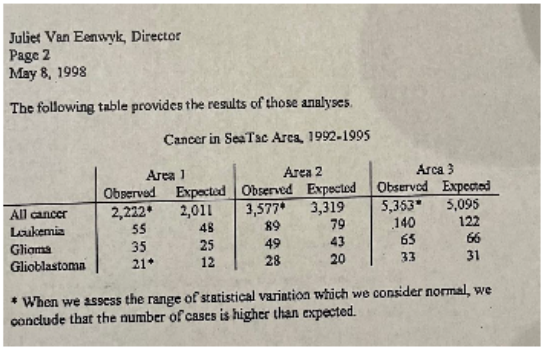
add to it and make it worse before knowing more. Just the amount of emissions and noise concentrated in one place long enough, will cause health problems. So in my opinion, whether it is directly from aircraft or not, it shouldn't matter. It is a major source of pollution next to a lot of sick people, an injustice waiting for help.

In 1998-2000, the State Department of Health took seriously the complaints of citizens over a large number of people living close to the airport that were dying from Glioblastoma brain tumors.

Although the state DOH looked closely into these much higher than expected rates of brain tumors, they could never determine what exactly was causing them. Everyone was forced to move on because nobody had the will, financial support or access to answers to better understand what might be a relationship between proximity to the airport and the high case numbers. Nobody has looked at whether this is continuing, whether it is happening around other airports or whether it was a phenomenon that stopped. Every person in this state has a guaranteed right to a healthful environment and the State Board of Health has asserted that one group should not suffer for the benefit of another.

Chicago O'Hare community has noticed a large number of children with this type of brain tumor. A recent look at the area around LAX by a researcher has found higher incidence of brain tumors. 18

Brain cancer cases for 1998-2000 State Department of Public Health zip code data:



Juliet Van Eenwyk, Director
Page 2
May 8, 1998

The following table provides the results of those analyses.

Cancer in SeaTac Area, 1992-1995

	Area 1		Area 2		Area 3	
	Observed	Expected	Observed	Expected	Observed	Expected
All cancer	2,222*	2,011	3,577*	3,319	5,363*	5,095
Leukemia	55	48	89	79	140	122
Glioma	35	25	49	43	65	66
Glioblastoma	21*	12	28	20	33	31

* When we assess the range of statistical variation which we consider normal, we conclude that the number of cases is higher than expected.

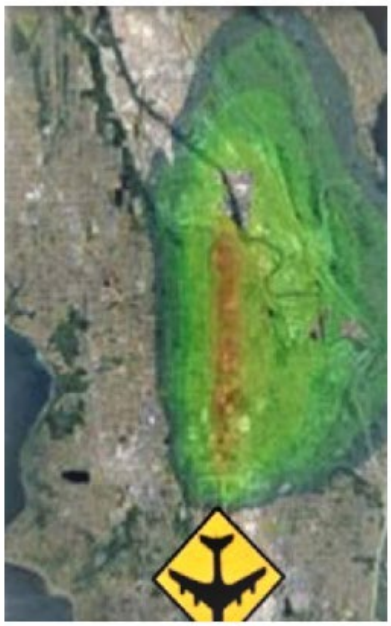
101. Debi Wagner (continued)

UW has found that ultrafine particle emissions from jet operations from Sea-Tac are impacting an area 10 miles from runway ends. https://www.deohs.washington.edu/hsm-blog/measuring-seatac-air-traffic-pollution#:~:text=UW%20researchers%20worked

The plume of these tiny particles have been mapped through modeling depicted below to the north and south of Sea-Tac. These plumes cover an area many miles wide and for up to 10 miles out from each runway end.

18

101. Debi Wagner (continued)



101. Debi Wagner (continued)

These ultrafine particles have known health impacts and the number of people exposed is upwards of 670,000 residents. This area formed the basis for the health department look at health status in the 10 mile area around the airport. These ultrafine particles can also be directly sourced to the overflying aircraft by their uniquely small size. 18

It has been found these particles are small enough to enter homes. Mitigation for the expanded airport should include not only upgrading the failed noise insulation program which is a state mandate from legislation and now delayed for many years, but should also include in home and sensitive use buildings such as schools, day-cares and nursing and 19

101-19. General Response #2
General Response #6
General Response #9b
General Response #13

101. Debi Wagner (continued)

hospital facilities the use of Hepa air filtration systems. These have been tested in local schools and found to dramatically reduce indoor infiltration of the aircraft sourced particles. Studies and testing of these mitigation methods have been a process carried on by the UW for many years.[18]

19

UW and the King County Department of Public Health have also been involved in looking closely at asthma rates around the airport and finding that this also is a rate higher than areas outside the airport impact area. The use of indoor air filtration and other asthma interventions along with education in the community have been ongoing.

It is not only usual but also required by NEPA that an industry who produce pollution to mitigate adverse impacts. NEPA also seeks to have the proponent to show their mitigation programs are successful. FAA and the Port of Seattle have never been compelled to show their home insulation programs have reduced impacts to healthful levels. And now, congress has even tasked FAA to find noise measuring methods that better match the much higher than expected numbers of complaints about noise in FAA's NES survey.

Meanwhile, some of the poorest people in the county have been tasked with not only carrying and paying for their own healthcare burden, but also the taxpayers are paying for and supplying studies on interventions and the cost of filtration systems. Homeowners have been paying for and affixing their own repairs to failed noise remedy treatments where mold and rot and even structural damage to homes around the airport have happened.

20

Climate

The only proposal from the industry to curb climate emissions into the future is use of Sustainable Aviation Fuels (SAF). However, from conversations surrounding the EA on use of SAF it does not appear to be a serious mitigation. FAA has said: "While SAF tanks and infrastructure are included in the Proposed Action, there is no requirement for the Port or tenants to utilize SAF. In addition, there are supply chain issues with obtaining SAF and

21

[18] Mobile ObserVations of Ultrafine Particles: The MOV-UP study | Environmental & Occupational Health Sciences

101-20. General Response #5
General Response #6
General Response #8
General Response #10
General Response #12
General Response #13
General Response #14

101-21. General Response #7
General Response #7c
General Response #7d
General Response #11

101. Debi Wagner (continued)

isn't clear when these issues will be resolved. As such, any use of SAF in the future would be speculative for both the No Action and Proposed Action."

In 2007 the State of Washington in their first ever Greenhouse Gas Emissions Inventory calculated 4.2 million metric tons per year of CO2 produced by jets at Sea-Tac and 4.7 million metric tons per year including the entire airport. The Port of Seattle determined this amount was 22% of the King County transportation total. Ninety percent of the airport total was for jets alone. Please notice that this amount went up by nearly 25% between 2007 and 2018 from the table below, primarily due to the introduction of Delta Hub in 2011-2014. The jet fleet of Delta included many more long distance Asia destinations using larger aircraft using more fuel. The expected increases in the future of nearly 200,000 jet operations will include added fuel and tanks at the airport which will easily push this CO2 inventory increase to over the limit threshold of 50,000 tons per year.

The community side of the Task Force membership recommended reducing flights at Sea-Tac as the only viable means to reduce climate impact into the foreseeable future. As you can plainly see from the chart, the only time in the past 17 years that CO2 has been reduced is during the Covid pandemic when fuel use was cut in half. History of fuel pumped, CO2 levels and number of annual operations is depicted below:

21

101. Debi Wagner (continued)

Gallons pumped and CO2 impact 2007-2020

	Million gallons of fuel pumped	Million metric tons/year	Number annual operation
2007		4.2	
2014	487,707,528	4.8	350,000
2015		5.4	340,478
2018	636,975,446	6.1	436,816
2019	667,574,189	6.5	448,239
2020	385,312,040	3.8	

Attachment #1

509 NEPA Reevaluation

"Volumes on the SR 509 extension between I-5 and the 24th Avenue S/28th Avenue S interchange were forecast in the 2003 FEIS to be almost twice the levels shown in this Re-evaluation forecasts. The 2003 FEIS forecasts indicated 7,900 vehicles per hour (vph) total for both directions, while this Re-evaluation forecasts approximately 4,700 vph total in both directions. The 2003 FEIS did not assume tolling on the SR 509 extension, while this Re-evaluation did assume tolling. The Re-evaluation also indicates that traffic volumes on the existing section of SR 509 north of S 188th Street would increase between 500 and 1,400 vph in the 2045 Build condition. Traffic volumes on SR 518, S 188th Street, and SR 99 would decrease with the 2045 Build condition compared to the No Build condition as trips shift to the new facility."

101. Debi Wagner (continued)

Table 7. Future (2045) AM and PM Peak Hour Traffic Volumes on Study Area Roads

	Measurement Point (Figure 5 shows each measurement point)	AM Peak Hour (vph)			PM Peak Hour (vph)		
		No Build	Build	+/-	No Build	Build	+/-
1	SR 509 (north of SW 140th St)	6,250	6,460	+	6,820	7,120	+
2	SR 509 (north of S 188th St)	3,470	4,930	+	4,590	6,100	+
3	S 188th St (west of 28th Ave S)	2,380	1,990	-	3,140	2,760	-
4	SR 99 (south of S 188th St)	2,150	1,600	-	3,110	2,820	-
5	SR 518 (east of North Airport Expressway/SR 99)	8,940	8,300	-	11,740	10,860	-
6	I-5 (north of S 188th St)	15,890	15,840	-	16,740	15,640	-
7	I-5 (north of S 200th St/Military Rd S)	14,510	13,600	-	16,230	15,300	-
8	I-5 (north of SR 516/Veterans Dr)	14,680	17,090	+	16,560	20,410	+
9	I-5 (north of S 272nd St)	14,490	15,270	+	16,760	18,620	+
10	I-5 (north of S 320th St)	14,230	14,950	+	16,480	16,840	+
11	SR 509 Extension (west of I-5)	N/A	3,700	+	N/A	4,670	+

Notes: Volume measurement points are displayed in Figure 5. Volumes are in vehicles per hour (vph) and include both the northbound and southbound directions. N/A = not applicable

Please notice that column 11 depicts the added vehicles in peak hour utilizing 509 as a result of the build option and notice this volume increases by more than 1,000 vehicles from the airport south access from 188th most of which may be cargo trucks headed for Duwamish area. Although this may be a relief valve for I-5 it will be a pressure cooker for Burien which will experience significant traffic loss, added emissions and noise.

Because WSDOT did not do a site-specific analysis we do not know how the airshed will deteriorate as a result of added emissions. There has not been a thorough analysis of noise in Burien since 1996. The airport has expanded much more rapidly than expected from the time the last emission and noise analysis was completed and emissions and noise inventory was vastly underestimated at that time. FAA identified significant new noise in their 2018 CATEX for the new flight path and EPA modeled emissions for 2017 are almost three times higher than the highest level estimated for 2020 from 1996 third runway evaluation which included Clean Air Act violations predictions post 2010. There are other serious concerns about lack of analysis since the prior analysis failed to include particulate from jets at the airport. 22

Additionally, both WSDOT and FAA identified environmental justice community throughout the two project areas, the 509 extension and CATEX but both agencies failed to consider cumulative noise and emissions on this population using a cumulative impact analysis of added traffic and aircraft operations. 23

101-22. General Response #8
General Response #13
See responses to Comments 101-9 and 101-10.

101-23. General Response #8
General Response #10
General Response #13
General Response #14
General Response #15
General Response #17
General Response #19b

101. Debi Wagner (continued)

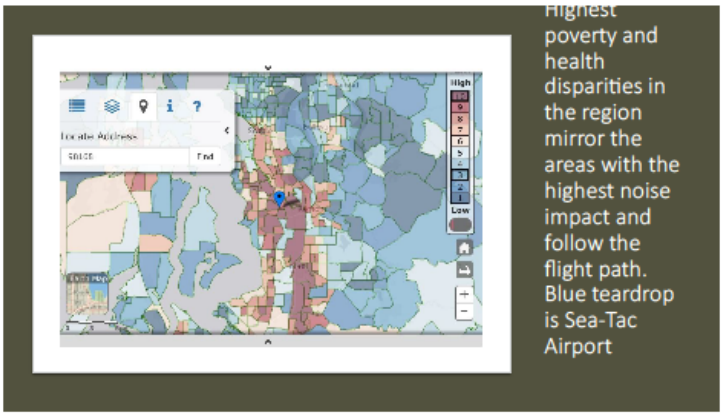
From the 9th Circuit Court decision on November 27, 2019, it should be clear that a proper cumulative analysis must be done not only to fully know the true impacts of these massive transportation sources concentrated in one geographic area, but to protect public health and welfare. We know enough about emissions and noise to be certain these combined impacts are a significant health hazard. We also know from the DEOHS health maps that the condition of this dense population center is severely degraded already.

From pages 17, 18

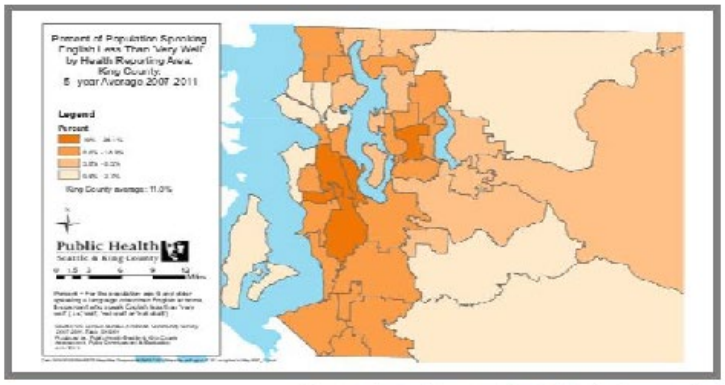
In 1996, the Port of Seattle predicted Clean Air Act violations of the CO federal standard along South 188th Street in an area of non-attainment. These violations were predicted based upon aircraft data that was far too low. The 509 freeway extension along with the North Unit Terminal build proposed in the third runway EIS were paused by EPA due to predicted air quality violations. FAA later conditioned the terminal based upon future air quality improvements which have never been analyzed or proven to be compliant since 1998.

23

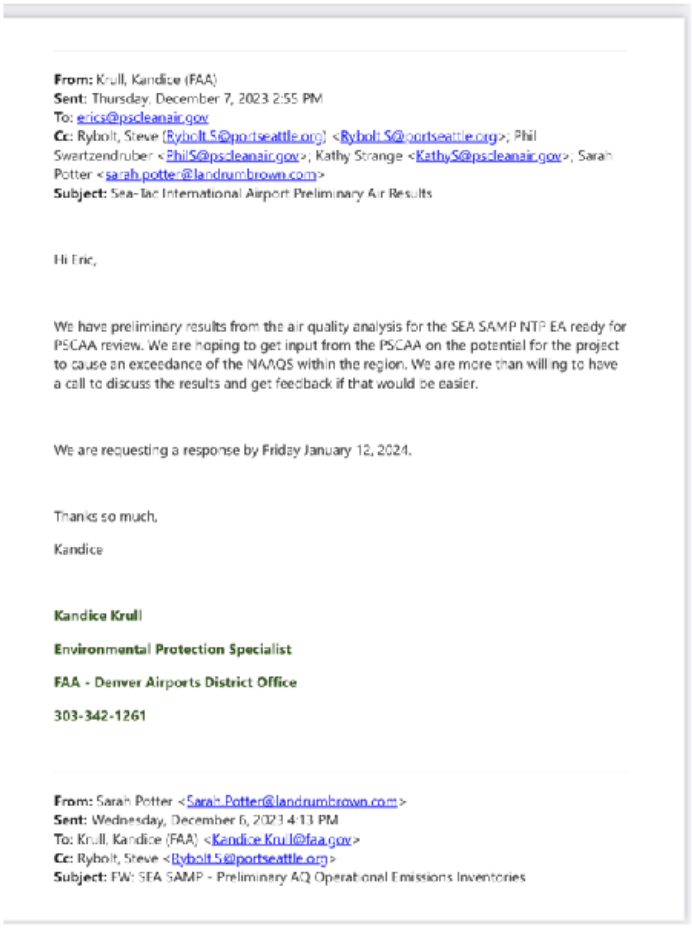
Attachment #2



101. Debi Wagner (continued)



101. Debi Wagner (continued)



From: Krull, Kandice (FAA)
Sent: Thursday, December 7, 2023 2:55 PM
To: eric@pscleanair.gov
Cc: Rybolt, Steve (Rybolt.S@portseattle.org) <Rybolt.S@portseattle.org>; Phil Swartzendruber <PhilS@pscleanair.gov>; Kathy Strange <KathyS@pscleanair.gov>; Sarah Potter <sarah.potter@landrumbrown.com>
Subject: Sea-Tac International Airport Preliminary Air Results

Hi Eric,

We have preliminary results from the air quality analysis for the SEA SAMP NTP EA ready for PSCAA review. We are hoping to get input from the PSCAA on the potential for the project to cause an exceedance of the NAAQS within the region. We are more than willing to have a call to discuss the results and get feedback if that would be easier.

We are requesting a response by Friday January 12, 2024.

Thanks so much,

Kandice

Kandice Krull

Environmental Protection Specialist

FAA - Denver Airports District Office

303-342-1261

From: Sarah Potter <Sarah.Potter@landrumbrown.com>
Sent: Wednesday, December 6, 2023 4:13 PM
To: Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Cc: Rybolt, Steve <Rybolt.S@portseattle.org>
Subject: FW: SEA SAMP - Preliminary AQ Operational Emissions Inventories

101. Debi Wagner (continued)

lternative could include full electrificat on of GSE. So this section would need mention of a nodel or calculation method for electric GSE.

- **FAA Respons**e: The Port has installed over 400 charging points/stations for electric ground support equipment (eGSE) throughout the Airport across all terminals. While there is no requirement by the Port for airlines to utilize eGSE, several airlines have opted to utilize eGSE. The eGSE will be captured in the GSE survey and accounted for in the AEDT modeling for the existing conditions. Since there are no requirements for the implementation of additional electric GSE in the future by the Port or by the Proposed Action, any additional use of eGSE in the future than what is accounted for in the existing conditions would be speculative for both the No Action and Proposed Action. As such, no further alternatives, such as those including full electrification of GSE, as recommended for the purpose of this analysis.

SCAA Comment: The proposed Action includes SAF tanks and infrastructure, correct? So, here should be some semi-quantitative discussion (relative emission factor * fuel volume) of he potential GHG reduction that would be enabled. And, that the enabled (potential) SAF fuel olume is in excess (it is?) of the projected demand/use, such that the proposed tanks aren't he limiting factor (and thus GHG emission causing).

- **FAA Response:** While SAF tanks and infrastructure are included in the Proposed Action, there is no requirement for the Port or tenants to utilize SAF. In addition, there are supply chain issues with obtaining SAF and isn't clear when these issues will be resolved. As such, any use of SAF in the future would be speculative for both the No Action and Proposed Action. As such, no quantitative discussion is recommended for the purpose of this analysis. Qualitative discussions on the FAA's CLEEN program and the Port's sustainable fuel goals and how they could reduce future emissions will be included - see Section 2.2.

SCAA Comment: Are these then all "Full Throttle" emission factors, when most of the use sn't at "full throttle"? The issue being that the fuel-use/hp-hour (fuel efficiency) is probably airly different across the range of "throttle settings". Same note applies to all the full throttle eferences above

- **FAA Response:** Yes--the use of the "full throttle emission factor" is based on FAA guidance.

hese responses help explain why changes were or were not made in the Protocol. Please let w if you have any questions or comments.

: Krull
mental Protection Specialist

102. Julie Saul

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/4/2024 2:50 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Julie Saul

Address

25645 Marine View Dr S

Email

jsaul42@gmail.com

Comment

As the SAMP reads: SEA Airport 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 the Port's Sustainable Aviation Fuel initiative

1

I say NO to all of this! Enough is enough! SEA Airport is not the sole and only large bird runway system in the area, and clearly, as the 'NEEDS' list out, it is NOT able to accommodate all the transportation growth the area may be seeing. Growing SEATAC is a greedy, greedy grab by the Port of Seattle. The number of flight increases and their accompanying noise and pollution of all sorts is egregious and unacceptable. Much of the growth in air flights can and MUST be moved and shared amongst the several regional airport facilities: Boeing Field, Renton Field, Bellingham Field, to name the larger ones.
The growth of air traffic, be it passenger and cargo MUST be shared by the region, not heaped and loaded into SEATAC. It is totally UNnecessary! It is a continuing, growing unhealthy burden on the communities surrounding SEATAC! No one wants the detriments of additional air flight in their back yard yet they want the convenience of location. All must take on the results of our area's growth and take on a share of the accompanying air traffic that

2

1 of 2 12/4/2024, 4:02

2 of 2 comes with it! Divide the traffic to the many other regional airports! In conjunction with quieter skies, improved fuels, and even time restrictions for ALL airplanes, airlines, and flights!

102-1. As stated in Chapter 1, the five needs are:
1. Insufficient passenger processing facilities and gates to accommodate 56 MAP at an optimal LOS.
2. Insufficient facilities to accommodate projected cargo levels.
3. Portions of the airfield no longer meet current FAA airport design standards.
4. Inefficient / inadequate taxiway layout.
5. Lack of fuel storage to meet projected demand and the Port's SAF initiative.

102-2. General Response #7
General Response #7a
General Response #7b
General Response #7c

103. Mary Olsen

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Fwd: Constant planes over northeast Seattle

From Mary Olsen <maryellenolsen@aol.com>
Date Wed 12/4/2024 3:29 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from maryellenolsen@aol.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: December 3, 2024 at 6:41:59 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: December 2, 2024 at 4:03:08 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: November 25, 2024 at 12:30:22 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

1 of 4 12/4/2024, 3:56 PM

103. Mary Olsen (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: November 24, 2024 at 6:35:38 PM PST
To: ewilkinson@king5.com
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: June 23, 2024 at 3:07:52 PM PDT
To: ewilkinson@king5.com
Subject: Constant planes over northeast Seattle

Dear Mr. Wilkinson,

A couple of weeks ago we watched your show on King 5 news on the community objecting to Whidbey Island aircraft flying over their neighborhoods. You showed a study from the UW about the harmful effects of the constant aircraft traveling over their community. The UW had confirmed the pollutants and noise contributes to the harmful effects to the people below air traffic. 1

We live in northeast Seattle and noticed the same effects on us as the Whidbey Island residents. We have constant air traffic on southflow days ((which is 80 percent of the time) over 2

2 of 4 12/4/2024, 3:56

103-1. General Response #10

103-2. General Response #5
General Response #13
General Response #14
The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft.

103. Mary Olsen (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

the roofs of our houses. This happened when the FAA implemented NEXT GEN when to save a small amount of fuel put planes on corridors going over small areas of neighborhoods over and over and over the same pathways ALL day long! We get no relief, the planes start roaring over our dead end road approx. 5:45 am every morning and go until after midnight! Because of this we are not getting the sleep needed for our health and this is also affecting our jobs! Because of Bill Gates Sr. (who is now deceased) the FAA has put a NO FLY ZONE over Medina (please check out) and this has tripled the jet traffic over northeast Seattle!! 2

The software program the FAA is using for Next Gen is so unfair because it is greatly affecting one neighborhood but then a couple blocks away they get no jet traffic at all!! We were wondering as a community if you could look into what they have done and how they respond to us when we have put many noise complaints in concerning our health! This is clearly profits over the people below these horrible flight paths!! To give you a idea how bad it actually is I took a record of the exact time every time a plane flew over our house on June 16, 2024 this is the time sequence: 4:14,4:16,4:19,4:20,4:21,4:22,4:23,4:26, 4:28,4:29,4:31,4:324:34,4:37,4:38,4:39,4: 42,4:44,4:48:4:50. 3

And it goes on and on like this all day long! Impossible to ignore until you feel like you are going to go CRAZY! Can you please take our concerns, as you did for Whidbey Island to the headquarters of the FAA to help all of us out!

Sincerely,
Mary and Rod Olsen
1714 NE 120th St.
Seattle, WA. 98125

3 of 4 12/4/2024, 3:56 PM

103-3. General Response #5
General Response #13
The FAA will provide your comment to the Part 150 team for consideration.

104. Rhonda Duncan

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/

Outlook

[EXTERNAL] SUSTAINABLE AIRPORT MASTER PLAN COMMENT

From rhondalduncan <rhondalduncan@comcast.net>
Date Thu 12/5/2024 2:59 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from rhondalduncan@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

RE: SUSTAINABLE AIRPORT MASTER PLAN

To whom it may concern,

We are totally against the SAMP project.

We were bought out by the Port of Seattle, for the 3rd runway, and were part of a group fighting it. We were involved in the group that formed because of the change of the flight path going over Burien, to the west, without any notice, meetings...anything. 1

When a proposal like adding 19 new gates and a new terminal is made, and there's a public comment period, it really means nothing for those that are all too familiar with the process. Environmental Impact Statements are done and being a government entity everything necessary is pushed through regardless of protests, studies, public comment and the like. 2

The information provided over the years is real and serious to the environment and communities who suffer from the airport as their neighbor. There's always someone who says the people who live here knew what we were getting into. That is not the case. Many were here before the airport in 1943. 264 landowners were bought out at that time. The airport grew over the years and increasingly supports the entire region as the NIMBY's (not in my backyard) formed and have been successful in stopping an additional airport be built anywhere else in Washington. 3

The current proposal will increase all the negative impacts of the airport. The roadways, runways, parking lots, etc, etc. obviously are

1 of 2 12/6/2024, 3:48

104-1. Your comment has been noted

104-2. General Response #1
General Response #5

104-3. General Response #5
General Response #7

104. Rhonda Duncan (continued)

not sufficient to accommodate another 1 MILLION passengers. There will be so many planes taking off, one after another, 24/7 with no relief for anyone in the area. Eventually Burien will no longer exist as the airport encroaches to the west until it reaches the waters of Puget Sound. 4

2022 Class action lawsuit filed regarding contamination zone creating health risks and property damage.
10/3/22 A civil complaint was filed against the Port of Seattle regarding disclosure of records discussing the negative public health impacts from Sea-Tac airport operations within a 10 mile radius.
4/19/23 Residents living within a 5 mile radius of SeaTac airport sued the Port of Seattle, in a class action suit, regarding significant harm from aircraft emissions.
11/25/24 Federal judge denies motions to dismiss class action lawsuit.
The city of Burien sued the FAA twice over not properly considering the environmental impact of re-routing planes, most recently in 2018. That's only an example of the countless lawsuits/complaints over the years and the same problems exist today. I'd like to see someone, somewhere, with integrity, see the whole picture and what it means. Sure, it's all about money instead of quality of life. If your children, grandchildren, or any family members lived here would you ignore this? If it were personal, instead of a business or government, it might get a second look. 5

Again, what more can this say about the problem of increased activity at the airport? Don't do it. Find another resolution. 6

Sincerely,

Rhonda Duncan
13660 17th Ave SW
Burien, WA 98166
206.384.2610

104-4. As noted in Chapter 1, the purpose of the project is to accommodate 56 MAP at an optimal level of service because there are currently insufficient passenger processing facilities and gates to achieve this. Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

104-5. General Response #5

104-6. General Response #7

105. Heidi Neff

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/

Outlook

[EXTERNAL] Response to draft Environmental Assessment for Airport Expansion

From Heidi Neff <heidihneff@gmail.com>
Date Thu 12/5/2024 4:13 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>

Some people who received this message don't often get email from heidihneff@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To the Port Commissioners and Others Concerned:

I'm writing to provide comment on the draft Environmental Assessment (EA) of the "Sustainable" Airport Master Plan for SeaTac airport, which I believe is incorrect. The environmental justice conclusion in the EA was that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts, and roadways that do not meet mobility standards as a result of the Proposed Action. However, none of the impacts were found to be significant with mitigation and none are considered disproportionate and adverse." This conclusion ignores the scientific consensus about the adverse effects of aviation noise and pollution, and would result in further impacts to marginalized communities.

The King County report to the State Legislature titled "Community Health and Airport Operations Related Noise and Air" notes that the health impacts from SeaTac airport fall disproportionately people of color, those with low income, children, and the elderly. If you look at the State's Environmental Health Disparities Map, you will see that the zones around the airport have the highest level of health disparities in the state, even without considering aviation impacts (https://www.doh.wa.gov/DataandStatisticalReports/WashingtonTrackingNetworkWTN/InformationbyLocation/WashingtonEnvironmentalHealthDisparitiesMap).

In addition, socioeconomic factors may make it more difficult for affected residents to mitigate the noise or pay for medical care for the health impacts. Additional health studies are needed to address these risks and their equity implications, studies that only an Environmental Impact Statement can provide. I strongly believe that an EIS should be required for this project, and also hope that the scope of these near-term projects can be reduced.

1

Thank you for addressing these concerns.

Sincerely,
Heidi Neff

1 of 2 12/6/2024, 3:47

2 of 2

Seattle, WA
Heidi H. Neff
(She/Her/Hers)
heidi.h.neff@gmail.com

105-1. General Response #1
General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14
General Response #15
General Response #16

106. Judith Stitzel

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Environmental Assessment

From Judith S <goldstitzel@yahoo.com>
Date Thu 12/5/2024 2:25 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from goldstitzel@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Caring Friends,

I write as a concerned citizen, with immediate and long-range concerns and who feels that I and my neighbors are being threatened. 1

The draft Environmental Assessment (EA) of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient and misleading.

The environmental justice conclusion in the EA was that *"Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts, and roadways that do not meet mobility standards as a result of the Proposed Action. However, none of the impacts were found to be significant with mitigation and none are considered disproportionate and adverse."* This statement **ignores** the scientific consensus about the adverse effects of aviation noise and pollution. Furthermore, the health impacts from SEA fall disproportionately upon people of color, those with low income, children, and the elderly - people who already live in zones with the highest level of health disparities challenges in the state. 2

In light of my own knowledge, experience and fears, I believe you have the capacity and responsibility to conduct a **full health assessment** to address these risks and their equity implications. I believe – as I hope you would acknowledge -- **that only an Environmental Impact Statement can provide the specific information required.** 3

Judith Stitzel

1 of 1 12/5/2024, 2:32 PM

106-1. General Response #5

106-2. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14
General Response #15
General Response #16

106-3. General Response #1
General Response #10

107. Polly Taylor

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/i

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Polly Taylor <pollyktaylor@everyactioncustom.com>
Date Thu 12/5/2024 7:53 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from pollyktaylor@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and 5

1 of 2 12/5/2024

107-1. General Response #10
General Response #14
General Response #15
General Response #16

107-2. General Response #10
General Response #11
See response to Comment 107-1 Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

107-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #13
General Response #14

107-4. General Response #1
General Response #17

107-5. General Response #5
General Response #6

107. Polly Taylor (continued)

pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Polly Taylor
312 18th Ave SE Olympia, WA 98501-2302

107-6. General Response #7
General Response #7d

107-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

108. Cynthia Aller

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inb

Outlook

[EXTERNAL] Comment on The Sustainable Airport Master Plan (SAMP)

From Cynthia Aller <cynthiaaller@gmail.com>
Date Thu 12/5/2024 2:28 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from cynthiaaller@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

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

Dear Mr Rybolt,

I wish to comment on the Sustainable Airport Master Plan.

I was born in West Seattle in 1959 and moved to the Des Moines area at the age of about three. I grew up here, attended Mt Rainier High School and graduated in 1978. My family has lived in the same house since 1968. I spent my life looking at the airplanes coming and going from the airport. When the third runway was built it was terribly disruptive with airplanes almost directly overhead and sound so loud you can't hear your family talk. 1

Now they are proposing more destruction of the quality of our lives. Warehouses are invading the peaceful areas around our city of Des Moines. The idea that there is planning in place to expand this chaos is incomprehensible. The Seattle area has other options for air travel. Paine Field already is being used for commercial air traffic. Why not expand this facility instead? 2

Our community is tired of the constant airplane noise that can shake the whole house. The airport traffic makes going anywhere difficult. The fumes from the airplanes can't be good for the health of our community. My family moved to Des Moines because of the beautiful area. Expanding the airport only serves to destroy it. 3

Please consider alternative plans to further expansion of the Sea Tac Airport. Our quality of life depends on it. 4

2 of 2

Respectfully,
Cynthia Timlick Aller, DO, PhD
Sent from my iPhone

108-1. General Response #5

108-2. General Response #7
General Response #7b
General Response #7c

108-3. General Response #5
General Response #8
General Response #10
General Response #13
General Response #14

108-4. General Response #7

109. Susan White

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Fw: Public Comment

From Susan White <susanrdo@aol.com>
Date Thu 12/5/2024 2:28 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from susanrdo@aol.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

I have lived in South King County since 1988. I was part of the fight against the third runway when we knew then what we know now is that the blueprint for SeaTac Airport is not sustainable without siting another airport somewhere. The environmental impacts on our communities have suffered and will continue to suffer under the lack of other alternatives for what you are proposing on another expansion. 1

I'm relieved to see that the class action lawsuit against the Port of Seattle and airlines will proceed in Federal Court. Advocacy groups have said for years about the health and environmental impacts of Sea Tac's operations. The Port of Seattle cannot continue to ignore scientific proof of the harm that increasing more flights and impacts on our communities is already evident and only become far worse under your proposed expansion. 2

You must address this some other way. This region is choked already with unbearable traffic, congestion and this will only increase the problem. No further expansion except finding a new airport location is acceptable. No amount of mitigation will solve the harm with this expansion. 3

You should listen to our concerns. Although they have been voiced for decades I don't have a lot of hope things will be different this time but it's my hope that someone is listening. 4

Respecfully,

Susan White
Des Moines, WA

1 of 1 12/5/2024, 2:29 PM

109-1. General Response #7

109-2. General Response #5
General Response #8
General Response #10
General Response #13
General Response #14

109-3. General Response #6
General Response #7a

109-4. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

110. Jennifer Email

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Environmental impact statement

From jennie emery <jenniesplace04@yahoo.com>
Date Fri 12/6/2024 1:39 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from jenniesplace04@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

With the port its all about profit but for those of us who live here in Des Moines its so much more. 1
You actually ruin lives
Please send me all your environmental impact statements 2

Jennifer Emery

1 of 1 12/6/2024, 3:40 PM

110-1. General Response #5

110-2. To obtain copies of completed environmental documents, you can either submit a Freedom of Information Act request to the FAA (https://www.faa.gov/foia) or a Washington State Public Records Act request to the Port of Seattle (https://www.portseattle.org/about/public-records)

111. Cindy Martinez

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Public Comment on the environmental review of Sea-Tac Airport's Sustainable Airport Master Plan

From Martinez, Cindy <Cindy.Martinez@seattle.gov>
Date Fri 12/6/2024 11:27 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from cindy.martinez@seattle.gov. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hi,

It's not bad enough that we have Sea Tac adding another Terminal and having the third runway used even more, but having more emissions and air pollution is unacceptable. 1

Really enjoyed moving into the Normandy Park area but now I have Asthma. I didn't have Asthma before living here 12 years ago.

It's made me think, maybe I must move from my nice neighborhood, friends, and community I have come to love being a part to just to live in a healthier environment. 2

Not to mention, Sea-Tac has so many storage buildings now it's ridiculous, you keep ruining (clear cutting) our once beautiful and pristine areas, covered with necessary trees.

These trees, due to so many cars and buildings are not only important to our overall health, air quality, but for our birds, animals, and ground saturation.

This is what I think, no matter what others like me think, the plans are in action, we didn't vote for it, we don't have an impact, they keep on saying it will be a good thing, it never is. 3

The only ones who benefit from this negligence, is those benefitting financially, not anyone living here around Sea Tac.

~Cindy Martinez

1 of 1 12/6/2024, 3:44 PM

111-1. General Response #5
General Response #8
General Response #10

111-2. This comment is noted.

111-3. General Response #18

112. Peter Muller

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] A more viable alternative than bus

From Peter@go-vuba.com <Peter@go-vuba.com>
Date Fri 12/6/2024 2:11 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from peter@go-vuba.com. Learn why this is important

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Dear Mr. Steve Rybolt,

We appreciate the opportunity to provide feedback on the airport's transportation plans. While we understand the decision to opt for bus service rather than automated people mover (APM) due to cost considerations, we'd like to suggest an alternative subset of APM that could offer significant benefits: Automated Transit Networks (ATN), also known as Personal Rapid Transit (PRT).

ATN systems provide several advantages:

1. Cost-effectiveness: ATN typically costs less than half of a traditional APM system while offering similar speed and capacity
2. Operational efficiency: Lower operation and maintenance costs compared to bus services
3. Passenger experience: At London Heathrow Airport, ATN has demonstrated exceptional service since 2011 with minimal waiting times and high availability
4. Scalability: ATN allows for future expansion without requiring in-system transfers
5. Security flexibility: ATN uniquely allows secure and unsecure passengers to use the same guideway while maintaining full security protocols

Given these benefits, we respectfully suggest reconsidering ATN as a viable option. Its potential for long-term cost savings, improved passenger experience, and future scalability could provide significant value to the airport.

We would be happy to provide further information or discuss this option in more detail.

Best regards,

Peter Muller

Vuba Go quickly
Peter Muller, P.E.
Founder, Project Development Director
m | +1 720 318 4795
e | peter@go-vuba.com
a | 1340 Deerpath Trl., Franktown, CO 80116 USA
w | www.go-vuba.com

1

1 of 2 12/6/2024, 3:37 PM

112-1. This comment has been noted.

113. Diane Tucker

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comment on SAMP —Expansion to SEA-TAC

From Diane Tucker <dianeafa@gmail.com>
Date Fri 12/6/2024 3:34 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from dianeafa@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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To Whom it may concern,

I have worked for a major airline for over 56 years, aviation is a vital paper of my life and success. I also recognize the global impact of connecting the world and SEA-TAC plays an important role but with that mission comes a responsibility to act with thoughtfulness and with consideration for the surrounding communities and the environment. 1

Having flown all over the world, I can attest that landing at SEA-TAC provides the most stunning views in the world. Those views include the Puget Sound, mountains, lakes, parks, and schools (private and public) and senior housing —ALL in line with the takeoff and landing patterns.

I also live in Des Moines on the Puget Sound and I am very concerned that even today the "black residue" from airplanes coats every surface and I am worried about the long term affects this will have on humans, flora and fauna and the Puget Sound. Increasing capacity at SEA-TAC must be mitigated with real and tangible alternatives to offset the pollution and the noise.

The Port of Seattle needs to invite the all stakeholders to the discussions. We need to identify as many issues that affect the public and the environment and work together to find meaningful and long term solutions. 2

Burien, SEA-TAC, Normandy Park, Des Moines and Federal Way are the most vulnerable communities and we need to be included on the decision making. There are many citizens who live in these areas who have a wealth of knowledge and they want to be heard.

At this point the Port appears to be rushing the process — the "comment period" must be extended so there is an opportunity to gather as much input from all stakeholders as possible. 3

Regards,
Diane Tucker
28618 Redondo Beach Drive South
Des Moines, Wa 98198

1 of 2 12/6/2024, 3:34 PM

2 of 2 No text

113-1. General Response #9c

113-2. General Response #5
General Response #7

113-3. General Response #3
General Response #4

114. Carrie Lafferty

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comment on Airport Master Plan

From Carrie Lafferty <carrielafferty99@gmail.com>
Date Sat 12/7/2024 8:05 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>

Some people who received this message don't often get email from carrielafferty99@gmail.com. Learn why this is important

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To Whom It May Concern:

I am a long time resident of Seattle and a health care provider in my local community. I want to comment on the proposed new airport master plan. The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because Current science is clear that aircraft noise is more than an annoyance; it has demonstrated consequences for human health. The 2020 King County report found aircraft noise to **cause**cardiovascular disease and also sleep disturbance, which has its own health sequelae. It was "likely causal" for school performance. Recent research replicates these findings, and identifies additional associations such as metabolic health, depression, and Alzheimer's Disease. The scientific consensus on the damaging health consequences of aviation noise is why the Port needs to do a **full health impact assessment.** The health consequences of noise are real and fall disproportionately on people of color and low-income communities. These consequences need to be addressed with specific studies that only an Environmental Impact Statement can provide.

1

Sincerely,
Carrie L
Seattle, WA

1 of 1 12/9/2024, 5:36 PM

114-1. General Response #1
General Response #13
General Response #14

115. Chloe Leipzig

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SEATAC needs health impact evaluation

From Chloe Leipzig <chloeleipzig@gmail.com>
Date Sat 12/7/2024 7:34 AM
To bitalac.emily@epa.gov <bitalac.emily@epa.gov>; SAMP Public Comments <SAMP@portseattle.org>; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>

You don't often get email from chloeleipzig@gmail.com. Learn why this is important

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Please consider the children and families living in the SEATAC airport, and the health impacts of living in the vicinity.

It is unacceptable to move forward with the SAMP until proper tax-payer funded air quality studies are conducted and a cumulative impact analysis is presented on existing public health impacts of SEATAC airport.

Lack of air quality studies are detrimental to everyone living around SEATAC airport and disproportionately affect low income and communities of color.

The EPA's required air quality studies (Dispersion Analysis / Air Quality Study) must be done by the FAA, otherwise there is no way of knowing what current air pollution levels are. We already know enough to know air pollution and health impacts exist related to SEATAC proximity. We need to know how much and what we can do to keep kids healthy.

1

Thank you,
Chloe

1 of 1 12/9/2024, 5:41 PM

115-1. General Response #5
General Response #8
General Response #10
General Response #15
General Response #16
General Response #17

116. Greg Meinhardt

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Greg Meinhardt <seagregor@everyactioncustom.com>
Date Sat 12/7/2024 10:39 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from seagregor@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Dear Port Seattle,

I am writing to express profound concerns about the stark disconnect between the stated goals of sustainability in the Sustainable Airport Master Plan (SAMP) and the grim realities its implementation has imposed on the environment and surrounding communities. Having lived under flight paths for 37 years—first on Beacon Hill and now in Federal Way—I have personally witnessed the worsening impacts of airport operations on air quality, noise pollution, and public health. 1

The term "sustainable" suggests a commitment to protecting the environment and fostering community well-being. Yet the Environmental Assessment (EA) for the SAMP reveals a different story. While traffic impacts are acknowledged, critical issues such as air and noise pollution, tree canopy loss, and climate justice are largely ignored:

- Air pollution: Communities already grappling with environmental health disparities are now facing heightened exposure to harmful emissions linked to severe respiratory and cardiovascular health risks. 2
- Noise pollution: Persistent flight noise disrupts sleep, erodes mental health, and diminishes the overall quality of life. 3
- Tree canopy loss: Deforestation for airport expansion reduces carbon sequestration, exacerbates urban heat effects, and undermines ecological resilience. 4
- Climate justice: The disproportionate burden of these harms on underserved and marginalized communities highlights systemic inequities that demand urgent action. 5

This lack of recognition and mitigation demonstrates an alarming disregard for the health, dignity, and quality of life of residents like myself who are forced to live with these impacts daily. The communities surrounding Sea-Tac Airport, as well as those in both North and South King County who live under the particulate and noise pollution of SeaTac air traffic deserve more than perfunctory assessments; we need genuine solutions that prioritize reducing pollution, safeguarding the environment, and ensuring equitable health outcomes for all.

I urge the Port of Seattle to reevaluate the SAMP's priorities and align them with a true definition of sustainability—one that values people and the planet over unchecked growth. This begins with conducting a comprehensive Environmental Impact Statement (EIS) that thoroughly addresses the cumulative impacts of air pollution, noise pollution, and environmental health disparities. 6

Furthermore, it is time to explore alternatives to the relentless expansion of Sea-Tac's commercial and 7

116-1. General Response #5

116-2. General Response #8
General Response #10

116-3. General Response #13
General Response #14

116-4. General Response #18

116-5. General Response #6
General Response #15

116-6. General Response #1

116. Greg Meinhardt (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

passenger operations. The current trajectory is neither sustainable nor equitable. The relentless push for growth sacrifices the natural environment and the well-being of nearby communities, undermining what makes the Puget Sound region a place its residents are proud to call home. Washingtonians value the balance between human activity and nature—this harmony, not the revenue generated by airport expansion, defines our region's identity.
I implore the Port to adopt a vision of sustainability that genuinely reflects these values and to act decisively to protect both the human experience and our natural world. It is long overdue. 7

Sincerely,
Greg Meinhardt
2704 SW 305th St Federal Way, WA 98023-5185

2 of 2 12/9/2024, 5:35 PM

116-7. General Response #7
General Response #7a
General Response #7b
General Response #7c
General Response #7d

117. Barbara Staab

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP-public comment

From Barb & Charlie <cvs16223@comcast.net>
Date Sat 12/7/2024 11:50 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from cvs16223@comcast.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Mr. Rybolt:
Please allow my following comments to be included in public input regarding SAMP, despite the fact I am submitting them 2 days past deadline.
I live in south King County(very north part of Federal Way just east of Pacific Hwy,) immediately under the southern flight paths to/from SeaTac airport. My family has resided at this location for 29 years and have experienced the previous expansions of the airport and the remarkable increase in noise pollution (and concomitant air pollution) that had ensued. We were ineligible for the triple pane window retrofit package provided by the Port about 20 years ago, because we lived on the wrong side of our street. Neighbors around us did receive the soundproofing package.

Consequently, our exposure to noise and air pollution from the airport has worsened greatly. I read the entire SAMP report and wish to comment on the section addressing the anticipated change in NOISE IMPACTS. The report predicts upcoming impacts from aircraft and construction noise to be "LESS THAN SIGNIFICANT" because the anticipated changes "WHEN COMPARED WITH NO ACTION" will result in "a 1.5 decibel or less" increase in noise exposure. I maintain that this is an oversimplification of the facts, as it completely ignores the INCREASED FREQUENCY of noise exposure due to the INCREASED NUMBER OF FLIGHTS IN AND OUT OF THE AIRPORT that will occur by ADDING 18 ADDITIONAL aircraft GATES to the
PROPERTY.

OSHA, the NIH and many non- governmental researchers have concluded that noise triggers stress responses which can affect the human body systemically, causing detrimental effects at the molecular level of organs, leading to chronic diseases such as endocrine dysfunction, hypertension, cognitive impairment, fatty liver, hearing loss, and kidney disease, to name only a few.
I would be happy to cite sources of the above information, upon request.

I am amazed that SAMP authors failed to address such extensive and significant issues in their Master Plan and see this as a major oversight. Quality of life and health for King County residents WILL be affected substantially in a negative fashion by the planned growth of SeaTac airport. Even though the planned growth will undoubtedly proceed, SAMP authors should have included that fact in their report, as part of their due diligence owed to the public.

1

1 of 2 12/9/2024, 5:39 PM

2 of 2

Thank you for your time.
Barbara Staab
27723 21st Pl S
Federal Way WA 98003

Sent from my iPhone

117-1. General Response #5
General Response #8
General Response #13
General Response #14

118. Izaskun Indacoechea

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Sea-Tac Airport: SAMP

From Izaskun Indacoechea <izasinda@gmail.com>
Date Sun 12/8/2024 7:51 PM
To bitalac.emily@epa.gov <bitalac.emily@epa.gov>

You don't often get email from izasinda@gmail.com. Learn why this is important

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To whom it may concern:

- It is unacceptable to move forward with the SAMP until proper tax-payer funded air quality studies are conducted and a cumulative impact analysis is presented on existing public health impacts of Sea-Tac airport. This needs to be part of the plan!
- Lack of air quality studies are detrimental to everyone living around Sea-Tac airport and disproportionately affect poor and minority populations.
- The EPA's required air quality studies (Dispersion Analysis / Air Quality Study) must be done by the FAA, otherwise there is no way of knowing what current air pollution levels are.
- A half a million dollars to pay for the cost of these studies is a drop in the bucket of the SAMP's budget.

1

Thank you for your time,

Izaskun Indacoechea
Burien Resident

1 of 1 12/9/2024, 5:27 PM

118-1. General Response #8
General Response #10
General Response #15
General Response #17

119. Patti Rader

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Patti Rader <pjrader@everyactioncustom.com>
Date Sun 12/8/2024 9:34 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from pjrader@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and 5

1 of 2 12/9/2024, 5:34 PM

119-1. General Response #10
General Response #14
General Response #15
General Response #16

119-2. General Response #10
General Response #11
See response to Comment 119-1 Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

119-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

119-4. General Response #1
General Response #17

119-5. General Response #5
General Response #6

119. Patti Rader (continued)

pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Patti Rader
120 S 295th Pl Federal Way, WA 98003-3659

119-6. General Response #7
General Response #7d

119-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

120. Mary Olsen

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Fwd: Constant planes over northeast Seattle

From Mary Olsen <maryellenolsen@aol.com>
Date Sun 12/8/2024 5:05 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from maryellenolsen@aol.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: December 4, 2024 at 3:29:22 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: December 3, 2024 at 6:41:59 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: December 2, 2024 at 4:03:08 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

1 of 4 12/9/2024, 5:28 PM

120. Mary Olsen (continued)

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: November 25, 2024 at 12:30:22 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: November 24, 2024 at 6:35:38 PM PST
To: ewilkinson@king5.com
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: June 23, 2024 at 3:07:52 PM PDT
To: ewilkinson@king5.com
Subject: Constant planes over northeast Seattle

Dear Mr. Wilkinson,

120. Mary Olsen (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

A couple of weeks ago we watched your show on King 5 news on the community objecting to Whidbey Island aircraft flying over their neighborhoods. You showed a study from the UW about the harmful effects of the constant aircraft traveling over their community. The UW had confirmed the pollutants and noise contributes to the harmful effects to the people below air traffic. 1

We live in northeast Seattle and noticed the same effects on us as the Whidbey Island residents. We have constant air traffic on southflow days ((which is 80 percent of the time) over the roofs of our houses. This happened when the FAA implemented NEXT GEN when to save a small amount of fuel put planes on corridors going over small areas of neighborhoods over and over and over the same pathways ALL day long! We get no relief, the planes start roaring over our dead end road approx. 5:45 am every morning and go until after midnight! Because of this we are not getting the sleep needed for our health and this is also affecting our jobs! Because of Bill Gates Sr. (who is now deceased) the FAA has put a NO FLY 2

3 of 4 12/9/2024, 5:28 PM

120-1. General Response #10

120-2. General Response #5
General Response #13
General Response #14
The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft.

120. Mary Olsen (continued)

ZONE over Medina (please check out) and this has tripled the jet traffic over northeast Seattle!!

2

The software program the FAA is using for Next Gen is so unfair because it is greatly affecting one neighborhood but then a couple blocks away they get no jet traffic at all!!
We were wondering as a community if you could look into what they have done and how they respond to us when we have put many noise complaints in concerning our health! This is clearly profits over the people below these horrible flight paths!! To give you a idea how bad it actually is I took a record of the exact time every time a plane flew over our house on June 16, 2024 this is the time sequence:
4:14,4:16,4:19,4:20,4:21,4:22,4:23,4:26,4:28,4:29,4:31,4:324:34,4:37,4:38,4:39,4:42,4:44,4:48:4:50.
And it goes on and on like this all day long!
Impossible to ignore until you feel like you are going to go CRAZY!
Can you please take our concerns, as you did for Whidbey Island to the headquarters of the FAA to help all of us out!
Sincerely,
Mary and Rod Olsen
1714 NE 120th St.
Seattle, WA. 98125
206-930-7751
Sent from my iPhone

3

120-3. General Response #5
General Response #13
The FAA will provide your comment to the Part 150 team for consideration.

121. Chris Covert-Bowlds

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Chris Covert-Bowlds <c.covertbowlds@everyactioncustom.com>
Date Mon 12/9/2024 5:48 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from c.covertbowlds@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

As a father, family doctor, and wanting a healthy climate for everyone, I want all children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

By contrast, the Munich, Germany airport is way ahead on reducing carbon emissions, noise, and in general taking much better responsibility for their impacts on surrounding residents than Seatac is doing.
Seatac airport should study Munich airport's success and emulate it. Their information is at https://www.munich-airport.com/net-zero-19071587

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic 4

1 of 2 12/9/2024, 5:24 PM

121-1. General Response #10
General Response #14
General Response #15
General Response #16

121-2. General Response #10
General Response #11
See response to Comment 121-1. Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

121-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

121-4. General Response #1
General Response #17

121. Chris Covert-Bowlds (continued)

lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Chris Covert-Bowlds
523 N 84th St Seattle, WA 98103-4309

121-5. General Response #5
General Response #6

121-6. General Response #7
General Response #7d

121-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

122. Ryan Driscoll

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Center the most marginalized communities and don't expand SeaTac Airport

From Ryan Driscoll <canines4life@gmail.com>
Date Mon 12/9/2024 1:23 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from canines4life@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

I am writing to share my comments on the draft Environmental Assessment for the expansion of the SeaTac Airport. It is already widely recognized that marginalized communities in the area around the SeaTac Airport already suffer health and quality of life impacts from the current amount of air traffic. Adding additional traffic will only compound these harms. 1

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because

1) The assessment of the climate impacts of the proposed actions is missing the warming effects through greenhouse gases of any aircraft emissions. 2

2) It incorrectly claims that King County and Washington State can meet their climate goals under the proposed actions.

3) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. 3

4) Noise thresholds are based on outdated science. 4

5) The scientific consensus on the damaging health consequences of aviation noise was not considered. 5

6) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who leaves near the airport and under flight paths. 6

A full and cumulative environmental, health, and climate impact analysis based on correct information requires many additional studies that only an Environmental Impact Statement can provide. 7

Ryan Driscoll

Seattle Resident

1 of 1 12/9/2024, 5:18 PM

122-1. General Response #15

122-2. General Response #11

122-3. General Response #8
General Response #9b
General Response #10

122-4. General Response #12

122-5. General Response #13
General Response #14

122-6. General Response #15

122-7. General Response #1

123. Laureen France

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Sea-Tac "Sustainable" Airport Master Plan

From Laureen France <divifran@comcast.net>
Date Mon 12/9/2024 5:37 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from divifran@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

It is common knowledge that Sea-Tac airplane traffic is a major contributor of carbon emissions. And as is often the case, lower income households has suffered the burden of the noise, pollution, health deterioration caused by those who frequently fly. We must do better. 1

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

1) The assessment of the climate impacts of the proposed actions is missing the warming effects of any aircraft emissions. 2

2) It incorrectly claims that King County and Washington State can meet their climate goals under the proposed actions.

3) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. 3

4) Noise thresholds are based on outdated science. 4

5) The scientific consensus on the damaging health consequences of aviation noise was not considered. 5

6) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" the ignores scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 6

A full and cumulative environmental, health, and climate impact analysis based on correct information requires many additional studies that only an Environmental Impact Statement can provide. 7

Best,

Laureen France,

1 of 1 12/9/2024, 5:45 PM

123-1. General Response #15

123-2. General Response #11

123-3. General Response #8
General Response #9b
General Response #10

123-4. General Response #12

123-5. General Response #13
General Response #14

123-6. General Response #15

123-7. General Response #1

124. Lisa Marcus

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Environmental Impact Statement needed for Sustainable Airport Master Plan

From Lisa Marcus <lisa@emarcus.org>
Date Mon 12/9/2024 10:46 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from lisa@emarcus.org. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hello.

I am very concerned about the Airport Matter Plan and how to make it truley Sustainable for several reasons. Both increasing climate impacts right when we need to be rapidly decreasing them, and increasing health impacts on already impacted populations near the airport flight paths need to be studied in depth with current science.. In order to address these issues, a full Environmental Impact Statement is needed. 1

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because

1) The assessment of the climate impacts of the proposed actions is missing the warming effects of any aircraft emissions. 2

2) It incorrectly claims that King County and Washington State can meet their climate goals under the proposed actions. 2

3) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. 3

4) Noise thresholds are based on outdated science. 4

5) The scientific consensus on the damaging health consequences of aviation noise was not considered. 5

6) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 6

A full and cumulative environmental, health, and climate impact analysis based on correct information requires many additional studies that only an Environmental Impact Statement can provide. 7

Sincerely,

Lisa Marcus

Seattle

1 of 1 12/9/2024, 5:21 PM

124-1. General Response #1
General Response #11
General Response #15

124-2. General Response #11

124-3. General Response #8
General Response #9b
General Response #10

124-4. General Response #12

124-5. General Response #13
General Response #14

124-6. General Response #15

124-7. General Response #1

125. Scott McClay

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] You must do a full EIS covering these issues

From Scott <scottmc@riseup.net>
Date Mon 12/9/2024 12:11 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from scottmc@riseup.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

This is my second comment; pls add it to my first comment.

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because

1) The assessment of the climate impacts of the proposed actions is missing the warming effects of any aircraft emissions. 1

2) It incorrectly claims that King County and Washington State can meet their climate goals under the proposed actions.

3) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. 2

4) Noise thresholds are based on outdated science. 3

5) The scientific consensus on the damaging health consequences of aviation noise was not considered. 4

6) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who leaves near the airport and under flight paths. 5

A full and cumulative environmental, health, and climate impact analysis based on correct information requires many additional studies that only an Environmental Impact Statement can provide. 6

Scott McClay

Seattle WA

1 of 1 12/9/2024, 5:19 PM

125-1. General Response #11

125-2. General Response #8
General Response #9b
General Response #10

125-3. General Response #12

125-4. General Response #13
General Response #14

125-5. General Response #15

125-6. General Response #1

126. Ian McCluskey

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Think Again

From Ian McCluskey <ianjmccluskey@gmail.com>
Date Mon 12/9/2024 10:23 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from ianjmccluskey@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Seattle does not need an airport expansion to thrive. In fact, that will only exacerbate the growing inequality and public health crises that lead to the instability, decay and violence we see in almost every other corner of the world today. 1

How do you justify an assessment that does not account for the actual aircraft emissions? 2

How do you expect every other aspect of our society and economy to accommodate your emissions increases? 2

How do you overlook the health impacts of aircraft noise and emissions? You live here too. 3

1 of 1 12/9/2024, 5:23 PM

126-1. The Purpose and Need for the proposed project is documented in Chapter 1 and in the Purpose and Need Technical Report in Appendix B. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

126-2. General Response #8

126-3. General Response #10
General Response #14

127. Brent McFarlane & Barbara Phinney

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comments on SeaTac Airport's draft Environmental Assessment of Sustainable Airport Master Plan

From Brent McFarlane <mcfarmer@me.com>
Date Mon 12/9/2024 11:22 AM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Barbara Phinney <bphinney@mac.com>

You don't often get email from mcfarmer@me.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Regarding the draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport: The draft is not sufficient.

A complete and cumulative environmental, health, and climate impact analysis based on correct and complete information requires additional and comprehensive studies that only an Environmental Impact Statement can provide. 1

1) The assessment of climate impacts of the proposed actions is missing the warming effects of aircraft emissions. 2

2) It incorrectly claims that King County and Washington State can meet their climate goals under the proposed actions.

3) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and aviation emissions. 3

4) Noise thresholds are based on outdated studies: current scientific consensus on the damaging health consequences of aviation noise. 4

5) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution on those who live near the airport and under flight paths. 5

Further analysis based on accurate and updated information requires additional and comprehensive studies that only a complete Environmental Impact Statement can provide. 6

Thank you.

Brent McFarlane and Barbara Phinney
Seattle WA

1 of 1 12/9/2024, 5:20 PM

127-1. General Response #1

127-2. General Response #11

127-3. General Response #8
General Response #9b
General Response #10

127-4. General Response #12
General Response #13
General Response #14

127-5. General Response #15

127-6. General Response #1

128. Rosemary Moore

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comments on the "Sustainable" Airport Master Plan for SeaTac

From Rosemary Moore <rosemarymoore100@hotmail.com>
Date Mon 12/9/2024 5:37 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from rosemarymoore100@hotmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle and FAA Officials,

Air travel is a significant contributor to climate-warming carbon emissions. The planet is truly facing an existential disaster unless all of us make significant reductions to our emissions. I am concerned for the future of my children and grandchild and for humans in general if we continue with "business as usual." 1

I urge you to require an Environmental Impact Statement of the Sustainable Airport Master Plan because the draft Environmental Assessment of the plan is insufficient. 2

The "Sustainable" Airport Master Plan for SeaTac airport is insufficient for the following reasons:

1) The assessment of the climate impacts of the proposed actions omits the warming effects of aircraft emissions. 3

2) The Assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed actions.

3) The assessment of air quality impacts also omits the scientifically established health harms from ultrafine particles and other aviation emissions. 4

4) Noise thresholds are based on outdated science. 5

5) The scientific consensus on the damaging health consequences of aviation noise was not considered. 6

6) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 7

A full and cumulative environmental, health, and climate impact analysis based on correct information requires many additional studies that only an Environmental Impact Statement can provide. 8

I urge you to require a comprehensive Environmental Impact Statement of SAMP immediately.

1 of 2 12/9/2024, 5:46 PM

2 of 2

Thank you for considering my comments.

Sincerely,

Rosemary Moore
Mercer Island
WA 98040

128-1. General Response #11

128-2. General Response #1

128-3. General Response #11

128-4. General Response #8
General Response #9b
General Response #10

128-5. General Response #12

128-6. General Response #13
General Response #14

128-7. General Response #15

128-8. General Response #1

129. David Morton

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Sustainable Airport Master Plan (SAMP)

From David Morton <davidwardmorton@yahoo.com>
Date Mon 12/9/2024 4:41 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from davidwardmorton@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle, FAA, and Mr. Steve Rybolt,

I am writing to submit my public comment regarding the Sustainable Airport Master Plan (SAMP) Near-Term Projects Environmental Assessment. I have serious concerns about the environmental, health, and social justice implications of expanding SEA's operations from 420,000 to 509,892 flights annually. 1

The communities surrounding SEA Airport and those under flight paths already bear a disproportionate burden of environmental impacts. These communities, comprising 419,761 residents - of whom 64% are people of color, 29% are immigrants and refugees, 22% are children, and 12% are elders - deserve careful consideration in this assessment process. 2

I strongly urge that the Environmental Assessment address these specific concerns:

1. Health Impacts 3

- The 2020 King County Public Health report documents alarming health disparities, including a five-year reduction in life expectancy for residents within one mile of the airport.

- Unregulated ultrafine particle emissions pose serious risks to respiratory health and childhood development.

- Aircraft noise levels frequently exceed WHO guidelines of 55 decibels during day and 45 decibels at night.

2. Environmental Justice 4

- The proposed expansion will disproportionately affect already overburdened communities.

- Current mitigation measures are insufficient. Many residents are ineligible for noise mitigation with no measures addressing air pollution.

- A comprehensive racial and economic impact analysis under Executive Order 12989 is essential.

3. Climate Impact

1 of 2 12/9/2024, 5:10 PM

129-1. General Response #5 Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. It is important to note that operations are forecasted to grow under both the No Action and Proposed Action scenarios. However, the rate of growth is different. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

129-2. General Response #15

129-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14

129-4. General Response #6
General Response #15
Executive Order 12989 has been revoked.

129. David Morton (continued)

- SEA's aviation fuel emissions already contribute approximately 5,804,000 tons of CO2 annually.

- The non-CO2 impacts of aviation emissions have three times the warming effect of ground-level emissions. 5

- This expansion conflicts with regional climate goals and responsibilities.

I request that the Port of Seattle:

1. Conduct a comprehensive Environmental Impact Statement (EIS) that includes cumulative environmental, health, and climate impacts. 6

2. Complete the promised racial and economic impact analysis. 7

3. Provide a contextual analysis of how the Near-Term Projects relate to long-term SAMP projects. 8

4. Develop more robust mitigation strategies for affected communities. 9

The determination of "no significant impact" appears premature given the scope of these concerns and the vulnerable populations affected. I strongly encourage a more thorough environmental review process that prioritizes community health and environmental justice. 10

Sincerely,

David Morton
19934 NE Union Hill Rd.
Redmond, WA 98053

129-5. General Response #11

129-6. General Response #1

129-7. General Response #15

129-8. General Response #19c

129-9. General Response #6

129-10. General Response #1

130. Layla Olmstead

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP

From Layla Olmstead <laylaolmstead@gmail.com>
Date Mon 12/9/2024 5:04 PM
To bitalac.emily@epa.gov <bitalac.emily@epa.gov>; SAMP Public Comments <SAMP@portseattle.org>; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>

You don't often get email from laylaolmstead@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

- Hello,

As a resident of Burien and a mother I am always concerned about the health of our community. So when I read Sandra Locklear's article it raised concerns that the Port of Seattle is not taking seriously the health impacts of expansion on this community. It is alarming that there has not been full assessment of air quality regarding air traffic since 1996 as air traffic has increased significantly since then, and even more alarming that there are plans to expand and increase air traffic so much more without a rigorous assessment of the impacts this would have on our community. Please don't put profits and ambition over the lives and wellbeing of the people who live, work and raise their children in this area.

I am raising the fourth generation of this family in Burien, within 10 miles of the airport. This is home. We have a right to know how our health is impacted.

It is unacceptable to move forward with the SAMP until proper tax-payer funded air quality studies are conducted and a cumulative impact analysis is presented on existing public health impacts of Sea-Tac airport. This needs to be part of the plan!

- Lack of air quality studies are detrimental to everyone living around Sea-Tac airport and disproportionately affect poor and minority populations.
- The EPA's required air quality studies (Dispersion Analysis / Air Quality Study) must be done by the FAA, otherwise there is no way of knowing what current air pollution levels are.
- A half a million dollars to pay for the cost of these studies is a drop in the bucket of the SAMP's budget.

Sincerely,
Layla Olmstead

1 of 1 12/9/2024, 5:09 PM

1

130-1. General Response #5
General Response #8
General Response #9b
General Response #10
General Response #15
General Response #17
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

131. Judith Pile

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SeaTac airport expansion plan

From Judith Pile <judith.pile@gmail.com>
Date Mon 12/9/2024 2:57 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>

Some people who received this message don't often get email from judith.pile@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

The draft Environmental Assessment (EA) of the "Sustainable" Airport Master Plan (SAMP) for SeaTac airport (SEA) is insufficient because it doesn't take into account all the harm that will be done by increasing the audio from already problematic levels. 1

I moved last year, but where I used to live in Columbia City was very noisy at times due to the flight paths. I have friends who had constant headaches due to the airplane noise and had to move out of Seattle as a result. 2

The 1976 noise threshold of 65 dB DNL must be updated based on current science. The FAA's own 2021 Neighborhood Environmental Survey confirmed that the true threshold is lower. They recommended 45dB DNL for indoor noise and 55 dB DNL for outdoor noise. Even using the 65 dB DNL threshold, the contour in the Environmental Assessment needs to be updated because it does not capture the range of people affected by SEA noise. For example, compared to noise measurements collected by the Port of Seattle for locations closer to the airport, loudness levels collected in 2018 on Beacon Hill were similar or louder than locations within 2 miles of the airport. More than half of the measurements exceeded the loudness level for which homes located adjacent to an airport would receive mitigation from the FAA. They also exceeded the Seattle City noise ordinance, sometimes by 800%. 3

Aircraft noise is more than an annoyance; it has demonstrated consequences for human health. The 2020 King County report found aircraft noise to cause cardiovascular disease and also sleep disturbance. It was "likely causal" for school performance. Recent research confirms these findings, and identifies additional associations such as metabolic health, depression, and Alzheimer's Disease. The scientific consensus on the damaging health consequences of aviation noise is why the Port needs to do a full health impact assessment.
Obtaining correct information about noise exposure and its health consequences needs additional studies that only an Environmental Impact Statement can provide. 4

I realize there is a huge demand for expanded services. I know highway expansion, meant to 5

1 of 2 12/9/2024, 5:17 PM

131-1. General Response #13

131-2. General Response #5

131-3. General Response #12

131-4. General Response #14

131-5. The volume of air service at an airport is a direct reflection of the population, incomes, economic activity, geographic location of communities using an airport and gate availability.

131. Judith Pile (continued)

mitigate traffic, just causes more demand and more traffic. I fear airport expansion will have the same effect. 5

Please do more research on the environmental and health consequences of this potential change. The draft EA is insufficient. 6

Judith Pile
Seattle, WA

131-6. General Response #1
General Response #10
General Response #14

132. Stephanie Bell

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Please don't doom airport residents like myself!

From Stephanie Bell <jasperjosh@comcast.net>
Date Sun 12/8/2024 9:48 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from jasperjosh@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Mr. Rybolt and Esteemed Decision Makers:

I'm a lifelong citizen of the Pacific Northwest and live minutes away from SeaTac airport in the city of SeaTac.

At least five of the proposed near-term SeaTac Airport projects will destroy dozens of acres of tree cover – which means even worse air pollution (because trees provide important air filtering properties), even more "heat island" effects in areas that already have subpar tree canopy, and loss of precious habitat for birds, salmon, and woodland creatures. I may sound like a "tree-hugger" but our local ecosystems and wildlife need these trees more than ever and so do humans who rely upon the ever winnowing canopy for life-giving shade, cooler temperatures, and better mental health. Loss of tree canopies go hand in hand with disease (asthma, cancer, cardiac health, pregnancy outcomes, longevity, etc.) and crime. **You can prevent this!**

1

Residents like myself deserve more accountability from elected officials who should be prioritizing our health and safeguarding the environment.

We desperately NEED these trees. This is not hyperbole.

With respect and hope,

Stephanie C. Bell
42nd Ave S.
SeaTac, WA

1 of 1 12/9/2024, 5:33 PM

132-1. General Response #18

133. Fabian Cano Villares

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Opposition to SeaTac SAMP

From Fabián Caño <fabian.cano.v@gmail.com>
Date Sun 12/8/2024 8:15 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from fabian.cano.v@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To whom it may concern,

I am sending this email to express my opposition to the SeaTac airport SAMP. These are the main points against it:

- It is unacceptable to move forward with the SAMP until proper tax-payer funded air quality studies are conducted and a cumulative impact analysis is presented on existing public health impacts of Sea-Tac airport. This needs to be part of the plan!
- Lack of air quality studies are detrimental to everyone living around Sea-Tac airport and disproportionately affect poor and minority populations.
- The EPA's required air quality studies (Dispersion Analysis / Air Quality Study) must be done by the FAA, otherwise there is no way of knowing what current air pollution levels are.
- A half a million dollars to pay for the cost of these studies is a drop in the bucket of the SAMP's budget.

1

Sincerely,

Fabian Cano Villares (resident of the City of Burien, WA)

1 of 1 12/9/2024, 5:25 PM

133-1. General Response #8
General Response #9b
General Response #10
General Response #15
General Response #17

134. Camille Baldwin-Bonney

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Draft Environmental Statement needed for Aviation Plan

From Camille Baldwin-Bonney <camillebaldwinbonney@gmail.com>
Date Mon 12/9/2024 6:08 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from camillebaldwinbonney@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hi,

My name is Camille and I live in the Seattle area with my three children. Climate is incredibly important to me and I worry for the future of my kids. I'm concerned about the lack of rigor in the current draft Environment Assessment of the "Sustainable" Airport Master Plan. 1

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because

1) The assessment of the climate impacts of the proposed actions is missing the warming effects of any aircraft emissions. 2

2) It incorrectly claims that King County and Washington State can meet their climate goals under the proposed actions.

Please consider drafting a comprehensive environmental statement that assesses with voracity and rigor. 3

Thank you,

Camille

1 of 1 12/11/2024, 6:31 PM

134-1. The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts.

134-2. General Response #11

134-3. General Response #1

135. Fabian Cano Villares

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Opposition to SAMP

From Fabián Caño <fabian.cano.v@gmail.com>
Date Mon 12/9/2024 9:08 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from fabian.cano.v@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle and FAA,

I would like to raise my deep concerns about the impact that the SAMP will have on the health of the residents of the cities surrounding SeaTac airport, as well as its broader effect on the global climate crisis. 1

The draft Environmental Assessment of the Sustainable Airport Master Plan for SeaTac airport is insufficient because:

1) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 2

2) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed! 3

3) The scientific consensus on the damaging health consequences of aviation noise was not considered. Noise thresholds are based on outdated science. 4

4) The climate assessment is missing the warming effects of any aircraft emissions. 5

5) The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan.

A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix these shortcomings and to protect our health and climate! 6

Fabian Cano Villares (resident of the City of Burien)

1 of 1 12/11/2024, 6:24 PM

135-1. General Response #8
General Response #10
General Response #11
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

135-2. General Response #15

135-3. General Response #8
General Response #9b
General Response #10

135-4. General Response #12
General Response #13
General Response #14

135-5. General Response #11

135-6. General Response #1

136. Dawn Claflin

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Air Quality Studies

From Dawn Claflin <dawnclaflin@gmail.com>
Date Mon 12/9/2024 7:46 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from dawnclaflin@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:

I live in Burien, less than ¼ mile from the center of Sea-Tac Airport's 3rd runway.

I am writing to ask you to conduct the EPA's required air quality studies (Dispersion Analysis / Air Quality) before moving forward with the SAMP. Relying on old data is unacceptable, as the number and nature of flights has changed since the last test decades ago.

These studies, and a cumulative impact analysis, can be paid for with half a million dollars—easily covered by the SAMPs massive budget.

Hundreds of thousands of people—including young children and the elderly—live in the neighborhoods surrounding the airport. Lack of data regarding our air quality hurts residents, and disproportionately affects poor and minority populations.

Please consider the lives of the very real people who live around the airport and do the right thing for us by testing the air quality that we breathe.

1

Thank you,

Dawn Claflin

Burien Resident of 24 years, prior Des Moines and SeaTac resident

Dawn Claflin
http://dawnclaflin.wordpress.com

1 of 1 12/11/2024, 6:27 PM

136-1. General Response #8
General Response #9b
General Response #10
General Response #15
General Response #16
General Response #17

137. Selden Prentice

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Draft Environmental Assessment for SeaTac expansion

From Selden Prentice <prenticeselden@gmail.com>
Date Mon 12/9/2024 6:21 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from prenticeselden@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hello — I care about the devastating effects of climate change, as well as the harms that come to the local community from living near SeaTac. I believe that the draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because: 1

1) The assessment of the climate impacts of the proposed actions is missing the warming effects of any aircraft emissions. 2

2) It incorrectly claims that King County and Washington State can meet their climate goals under the proposed actions. 2

3) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. 3

4) Noise thresholds are based on outdated science. 4

5) The scientific consensus on the damaging health consequences of aviation noise was not considered. 5

6) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who leaves near the airport and under flight paths. 6

A full and cumulative environmental, health, and climate impact analysis based on correct information requires many additional studies that only an Environmental Impact Statement can provide. 7

Best,

Selden Prentice

King County resident

1 of 1 12/11/2024, 6:29 PM

137-1. General Response #11 The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

137-2. General Response #11

137-3. General Response #8
General Response #9b
General Response #10

137-4. General Response #12

137-5. General Response #13
General Response #14

137-6. General Response #15

137-7. General Response #1

138. Iris Antman

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP and airport expansion

From Iris Antman <antwomaniris@gmail.com>
Date Tue 12/10/2024 12:50 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Mohamed, Hamdi <Mohamed.H@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>

Some people who received this message don't often get email from antwomaniris@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port and Commissioners:

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient. It makes no sense and ignores scientific consensus about the negative effects of aviation noise and pollution in the neighborhoods near and under flight paths. The assessment of air quality and children's health impacts must include the scientifically established health harms from ultrafine particles and other aviation emissions, yet it didn't? Why not? 1

The climate assessment makes no sense: it assumes that increased emissions will not increase the risks associated with climate change.
The climate impacts minimization analysis relies on a program - SAF, or sustainable aviation fuels - that is both speculative and voluntary.
The analysis of cumulative effects on climate should take into account the facts that the atmosphere is currently at 425 parts per million of carbon dioxide and that the world has already reached 1.5 C of warming; it is not necessary to identify specific sources of the emissions that led to this. The analysis incorrectly restricted consideration of past effects to projects built in a small geographic area and a limited (5-year) time period. This makes no sense. 2

The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan. How is this possible if emissions will be increasing with increased flight numbers?

A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix these shortcomings and to protect our health and climate! Economic expansion is not the only or most important goal. You must consider health and climate impacts in everything you do, otherwise you're failing to improve the lives of people in the communities you serve. 3

Sincerely,
Iris Antman
Seattle

1 of 1 12/11/2024, 6:16 PM

138-01. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14
General Response #16

138-02. General Response #11

138-03. General Response #1

139. Joan Baily

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SeaTac Airport's SAMP

From JOAN B <joanb222@msn.com>
Date Tue 12/10/2024 9:38 AM
To bitalac.emily@epa.gov <bitalac.emily@epa.gov>; SAMP Public Comments <SAMP@portseattle.org>; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>

You don't often get email from joanb222@msn.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:

I live or work in one of the neighborhoods surrounding SeaTac Airport.

I am writing to ask you to conduct the EPA's required air quality studies (Dispersion Analysis / Air Quality) before moving forward with the SAMP. Relying on old data is unacceptable, as the number and nature of flights has changed since the last test decades ago.

These studies, and a cumulative impact analysis, can be paid for with half a million dollars—easily covered by the SAMPs massive budget.

Hundreds of thousands of people—including young children and the elderly—live in the neighborhoods surrounding the airport. Lack of data regarding our air quality hurts residents, and disproportionately affects poor and minority populations.

Please consider the lives of the very real people who live around the airport and do the right thing for us by testing the air quality that we breathe.
Thank you.

Joan Baily
Under the 3rd runway.

1

1 of 1 12/11/2024, 6:19 PM

139-1. General Response #8
General Response #9b
General Response #10
General Response #15
General Response #16
General Response #17

140. Cheryl Barnard

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Airport expansion

From Cherylbarnard <cherylbarnard1@comcast.net>
Date Tue 12/10/2024 9:30 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from cherylbarnard1@comcast.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:

Please, no more expansion at Seattle Tacoma International AirPort. There needs to be another site selected. There needs to be a thorough environmental impact statement done on what the additional runway access means to people's health, and the possible pollution of the ground water; as well as the impact on the roadways. 1
Look for another alternative ! 2

Cheryl Barnard

Sent from my iPad

1 of 1 12/11/2024, 6:20 PM

140-1. General Response #7
General Response #7a
General Response #7b

140-2. General Response #1 The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

141. John Birnel

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP comment

From JOHN A BIRNEL <jbirnel@comcast.net>
Date Tue 12/10/2024 8:21 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from jbirnel@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

I have friends and associates who live on Beacon Hil, in Burien, and in other parts of the Sea-Tac Airport community. I am concerned about their health, due to the added pollution, including from ultrafine particles, noise pollution and other pollution from increased flights as proposed in the SAMP. I am also concerned about climate change, which the SAMP will exacerbate. 1

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

1) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 2

...2) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed! 3

3) The scientific assessment is missing the warming effects of any aircraft emissions. 4

4) Noise thresholds are based on outdated science. 5

5) The scientific consensus on the damaging health consequences of aviation noise was not considered. 6

6) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. The effect of the SAMP would be like a 4th runway due to current ability with GPS to crowd more flights into the same time frames. The SAMP would facilitate the related airport changes to more seamlessly accommodate those added flights, which, though, are unfortunately even more damaging to the airport community. 7

A full and cumulative environmental, health, and climate impact analysis based on correct information requires many additional studies that only an Environmental Impact Statement 8

1 of 2 12/11/2024, 6:02 PM

2 of 2 can provide.

John Birnel, Seattle

141-1. General Response #8
General Response #9b
General Response #10
General Response #11
General Response #13
General Response #14

141-2. General Response #15

141-3. General Response #8
General Response #9b
General Response #10

141-4. General Response #11

141-5. General Response #12

141-6. General Response #13
General Response #14

141-7. General Response #15 Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

141-8. General Response #1

142. Thor Boucher

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] EPA's required air quality studies

From Thor Boucher <tboucherphd@gmail.com>
Date Tue 12/10/2024 5:48 PM
To Krull, Kandice (FAA) <Kandice.Krull@faa.gov>; SAMP Public Comments <SAMP@portseattle.org>; bitalac.emily@epa.gov <bitalac.emily@epa.gov>

[You don't often get email from tboucherphd@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:

I live or work in one of the neighborhoods surrounding SeaTac Airport.

I am writing to ask you to conduct the EPA's required air quality studies (Dispersion Analysis/Air Quality) before moving forward with the SAMP. Relying on old data is unacceptable, as the number and nature of flights has changed since the last test decades ago.

These studies, and a cumulative impact analysis, can be paid for with half a million dollars—easily covered by the SAMPs massive budget.

Hundreds of thousands of people—including young children and the elderly—live in the neighborhoods surrounding the airport. Lack of data regarding our air quality hurts residents, and disproportionately affects poor and minority populations.

Please consider the lives of the very real people who live around the airport and do the right thing for us by testing the air quality that we breathe.

Thank you.

Thor Boucher, PhD.
1208 S. 237th Lane #1506
Des Moines, WA 98198

1

1 of 1 12/11/2024, 6:05 PM

142-1. General Response #8
General Response #9b
General Response #10
General Response #15
General Response #16
General Response #17

143. Shawn Finch

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Air Quality Study (SAMP)

From Finch, Shawn F <sffinch@seattleschools.org>
Date Tue 12/10/2024 1:02 PM
To bitalac.emily@epa.gov <bitalac.emily@epa.gov>; SAMP Public Comments <SAMP@portseattle.org>; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>

You don't often get email from sffinch@seattleschools.org. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:
I live or work in one of the neighborhoods surrounding SeaTac Airport.
I am writing to ask you to conduct the EPA's required air quality studies (Dispersion Analysis / Air Quality) before moving forward with the SAMP. Relying on old data is unacceptable, as the number and nature of flights has changed since the last test decades ago.
These studies, and a cumulative impact analysis, can be paid for with half a million dollars—easily covered by the SAMPs massive budget.
Hundreds of thousands of people—including young children and the elderly—live in the neighborhoods surrounding the airport. Lack of data regarding our air quality hurts residents, and disproportionately affects poor and minority populations.
Please consider the lives of the very real people who live around the airport and do the right thing for us by testing the air quality that we breathe.
Thank you.

1

Shawn F. Finch
CTE Educator

"*A teacher repeats information. An educator instills a desire to learn more.*"…Raymond Finch

1 of 1 12/11/2024, 6:15 PM

143-1. General Response #8
General Response #9b
General Response #10
General Response #15
General Response #16
General Response #17

144. T. Giles

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SeaTac expansion concerns

From T Giles <tgilesdesign@gmail.com>
Date Tue 12/10/2024 1:29 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from tgilesdesign@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle officials,

The health impacts from more air and noise pollution at SeaTac are significant to me because I live near the airport and am exposed to the harmful pollution emanating from the airport - seemingly non-stop; even worse than SFO. The traffic really seems to pick up around 4am and wakes me up every morning. The air quality is not great, especially considering how much surrounding nature we have. Cutting down more trees and habitats will only make it worse. 1

The climate impacts of adding more gates and flights are significant to me because the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. 2

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion. 3

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored. 4

I request a full Environmental Impact Statement that provides a more robust and cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. I call for a full, cumulative report of the impacts (called an Environmental Impact Statement) and call on them to address the health and climate impacts before they expand SeaTac Airport. 5

Please create real solutions to restore health equity to our near-airport and flight path communities.

Don't expand SeaTac. Adding more flights will bring more health inequalities and more climate 6

1 of 2 12/11/2024, 6:14 PM

144-1. General Response #10
General Response #14
General Response #18

144-2. General Response #11

144-3. General Response #10
General Response #11
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

144-4. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

144-5. General Response #1

144. T. Giles (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

chaos that we cannot afford.

Instead of expanding SeaTac, invest in alternative transportation options for moving people and goods. Please advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region.

Or consider expanding Paine field to handle a lot more traffic - or Boeing Everett factory. Grant county and Arlington municipal have 5 runways and a lot of space. Why not build them out and create a high speed train to either? We could technically have several smaller airports strategically located around the state to handle all the new volume. For example , one near Olympia/jblm to handle traffic from the coast, southern part of the state etc. Paine field, Boeing Field and Bremerton if they want to keep them fairly close to SeaTac. Second airport likely either in Tacoma, Everett expansion or Thurston county? Or work with the military for joint use of McChord. Right on the freeway with an already existing large airport. The surrounding area is not heavily developed. 6

Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Best regards,
TMG
From Burien WA

2 of 2 12/11/2024, 6:14 PM

144-6. General Response #7
General Response #7d

144-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

145. David Keyes

Outlook

[EXTERNAL] My official comment on EA for the SeaTac SAMP

From David Keyes <dkeyes99@gmail.com>
Date Tue 12/10/2024 2:52 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>

Some people who received this message don't often get email from dkeyes99@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

This is my official comment on the draft Environmental Assessment (EA) of the "Sustainable" Airport Master Plan (SAMP) for SeaTac airport (SEA). I was able to attend one of the Sustainable Airport Master Plan (SAMP) Near-Term Projects National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) Public Meetings. I appreciate the information sharing and question answering by staff and consultants.
I am an SEA airport user, South Seattle resident, and customer of businesses surrounding the airport. 1

I find that the draft Environmental Assessment is insufficient because it incorrectly concluded that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts, and roadways that do not meet mobility standards as a result of the Proposed Action. However, none of the impacts were found to be significant with mitigation and none are considered disproportionate and adverse."

This statement ignores the scientific consensus about the adverse effects of aviation noise and pollution. Furthermore, the health impacts from SEA fall disproportionately on people of color, those with low income, children, and the elderly - people who already live in zones with the highest level of health disparities in the state. In addition, socioeconomic factors may make it more difficult for affected residents to mitigate the noise or pay for medical care for the health impacts. **A full health assessment is needed to address these risks and their equity implications, using specific studies that only an Environmental Impact Statement can provide.** 2

I would like to note a few example areas for the fuller assessment to address:
1) Fuller assessment of the increased particulate and noise impacts, including peak sound levels rather than just average levels of noise. 3
2) Consideration of the traffic impacts and environmental impacts from slowed, increased traffic in the surrounding feeder routes to the airport, rather than just immediate zone. 4

145-1. Thank you for your comment. This comment has been noted.

145-2. General Response #8
General Response #10
General Response #13
General Response #14
General Response #15

145-3. General Response #9b
General Response #12
General Response #13

145-4. The FAA and the Port collaborated with WSDOT to complete a surface transportation study to identify roadway intersections that would fail to meet WSDOT and local mobility standards in 2032 and 2037 due to the implementation of the Action Alternatives. The study area was expanded in consultation with WSDOT after the initial study analysis identified impacts may extend outside the General Study Area. The surface traffic analysis in the EA relied on the best data available at the time the study was completed and the information presented in the EA is sufficient for the FAA to accurately assess the impacts for each alternative.

145. David Keyes (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

3) Better addressing noise and air quality remediation and approach needed for lower income renters with cultural and language needs, especially in the case of landlords non or limited participation. 5

4) In addition to people, the plant and animal impact assessments should include projections on increased noise and pollution/particulate matters as a result of the increased flights. 6

Thank-you for including and considering my comments.

David Keyes
Seattle, WA 98118

2 of 2 12/11/2024, 6:12 PM

145-5. General Response #6
General Response #8
General Response #13
General Response #15

145-6. The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. The FAA has determined that the Action Alternatives would not have a significant impact on biological resources in accordance with the thresholds established in FAA Order 1050.1F.

146. Leo Kucewicz

Outlook

[EXTERNAL] [[ENCRYPT]] Draft Environmental Assessment of the Airport Master Plan

From Leo Kucewicz <j14lion@gmail.com>
Date Tue 12/10/2024 6:58 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

- The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 1

- The assessment of air quality and children's health impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed! 2

- The scientific consensus on the damaging health consequences of aviation noise was not considered. Noise thresholds are based on outdated science; the analysis must be redone, using current science. 3

- The climate assessment makes no sense: it assumes that increased emissions will not increase the risks associated with climate change.

- The climate impacts minimization analysis relies on a program - SAF, or sustainable aviation fuels - that is both speculative and voluntary. 4

- The analysis of cumulative effects on climate should take into account the facts that the atmosphere is currently at 425 parts per million of carbon dioxide and that the world has already reached 1.5 C of warming; it is not necessary to identify specific sources of the emissions that led to this. The analysis incorrectly restricted consideration of past effects to projects built in a small geographic area and a limited (5-year) time period. This makes no sense. 5

- The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan. 6

A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please 7

2 of 2 conduct an EIS in order to fix these shortcomings and to protect our health and climate!

146-1. General Response #15

146-2. General Response #8
General Response #9b
General Response #10
General Response #16

146-3. General Response #12
General Response #13
General Response #14

146-4. General Response #11

146-5. General Response #11
General Response #17

146-6. General Response #11

146-7. General Response #1

147. Phil Singer

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] No SeaTac Airport Expansion to Prevent Harm to the Health of Children and Communities

From Phil Singer <pasinger@comcast.net>
Date Tue 12/10/2024 8:22 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from pasinger@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle and FAA,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers!

I volunteer with the Major Taylor Project (supported by Cascade Bicycle Club). We organize a bike club with high school students at Tyee High School in SeaTac and Des Moines. In past years, we've had bike club at Highline High School in Burien, Foster High School in Tukwila, and schools in White Center, southeast Seattle, Skyway, and Renton. I have experienced the noise and pollution from SeaTac Airport first hand while bicycling through the neighborhoods with students. The airplane noise in Des Moines from plane takeoff is much louder than the noise of planes landing over Burien. I am very concerned about the harmful effects of noise and air pollution on high school aged children who live, work, and go to school near the airport. Airport expansion will have significantly increased negative health outcomes on high school aged children and the surrounding communities. Please address these impacts on the community. 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

1 of 3 12/11/2024, 6:22 PM

147-1. General Response #10
General Response #14
General Response #15
General Response #16

147-2. General Response #10
General Response #11
See response to Comment 147-1
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

147-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

147. Phil Singer (continued)

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

1) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 4

2) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed! 5

3) The scientific consensus on the damaging health consequences of aviation noise was not considered. Noise thresholds are based on outdated science. 6

4) The climate assessment is missing the warming effects of any aircraft emissions. 7

5) The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan.

A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix these shortcomings and to protect our health and climate! 8

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 9

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 10

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 11

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 12

Sincerely,

3 of 3 Phillip Singer
Seattle WA

147-4. General Response #15

147-5. General Response #8
General Response #9b
General Response #10
General Response #16

147-6. General Response #12
General Response #13
General Response #14

147-7. General Response #11

147-8. General Response #1

147-9. General Response #1
General Response #17

147-10. General Response #5
General Response #6

147-11. General Response #7
General Response #7d

147-12. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

148. Phil Singer (#2)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] No SeaTac Airport Expansion: Prevent Harm to the Health of Children and Communities

From Phil Singer <pasinger@comcast.net>
Date Tue 12/10/2024 11:48 AM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>

You don't often get email from pasinger@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle and FAA,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers!

I volunteer with the Major Taylor Project (supported by Cascade Bicycle Club). We organize a bike club with high school students at Tyee High School in SeaTac and Des Moines. In past years, we've had MTP bike club at Highline High School in Burien, Foster High School in Tukwila, and schools in White Center, southeast Seattle, Skyway, and Renton. I have experienced the noise and pollution from SeaTac Airport first hand while bicycling through the neighborhoods with students. The airplane noise in Des Moines from plane takeoff is much louder than the noise of planes landing over Burien. I am very concerned about the harmful effects of noise and air pollution on high school aged children who live, work, and go to school near the airport. Airport expansion will have significantly increased negative health outcomes on high school aged children and the surrounding communities. Please address these impacts on the community.

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion!

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are

1

1 of 3 12/11/2024, 6:17 PM

148-1. See response to comments 147-1 – 147-12.

148. Phil Singer #2 (continued)

significant and cannot be ignored!

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

1) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths.

2) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed!

3) The scientific consensus on the damaging health consequences of aviation noise was not considered. Noise thresholds are based on outdated science.

4) The climate assessment is missing the warming effects of any aircraft emissions.

5) The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan.

A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix these shortcomings and to protect our health and climate!

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities.

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County.

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come.

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either.

Sincerely,

1

3 of 3 Phillip Singer

Seattle WA

149. Vicki Andrews

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP environmental review and comment

From vandrews05@comcast.net <vandrews05@comcast.net>
Date Tue 12/10/2024 4:04 PM
To SAMP Public Comments <SAMP@portseattle.org>; Bitalac.Emily@epa.gov <Bitalac.Emily@epa.gov>

1 attachment (813 KB)
Scan2024-12-10_153035.pdf;

You don't often get email from vandrews05@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

TO: Port of Seattle; Emily Bitalac at EPA

My name is Vicki Andrews, and I live in the Woodmont neighborhood, my address 27229 8th Ave. South Des Moines WA 98198

It is imperative that Port of Seattle needs to have completed study of EIS. SAMP Environmental Assessment didn't take the cumulative impact, scientific analysis on public health, environmental justice into consideration.

As a concerned citizen and Woodmont resident, it is our right to demand Port of Seattle's transparency and has a full EIS report to all neighborhoods affected.

1

The following section is about Woodmont is a historic neighborhood.

Because of the historic events of national significance that have occurred in Woodmont history, Woodmont's historic neighborhood structures, roads, and the ruins of the Woodmont Dock, are eligible for inclusion on national and state historic registries. The WCC's use and enjoyment of these resources – all outdoors – are significantly impacted by aircraft overflights and increased overflights. However, no assessment exists in the EA relating to the impact of the SAMP on these historic resources. No one has reached out to the WCC Board to engage on the impacts of the projects in the EA. The WCC has not been provided any information about how the SAMP will affect WCC historic property and residents' usage of the historic WCC property. If WCC is engaged, we can assure that the SAMP's proposed increases in overflights is and will be considered highly controversial on environmental – including public health - grounds.

To be clear – the WCC believes the SAMP's proposed increase in overflights will substantially harm the entire WCC community because it will significantly diminish the activities, features, and attributes of the WCC that contribute to the enjoyment of WCC

2

1 of 2 12/11/2024, 6:10 PM

149-1. General Response #1
General Response #9b
General Response #10
General Response #14
General Response #15
General Response #17

149-2. The Woodmont neighborhood is approximately five miles south of SEA, which is outside of the Area of Potential Effect (APE) and outside of the 65 DNL noise contour. Therefore, the Woodmont neighborhood is outside the study area and outside the scope of this EA. The APE and methodology for the historic evaluation within the APE was coordinated with the Washington Department of Archaeology and Historic Preservation (DAHP). DAHP concurred with the APE.

149. Vicki Andrews (continued)

historic properties. The SAMP's proposed increase will make constructive use of the WCC outdoor spaces, already challenging, impossible - for social discourse, music or other entertainment, or even simply interacting with and enjoying the natural environment, on walks, kayaking, swimming, or exploring the beach, wildlife, and tidal lands. We do object to being subjected even more aircraft noise at levels high enough to prevent such historic activities from occurring, particularly without any consideration, engagement, assessment, or mitigation of the impacts on our community.

To summarize, the draft EA does not address and fails to satisfy requirements for assessment and disclosure, options, alternatives, and mitigations, for historic properties in the WCC. We believe that it is common sense that an increase in annual aircraft overflights of a historic neighborhood of 30% - estimated to be 87,000 flights in the EA - is significant. Our ability to use our outdoor amenities for the over-100 year old purpose is already impaired by the noise from overflights – it will be devastated by another 87,000 overflights per year. 2

Finally, we do not agree that the Port can rely only on compliance with federal guidelines dating back to the 1970s, ignore contemporary science relating to the harms of aviation, and pretend our community is not significantly impacted by the increase in flights. Here, such federal guidelines are plainly not sufficient to determine the noise impact on Woodmont's historic places and residences, particularly where, as here, the community was created and seeks to maintain a quiet, forested setting along Puget Sound as an attribute of our community. The WCC was created in 1915 as an oasis from the city of Seattle, and has maintained, without interruption, that ethos. We do not agree that because our community has already suffered from aircraft noise and pollution, we now must simply suffer further from the increase of 87,000 flights. 3

We note that Woodmont is not alone; other Des Moines' historic neighborhoods pre-dating the airport along Puget Sound include Redondo to immediate South, and Zenith to the North. Historic Puget Sound state parks predating the airport include Saltwater State Park. 4

Sincerely,

Vicki Andrews

149-3. General Response #6
General Response #12
General Response #13
The Woodmont neighborhood is approximately five miles south of the Airport, which is outside of the APE and outside of the 65 DNL noise contour. Therefore, the Woodmont neighborhood is outside the scope of this EA.

Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

149-4. The FAA delineated the APE and submitted it to the Washington Department of Archaeology and Historic Preservation (DAHP) on August 27, 2020, and DAHP concurred with the APE on September 9, 2020. The FAA updated the APE and resubmitted it to DAHP on November 14, 2023, and the DAHP concurred with the updated APE on November 16, 2023. The FAA and the Port coordinated with DAHP on the methodology for the historic evaluation within the APE. All buildings that would either be directly or indirectly impacted by the Action Alternatives were analyzed in accordance with FAA Orders 1050.1F and 5050.4B as well as the National Historic Preservation Act. The FAA determined, and DAHP concurred, that a finding of No Adverse Effect was appropriate for the project.

149. Vicki Andrews (continued)

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampntpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	VA	5
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	VA	6
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	VA	7
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	VA	8
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	VA	9
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	VA	10
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	VA	11

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Vicki Andrews Signature:
Address: 27229 8th Ave. S.
Des Moines, WA 98198
E-mail: vandrews05@comcast.net

149-5. General Response #2

149-6. General Response #17

149-7. General Response #8
General Response #9
General Response #10
General Response #12
General Response #14

149-8. General Response #14

149-9. General Response #15
General Response #17

149-10. General Response #14
General Response #16

149-11. General Response #1

150. WR Corbin

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Signed SAMP Protest

From Bill Corbin <billcorbin14@me.com>
Date Tue 12/10/2024 4:05 PM
To SAMP Public Comments <SAMP@portseattle.org>

1 attachment (230 KB)
Submitted SAMP protest.pdf;

[You don't often get email from billcorbin14@me.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

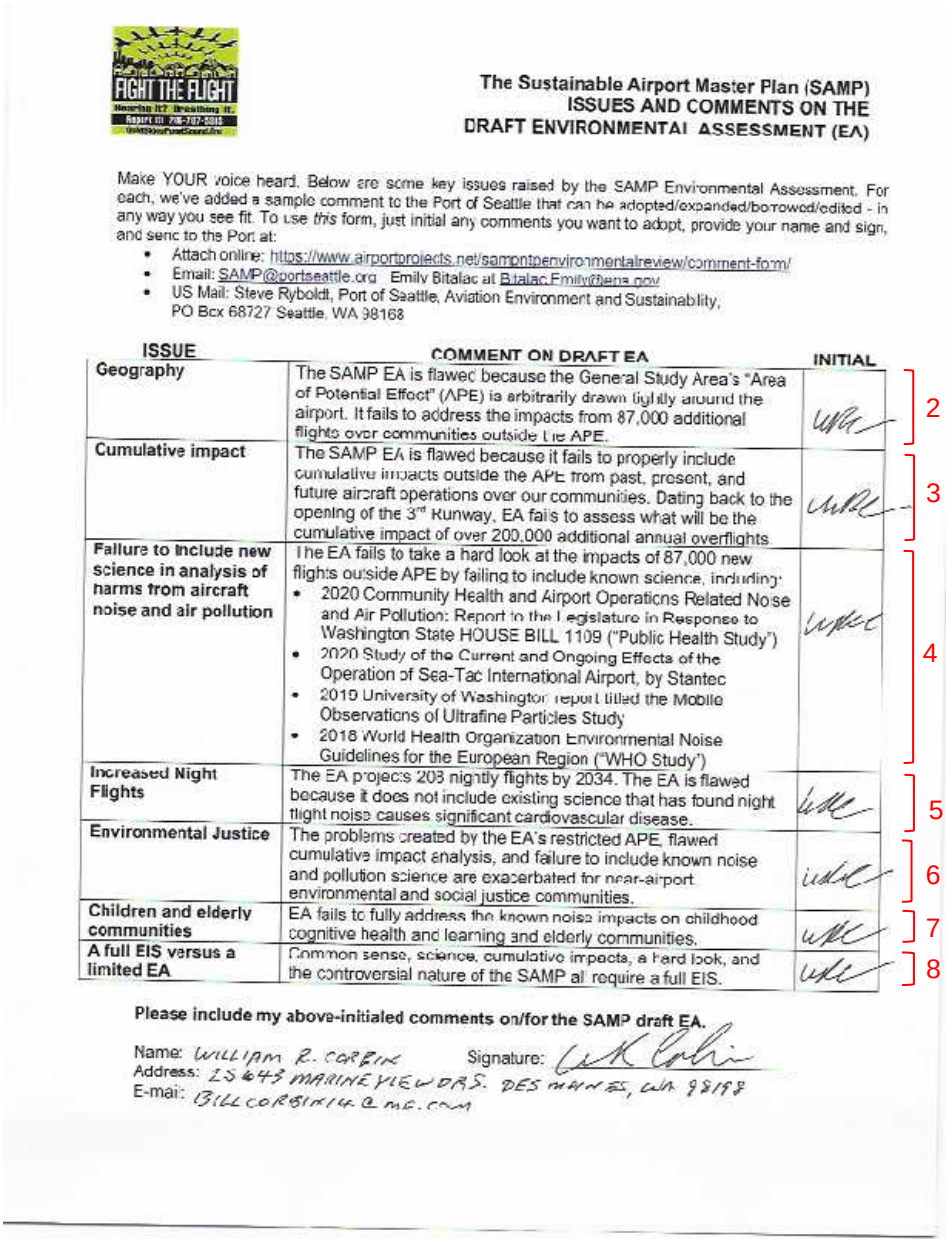
Your 12 years of work on the SAMP can be worthwhile with a full and complete EIS and nothing short of this. Treat the public respectfully and they will return the favor. 1

WR Corbin
253-732-8980

1 of 1 12/11/2024, 6:09 PM

150-1. General Response #1

150. WR Corbin (continued)



FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/samptpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	WRC	2
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	WRC	3
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	WRC	4
Increased Night Flights	The EA projects 203 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	WRC	5
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	WRC	6
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	WRC	7
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	WRC	8

Please include my above-initialed comments on/for the SAMP draft EA.

Name: WILLIAM R. CORBIN Signature: W R Corbin
Address: 25643 MARINE VIEW DRS. DES MOINES, WA 98198
E-mai: BILLCORBIN14@ME.COM

150-2. General Response #2

150-3. General Response #17

150-4. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

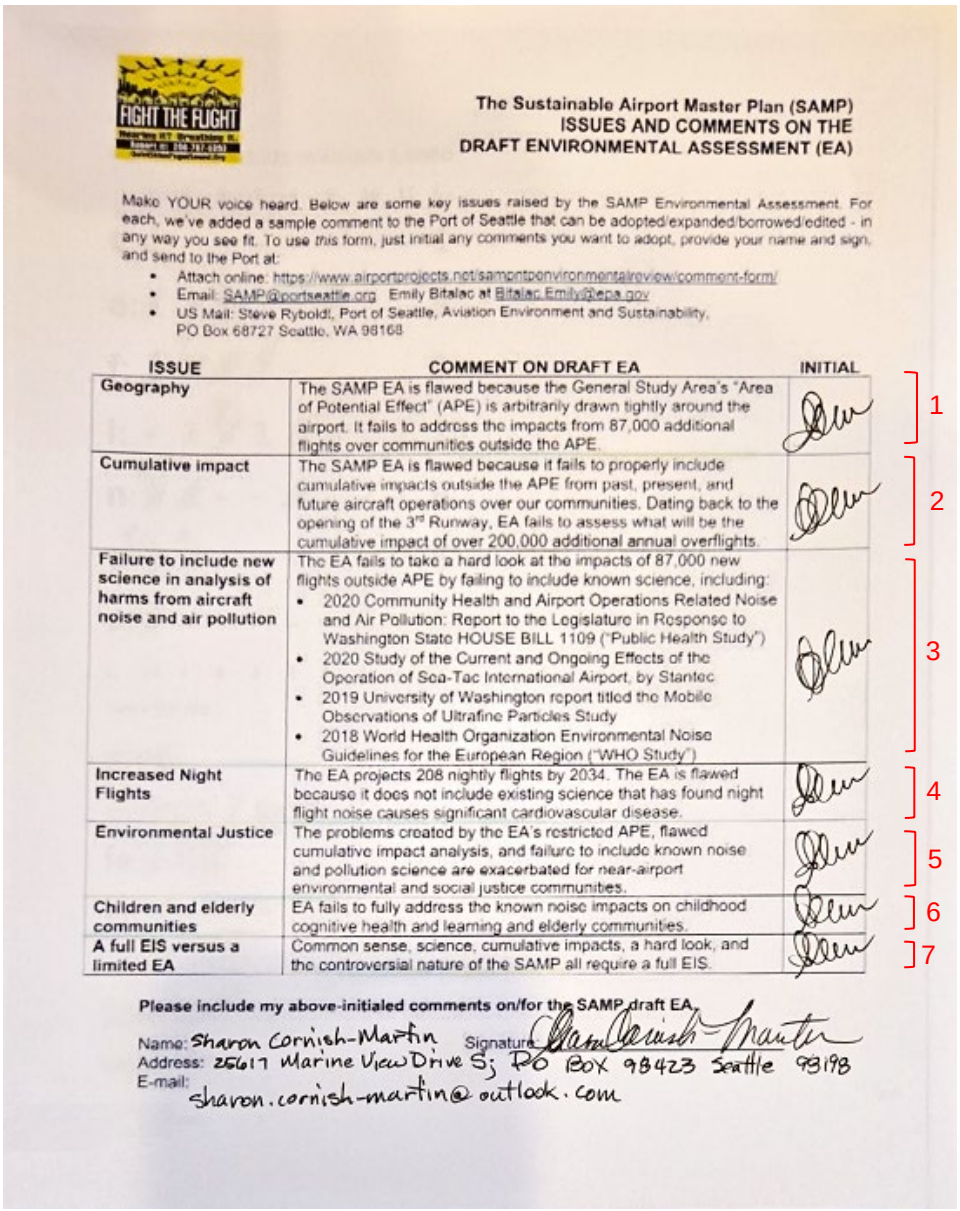
150-5. General Response #14

150-6. General Response #15
General Response #17

150-7. General Response #14
General Response #16

150-8. General Response #1

151. Sharon Cornish-Martin



FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use this form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampntpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Rybold!, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.		1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.		2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")		3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.		4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.		5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.		6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.		7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Sharon Cornish-Martin Signature: Sharon Cornish-Martin
Address: 25617 Marine View Drive S; PO Box 98423 Seattle 98198
E-mail: sharon.cornish-martin@outlook.com

151-1. General Response #2

151-2. General Response #17

151-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

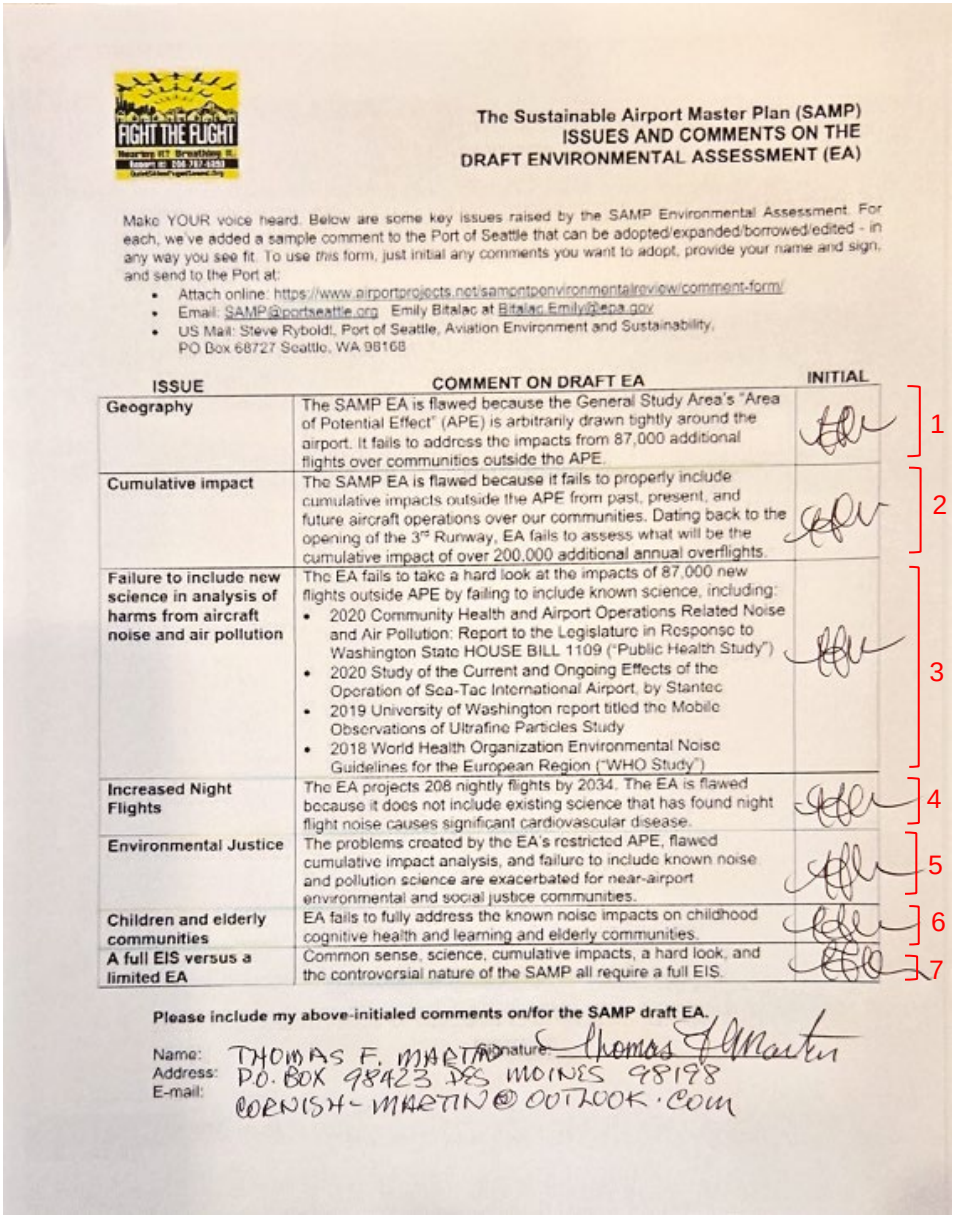
151-4. General Response #14

151-5. General Response #15
General Response #17

151-6. General Response #14
General Response #16

151-7. General Response #1

152. Thomas Martin



FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use this form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/samptpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Rybold!, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.		1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.		2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")		3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.		4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.		5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.		6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.		7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: THOMAS F. MARTIN Signature: Thomas F Martin
Address: P.O. BOX 98423 DES MOINES 98198
E-mail: CORNISH-MARTIN@OUTLOOK.COM

152-1. General Response #2

152-2. General Response #17

152-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

152-4. General Response #14

152-5. General Response #15
General Response #17

152-6. General Response #14
General Response #16

152-7. General Response #1

153. Julia Buck

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] "Sustainable" Airport Master Plan public comment

From Julia Buck <jbuckexpedia@gmail.com>
Date Wed 12/11/2024 9:49 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from jbuckexpedia@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

The Port of Seattle has failed in many of its past obligations to communities living around our Sea-Tac airport, including noise-proofing the windows of homes, threatening north Sea-Tac forest for a parking garage, and pursuing growth at the expense of health and climate. Unfortunately, the draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport continues this legacy. It is insufficient because: 1

1) The assessment of the climate impacts of the proposed actions is missing the warming effects of any aircraft emissions. 2

2) It inaccurately claims that King County and Washington State can meet their climate goals under the proposed actions.

3) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. 3

4) Noise thresholds are based on outdated science. 4

5) The scientific consensus on the damaging health consequences of aviation noise was not considered. 5

6) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. (These areas are both less wealthy and less white than surrounding communities.) 6

A full and cumulative environmental, health, and climate impact analysis based on correct information requires many additional studies that only an Environmental Impact Statement can provide. 7

Julia Buck

Seattle, WA

1 of 1 12/11/2024, 4:59 PM

153-1. General Response #5
General Response #10
General Response #11
General Response #14
General Response #13
As noted in Chapter 2 of the Draft EA, several commenters requested the removal or modification of L06 Employee Parking Surface Lot during scoping due to concerns about additional traffic in the adjacent neighborhoods and impacts to North SeaTac Park. As a result of the comments, the Port eliminated L06 and expanded L07 to accommodate the employee parking needs identified.

153-2. General Response #11

153-3. General Response #8
General Response #9b
General Response #10

153-4. General Response #12

153-5. General Response #13
General Response #14

153-6. General Response #15

153-7. General Response #1

154. Sarah Campbell

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Sarah Campbell <sctigerz@everyactioncustom.com>
Date Wed 12/11/2024 9:47 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from sctigerz@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and 5

1 of 2 12/11/2024, 5:19 PM

154-1. General Response #10
General Response #14
General Response #15
General Response #16

154-2. General Response #10
General Response #11
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

154-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

154-4. General Response #1
General Response #17

154-5. General Response #5
General Response #6

154. Sarah Campbell (continued)

pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
Sarah Campbell
814 116th St S Tacoma, WA 98444-3222

154-6. General Response #7
General Response #7d

154-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

155. Rebecca Carpenter

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Environmental Assessment

From R C <berrylava@gmail.com>
Date Wed 12/11/2024 9:47 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from berrylava@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle and FAA,

Cutting down the small sliver of mature tree canopy that we have left is obviously harmful to the neighboring community. Your Environment Assessment is plain wrong.

There's plenty of scientific data to support this. But anyone with eyes, ears, or a nose, can tell you that those trees protect the neighboring community from harmful pollutants.

Thousands of small children are currently being protected from the full brunt of the airport's damaging effects by those trees. If you allow for the trees to be removed, all of these kids diminished potential from exposure to pollution, which has been proven to lower IQ and outcomes, is your fault. The increase in pollution related deaths will be blood on your hands.

You have the power to protect their health and well-being by leaving the trees alone. Please do what's right.

Wishing your and yours a healthy holiday.

Rebecca Carpenter
Citizen of Burien Washington

1

1 of 1 12/11/2024, 5:20 PM

155-1. General Response #18

156. Tad Doviak

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Request for Updated Air Quality Studies in Advance of the SAMP

From Tad Doviak <taddoviak@gmail.com>
Date Wed 12/11/2024 9:47 AM
To SAMP Public Comments <SAMP@portseattle.org>; bitalac.emily@epa.gov <bitalac.emily@epa.gov>; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>

You don't often get email from taddoviak@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To whom it may concern:

I am a resident of Des Moines, living in the flight path south of SeaTac Airport. I am writing to urge you to conduct the EPA-mandated air quality studies, including a Dispersion Analysis and an Air Quality Assessment, before advancing the Sustainable Airport Master Plan (SAMP). It is imperative to base decisions on current and accurate data, as relying on decades-old studies is inadequate given the significant changes in the number and types of flights since then.

These essential studies, along with a cumulative impact analysis, can be funded with a fraction of the SAMP's substantial budget—an estimated half a million dollars. This is a reasonable and necessary investment to protect the health and well-being of the community.

Hundreds of thousands of individuals, including vulnerable groups such as young children and seniors, reside in neighborhoods surrounding the airport. The lack of updated air quality data leaves these residents at risk and disproportionately harms economically disadvantaged and minority communities.

I respectfully ask you to consider the real-life impact on the people who live near the airport. Conducting these studies will help ensure informed decision-making and safeguard the air we breathe.

Thank you for your attention to this urgent matter.

Tad Doviak
"Do the right thing. It will gratify some people and astonish the rest." -Mark Twain

1

1 of 1 12/11/2024, 5:21 PM

156-1. General Response #5
General Response #8
General Response #9b
General Response #10
General Response #15
General Response #16
General Response #17

157. Jesse Drucker

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comment on SAMP

From Jesse Drucker <jdrucker245@gmail.com>
Date Wed 12/11/2024 9:47 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from jdrucker245@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern,

I am deeply concerned about the current SAMP. As a resident of Boulevard Park in Burien, I experience the daily noise and air pollution from the airport. I am deeply concerned about the health effects from the measurable increase in nanoparticles that living under the flight path exposes me to. I am also concerned about any attempts to destroy the already paltry mature tree canopy in our area. Planting new trees that do not get ongoing maintenance is not the same as a mature tree. Mature trees assist our community in so many ways that new plantings will not be able to do for many decades. 1 2

I want a full Environmental Impact Statement that provides a more robust and cumulative analysis of the total health and climate harms from SeaTac airport flights. Don't expand SeaTac. Adding more flights will bring more health inequalities and more climate chaos that we cannot afford. 3

Sincerely,

Jesse Drucker

1 of 1 12/11/2024, 5:17 PM

157-1. General Response #5
General Response #8
General Response #9b
General Response #10

157-2. General Response #18

157-3. General Response #1
General Response #7
General Response #10
General Response #11
General Response #14
General Response #15
General Response #17

158. Shawn Finch

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Air Quality Study (SAMP)

From Shawn Finch <shawn.f.finch@gmail.com>
Date Wed 12/11/2024 9:48 AM
To bitalac.emily@epa.gov <bitalac.emily@epa.gov>; SAMP Public Comments <SAMP@portseattle.org>; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>

You don't often get email from shawn.f.finch@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:

I live or work in one of the neighborhoods surrounding SeaTac Airport.

I am writing to ask you to conduct the EPA's required air quality studies (Dispersion Analysis / Air Quality) before moving forward with the SAMP. Relying on old data is unacceptable, as the number and nature of flights has changed since the last test decades ago.
These studies, and a cumulative impact analysis, can be paid for with half a million dollars—easily covered by the SAMPs massive budget.

Hundreds of thousands of people—including young children and the elderly—live in the neighborhoods surrounding the airport. Lack of data regarding our air quality hurts residents, and disproportionately affects poor and minority populations.

Please consider the lives of the very real people who live around the airport and do the right thing for us by testing the air quality that we breathe.

Thank you.

1

1 of 1 12/11/2024, 5:14 PM

158-1. General Response #8
General Response #9b
General Response #10
General Response #15
General Response #16
General Response #17

159. Ellen Finkelstein

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comment on "Sustainable" Airport Master Plan for SeaTac

From Ellen Finkelstein <ehf5@yahoo.com>
Date Wed 12/11/2024 9:49 AM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>

You don't often get email from ehf5@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

I am a resident of West Seattle who has concerns about the draft Environmental Assessment (EA) of the "Sustainable" Airport Master Plan for SeaTac airport. It is inadequate because

1) It is 2024. The 1976 noise threshold of 65 dB DNL must be updated based on current science. The FAA's own 2021 Neighborhood Environmental Survey determined that safe noise levels are only 45 dB DNL for indoor noise and 55 dB DNL for outdoor noise. Even using the 65 dB DNL threshold, the Environmental Assessment needs its data updated. It does not capture the range of people affected by SEA noise. For example, compared to noise measurements collected by the Port of Seattle for locations closer to the airport, loudness levels collected in 2018 on Beacon Hill were similar or louder than locations within 2 miles of the airport. More than half of the measurements exceeded the loudness level for which homes located adjacent to an airport would receive mitigation from the FAA. They also exceeded the Seattle City noise ordinance, sometimes by 800%. This is not acceptable. 1

2) Current science is clear that aircraft noise is more than an annoyance; it has demonstrated consequences for human health. The 2020 King County report found aircraft noise to **cause** cardiovascular disease and also sleep disturbance, which has its own health sequelae. It was "likely causal" for school performance. Recent research replicates these findings, and identifies additional associations such as metabolic health, depression, and Alzheimer's Disease. The scientific consensus on the damaging health consequences of aviation noise is why the Port needs to do a **full health impact assessment**. The health consequences of noise are real and need to be addressed with specific studies that only an Environmental Impact Statement can provide. Those of us who live in neighborhoods potentially impacted by the airport deserve this. 2

Ellen Finkelstein
West Seattle

1 of 2 12/11/2024, 5:03 PM

2 of 2 No text

159-1. General Response #12
General Response #13

159-2. General Response #1
General Response #10
General Response #14

160. Mitzi & Calvin Gilgorea

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP issues and comments on Draft EA

From Mitzi Gligorea <gligmom@icloud.com>
Date Wed 12/11/2024 9:11 PM
To Bitalac.Emily@epa.gov <Bitalac.Emily@epa.gov>; SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from gligmom@icloud.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Thank you for the opportunity to comment on the Seattle-Tacoma Sustainable Airport Master Plan Environmental Assessment. As a resident of Des Moines, Washington, I am impacted by operations at the airport on a daily basis. Having reviewed both the Sustainable Airport Master Plan and the Environmental Assessment, I would like to share my comments related to the environmental assessment and increased operations at SEA.

Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3" Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities. According to the recently released environmental assessment, noise exposure will not exceed NEPA thresholds; the expansion of operations at SEA will result in increased impacts, particularly for nearby communities. The DNL 65 dBA contour will expand, resulting in "significant" aircraft noise exposure for more residents and noise-sensitive facilities, including local schools and nursing homes. This increase in noise exposure will result in higher levels of annoyance, interruptions in conversations and leisure activities, and sleep disruption. Exposure to aircraft noise has also been recognized as impeding learning and affecting health, especially for susceptible populations including children and the elderly.	6

160-1. General Response #2

160-2. General Response #17
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property.

160-3. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14

160-4. General Response #13
General Response #14

160-5. General Response #15

160-6. General Response #12
General Response #13
General Response #14
General Response #16

160. Mitzi & Calvin Gilgorea (continued)

A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	7
Inequitable Time to Review:	While the Port spent 6 years creating this SAMP Draft EA, the community was allocated insufficient time to review with a total of 53 days to comment.	8

While we acknowledge the benefits the airport brings to our region, it is important that growth is sustainable and does not benefit the region with only those close-in communities bearing the burden in terms of environmental impacts and reduced quality of life. There are very few mitigation measures identified in the environmental assessment. There seems to be minimal effort to protect our quality of life and to protect the learning and health of the children who have no choice but to live in these communities. Please bear in mind the greatest burden is placed on those who live adjacent to the airport and below the arrival and departure flight paths and special consideration should be made to understand and manage those impacts to help maintain our quality of life. Thank you for taking the time to review my comments. Please make every effort to encourage a truly sustainable future for Seattle-Tacoma International Airport which can only be accomplished through collaboration in managing the growth and impacts of the burdens placed on neighboring communities. 9

Sincerely,

Mitzi and. Calvin Gligorea
27027 10th Ave. S
Des Moines, WA

160-7. General Response #1

160-8. General Response #3
General Response #4

160-9. General Response #6

161. Rev. Sophia Keller

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Port's Draft Environmental Assessment

From Sophia Keller <keltiawind@gmail.com>
Date Wed 12/11/2024 9:48 AM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

This alleged Environmental Assessment for Seattle Port's expansion is incomplete, hastily and shabbily patched together and ignores completely the perspectives of residents who rent or own property within impact distance of the planned expansion. As one of those residents, I insist that a full, adequate assessment be undertaken before writing off the requirement. I see that despite my participation in port design activities in the past, I was not invited to comment on this action until the window for comments had close -- by which I can conclude that you likewise "forgot" or "omitted" to notify numerous others whose comments might raise the same issues as mine. 1 2

Assessment of air quality is especially critical because the residential areas around the airport ar already significantly impacted by aircraft and machinery exhaust. Noise stress and trauma are also we„-documented in prior studies. This lowers desirability for affluent occupants who can afford pricier housing, leaving the area to be inhabited by vulnerable and elderly populations already at risk to respiratory and noise-related damage. 3

You must delay your avid eagerness to expand your mercantile greed at the expense of human health. Go back to the drawing board and design a respectful, verifiable document that considers the well-being of residents in the targeted area. 4

Shame on you all.

Reverend Sophia Keller, RN, MA

1 of 1 12/11/2024, 5:10 PM

161-1. General Response #1

161-2. General Response #3
General Response #4

161-3. General Response #8
General Response #10
General Response #13
General Response #14
General Response #15
General Response #20

161-4. General Response #5
General Response #7
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

162. Nancy Kennedy

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP comments

From Nancy Kennedy <tkp2@comcast.net>
Date Wed 12/11/2024 2:32 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from tkp2@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

GEOGRAPHY: The SAMP EA is flawed because the General Study Area's "Area of Potential Effect (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE. 1

CUMULATIVE IMPACT: The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights. 2

Failure to include new science in analysis of harms from aircraft noise and air pollution: The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: 3

- 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study")
- 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, buy Stantec.
- 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study
- 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")

INCREASED NIGHT FLIGHTS: The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease. 4

ENVIRONMENTAL JUSTICE: The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities. 5

CHILDREN AND ELDERLY COMMUNITIES: EA fails to fully address the known noise impacts on childhood cognitive health and learning. Also, it fails to address elderly communities. 6

A FULL EIS VERSUS A LIMITED EA: Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS. **An EIS must be done!** 7

Signed:

Nancy Kennedy
27039 10th Ave S
Des Moines, WA. 98198
tkp2@comcast.net

1 of 1 12/11/2024, 4:21 PM

162-1. General Response #2

162-2. General Response #17
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property.

162-3. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14

162-4. General Response #13
General Response #14

162-5. General Response #15

162-6. General Response #12
General Response #13
General Response #14
General Response #16

162-7. General Response #1

163. Claudia Konker

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Claudia Konker <ckonker@everyactioncustom.com>
Date Wed 12/11/2024 12:23 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from ckonker@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

This message of concern describes one observed health risk for people living near Seatac Airport.
I hold a Ph.D. and am now 80 years old. However, until 2003, while I taught part time at the University of Puget Sound in Tacoma, I lived (off and on) with my son, IBEW Electrician, Christopher Konker, at 14018 29th Ave South (less than a mile from a Seatac flight path).
Despite triple pane glass windows in his home, each day I would find my stirling silver candle holders, very dark and tarnished. I would polish the tarnish away completely, only to find it back again the next day. I repeatedly expressed my concern to my son for his/our health as we had to be breathing toxic vapors if silver metal could become corroded so consistently and rapidly.
In sum, I support all the citizen requests listed below that you've received regarding denying airport expansion. 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. 2

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 3

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 4

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B 5

1 of 2 12/11/2024, 4:53 PM

163-1. This comment has been noted.

163-2. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

163-3. General Response #1
General Response #17

163-4. General Response #5
General Response #6

163. Claudia Konker (continued)

to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 5

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 6

Sincerely,
Claudia Konker
921 S 3rd Ave Sequim, WA 98382-3902

163-5. General Response #7
General Response #7d

163-6. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

164. BJ Last

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comment on Proposed SeaTac Expansion

From Bj Last <bjlast@gmail.com>
Date Wed 12/11/2024 9:48 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from bjlast@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear SeaTac planning,

Air traffic into and out of SeaTac already has a major impact on the quality of life for people who live under flight paths with people living closer to the airport much more impacted. 1

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because

1) The assessment of the climate impacts of the proposed actions is missing the warming effects of any aircraft emissions. 2

2) It incorrectly claims that King County and Washington State can meet their climate goals under the proposed actions.

3) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. 3

4) Noise thresholds are based on outdated science. 4

5) The scientific consensus on the damaging health consequences of aviation noise was not considered. 5

6) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 6

A full and cumulative environmental, health, and climate impact analysis based on correct information requires many additional studies that only an Environmental Impact Statement can provide. 7

Sincerely,

BJ Last

1 of 2 12/11/2024, 5:05 PM
2 of 2 Seattle

164-1. General Response #5

164-2. General Response #11

164-3. General Response #8
General Response #9b
General Response #10

164-4. General Response #12

164-5. General Response #13
General Response #14

164-6. General Response #15

164-7. General Response #1

165. Bill Linscott

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Public Comment on SAMP EA

From Bill Linscott <billlinscott@yahoo.com>
Date Wed 12/11/2024 9:12 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from billlinscott@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Mr. Steve Ryboldt, Port of Seattle,

Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

Dear Mr. Ryboldt,

Thank you for the opportunity to comment on the Seattle-Tacoma Sustainable Airport Master Plan (SAMP) Environmental Assessment. As a resident of Des Moines, Washington, I am impacted by airport operations on a daily basis. Having reviewed both the SAMP and the Environmental Assessment, I would like to provide my comments related to this assessment and the increased operations at SeaTac Airport. I ask you to take a hard look at what I consider to be several shortcomings with this assessment.

I believe the SAMP EA does not correctly define the General Study Geographical Area. The Port has arbitrarily drawn the area's boundaries too tightly around the airport. It fails to address the significant public health and environmental impacts from 87,000 additional flights over our surrounding communities. 1

The SAMP EA falls short in properly addressing the cumulative impacts from past, present, and future aircraft operations over our communities. This cumulative view should go back to the opening of the 3rd Runway. As written, the EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights. 2

The EA skips over the health implications for our community residents. It specifically fails to take a hard look at the known science, including: 3

- 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study")
- 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec
- 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study
- 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")

The EA appears to be projecting some 230 nightly flights by 2034. This impact alone demands that the Port address the existing science that has found night flight noise causes significant cardiovascular disease. Yet there is no mention of these in the EA. In addition, the EA does not include a single mention of the known noise impacts on childhood cognitive health and learning and elderly communities. 4

1 of 2 12/11/2024, 5:24 PM

165-1. General Response #2

165-2. General Response #17
General Response #19a
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property.

165-3. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14

165-4. General Response #13
General Response #14
General Response #16

165. Bill Linscott (continued)

With these missing elements, this 4500-page EA is flawed. There is a clear demand for additional attention and study to understand the impacts and mitigation required for this significant SAMP project. Common sense, science, cumulative impacts, and the controversial nature of the SAMP requires a full Environmental Impact Statement (EIS). To do otherwise would be disrespectful to residents in the surrounding communities and a failure by the Port of Seattle to correctly perform its obligation. 5

Respectfully,

Bill Linscott
22335 6th Avenue South
Des Moines, WA 98198

Email: billlinscott@yahoo.com

165-5. General Response #1

166. Elliott Lytle

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP

From Elliott Lytle <elliottlytle@gmail.com>
Date Wed 12/11/2024 9:47 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from elliottlytle@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle,

I live under the flight path in Des Moines, WA. I think a full Environmental Impact Statement is necessary before any airport expansion. The effects of increased air traffic and loss of tree canopy which absorbs noise and air pollutants is not accounted for or mitigated in the current SAMP. The effects of airport expansion on community and environmental health are of high priority to this community. 1

Thank you,

Elliott Lytle

1 of 1 12/11/2024, 5:23 PM

166-1. General Response #1
General Response #6
General Response #10
General Response #14
General Response #18

167. William McPherson

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] DRAFT EIA

From William McPherson <wrmcpherson@gmail.com>
Date Wed 12/11/2024 9:48 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from wrmcpherson@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

- The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 1

- The assessment of air quality and children's health impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed! 2

- The scientific consensus on the damaging health consequences of aviation noise was not considered. Noise thresholds are based on outdated science; the analysis must be redone, using current science. 3

- The climate assessment makes no sense: it assumes that increased emissions will not increase the risks associated with climate change.

- The climate impacts minimization analysis relies on a program - SAF, or sustainable aviation fuels - that is both speculative and voluntary. 4

- The analysis of cumulative effects on climate should take into account the facts that the atmosphere is currently at 425 parts per million of carbon dioxide and that the world has already reached 1.5 C of warming; it is not necessary to identify specific sources of the emissions that led to this. The analysis incorrectly restricted consideration of past effects to projects built in a small geographic area and a limited (5-year) time period. This makes no sense. 5

- The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan. 6

A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix these shortcomings and to protect our health and climate! 7

1 of 1 12/11/2024, 5:11 PM

167-1. General Response #15

167-2. General Response #8
General Response #9b
General Response #10
General Response #16

167-3. General Response #12
General Response #13
General Response #14

167-4. General Response #11

167-5. General Response #11
General Response #17

167-6. General Response #11

167-7. General Response #1

168. Mary Olsen

Outlook

[EXTERNAL] Fwd: Constant planes over northeast Seattle

From Mary Olsen <maryellenolsen@aol.com>
Date Wed 12/11/2024 4:58 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: December 8, 2024 at 5:04:49 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: December 4, 2024 at 3:29:22 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: December 3, 2024 at 6:41:59 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

168. Mary Olsen (continued)

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: December 2, 2024 at 4:03:08 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: November 25, 2024 at 12:30:22 PM PST
To: samp@portseattle.org
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: November 24, 2024 at 6:35:38 PM PST
To: ewilkinson@king5.com
Subject: Fwd: Constant planes over northeast Seattle

Sent from my iPhone

168. Mary Olsen (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: June 23, 2024 at 3:07:52 PM PDT
To: ewilkinson@king5.com
Subject: **Constant planes over northeast Seattle**

Dear Mr. Wilkinson,

A couple of weeks ago we watched your show on King 5 news on the community objecting to Whidbey Island aircraft flying over their neighborhoods. You showed a study from the UW about the harmful effects of the constant aircraft traveling over their community. The UW had

1

3 of 7 12/11/2024, 5:02 PM

168-1. General Response #10

168. Mary Olsen (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

confirmed the pollutants and noise contributes to the harmful effects to the people below air traffic.

1

We live in northeast Seattle and noticed the same effects on us as the Whidbey Island residents. We have constant air traffic on southflow days ((which is 80 percent of the time) over the roofs of our houses. This happened when the FAA implemented NEXT GEN when to save a small amount of fuel put planes on corridors going over small areas of neighborhood s over and over and over the same pathways ALL day long! We get no relief, the planes start roaring over our dead end road

2

4 of 7 12/11/2024, 5:02 PM

168-2. General Response #5
General Response #13
General Response #14
The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc., rather than an arbitrary or unfair distribution of impacts. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft.

168. Mary Olsen (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

approx. 5:45 am every morning and go until after midnight! Because of this we are not getting the sleep needed for our health and this is also affecting our jobs! Because of Bill Gates Sr. (who is now deceased) the FAA has put a NO FLY ZONE over Medina (please check out) and this has tripled the jet traffic over northeast Seattle!! 2

The software program the FAA is using for Next Gen is so unfair because it is greatly affecting one neighborhood but then a couple blocks away they get no jet traffic at all!! We were wondering as a community if you could look into what they have done and how they respond to us when we 3

5 of 7 12/11/2024, 5:02 PM

168-3. General Response #5
General Response #13
The FAA will provide your comment to the Part 150 team for consideration.

168. Mary Olsen (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

have put many noise complaints in concerning our health! This is clearly profits over the people below these horrible flight paths!! To give you a idea how bad it actually is I took a record of the exact time every time a plane flew over our house on June 16, 2024 this is the time sequence: 4:14,4:16,4:19, 4:20,4:21,4:22, 4:23,4:26,4:28, 4:29,4:31,4:324 :34,4:37,4:38,4: 39,4:42,4:44,4: 48:4:50. And it goes on and on like this all day long! Impossible to ignore until you feel like you are going to go CRAZY! Can you please take our concerns, as you did for Whidbey Island to the headquarters of the FAA to help all of us

3

6 of 7 12/11/2024, 5:02 PM

168. Mary Olsen (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

out!
Sincerely,
Mary and Rod
Olsen
1714 NE 120th
St.
Seattle, WA.
98125
206-930-7751
Sent from my
iPhone

3

7 of 7 12/11/2024, 5:02 PM

169. Claire Parfitt

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comment on the SAMP

From Clare Parfitt <clarep@drizzle.com>
Date Wed 12/11/2024 9:45 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from clarep@drizzle.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern,

I am strongly opposed to the SAMP going forward for Seatac Airport. I have lived in Des Moines, WA for 20 years--1 mile from the flight path and 2.5 miles from the airport. During that time I have experienced the increasing effects of airplane noise, pollution and loss of green space, and have seen my quality of life deteriorate--due to the third runway and increasing flights at Seatac. 1

I fought, along with a concerned group of other volunteers from the organization *Defenders of Highline Forest*, against the development of 30 acres of woods and wetlands in a well loved greenbelt. Unfortunately the greenbelt is now set to be developed into a 403,000 square foot warehouse, a tragic loss for the community.

The communities of Des Moines, Seatac, Burien and Tukwila are already considered OVERBURDENED communities for the following reasons: 2

- Noise levels from aircraft which are damaging human health
- Pollution levels from aircraft which are damaging human health
- Destruction of immense green space to build warehouses to enable increased airport logistics and cargo airport operations. This further adds to the burden. Trees filter pollutants and noise from airplanes, provide a cooling effect, and the loss of recreational space is tragic for the community.
- See: https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map

Outdated Science 3

The Environmental Assesssment for the SAMP is using science from the 1970s to address the impacts of airport expansion. Recent studies from the University of Washington: https://deohs.washington.edu/mov-up, the World Health Organization, and the National Institutes of Health: https://pmc.ncbi.nlm.nih.gov/articles/PMC11062824/ have determined that ultrafine particles from airplane emissions have a negative effect on human health.

Consequences include a lower life expectancy, higher incidences of asthma, respiratory illnesses and cancer, especially for children and the elderly. I know someone who lives directly under the flight path. She has cancer and an undiagnosed neurological issue. A member of every household on her street has cancer! This correlation is too strong to be merely anecdotal.

I believe the airport expansion plan is a violation of the newly enacted WA state HEAL act. (Healthy Environment for All) This law states that "no community should be overburdened by environmental

1 of 3 12/12/2024, 6:28 PM

169-1. This comment has been noted.

169-2. General Response #8
General Response #10
General Response #13
General Response #14
General Response #18
This resource was reviewed and considered. However, this review did not change the outcome of the analysis contained in the EA

169-3. General Response #8
General Response #9b
General Response #10

169. Claire Parfitt (continued)

pollution." See: https://ecology.wa.gov/about-us/who-we-are/environmental-justice/heal

Preservation of Historic Locations
I live close to the Des Moines Beach Park, which is listed on the National Registry of Historic Places. I assert that increasing harm to a historic area by adding excessive health hazards is a violation of the National Historic Preservation Act: https://www.nps.gov/subjects/historicpreservation/national-historic-preservation-act.htm 4

Insufficient Study Area
The SAMP study area is insufficient. It only studies neighborhoods within 1-2 miles. Data has shown that ill health effects are caused from aircraft in a much further radius. There are 419,000 people that will be affected by airport expansion. 5

Noise Impacts
Exponentially increasing the number of current night flights to a projected 208 night flights daily is absolutely unacceptable. Existing science has determined that night noise from planes causes cardiovascular disease by constant sleep disruption. People that live right under the flight path are already experiencing intolerable noise levels. They have to stop conversation when outside. A friend who lives under the flight path told me that one day when working in her garden, she could see her rhododendron bushes reflected in the plane fuselage flying overhead. See: https://www.caa.co.uk/our-work/publications/documents/content/cap1278/ 6

Violation of Environmental Justice and Equity
Fifty four percent of residents living close to airports nationally are people of color. This community is unfairly burdened and experiencing a severe lack of equity due to environmental disparities. 7

Climate Change
We are moving inexorably towards the point of no return in regards to global climate change. The mantra "think globally, act locally" is relevant in this situation. The Port of Seattle has a responsibility and a moral duty to act in a manner that will not egregiously increase the impacts of climate change. 8

Lack of Thinking Towards the Future and Consideration of Alternatives
I am not naive since I know there is a projected increase in travel to and from Seatac in the coming years, and this is a dilemma. The Port is not even considering promoting alternative transportation methods to close destinations from Seattle, like Portland and Vancouver BC. These flights represent 17% of all travel at Seatac, and travel to these destinations could be accomplished by high speed rail.

In addition, freight could also be moved via ground transportation. I believe that more flights should be undertaken at Paine Field in Everett. South King County communities cannot be asked morally to continue to bare MORE AND MORE burdens and associated negative health effects from airport expansion.

With regard to warehouses, I was stunned to learn that the warehouse that I testified against will have a proposed 400 parking spaces and 69 trailer parking spaces. In this era of remote working, it is absolutely unnecessary to have this much parking, even for a warehouse. I heard from a friend that works with developers that the parking regulations for new construction are extremely outdated and don't align with our current work culture.

Furthermore, it is projected that much manual labor will become automated in the near future and performed by robots-thus negating the need for this many warehouse employees and parking spots. By 2030, an estimated 20 million manufacturing workers will be replaced by robots. The FAA building on S. 216th in Des Moines has way too much parking. I drive on that street every day at all times of day and I have NEVER seen the parking lot more then 50% full. 9

169-4. The Des Moines Beach Park is approximately three miles southwest of the Airport, which is outside of the Area of Potential Effect (APE) and outside of the 65 DNL noise contour. Therefore, the Des Moines Beach Park is outside the study area and outside the scope of this EA. The Washington Department of Archaeology and Historic Preservation (DAHP) concurred with APE on September 9, 2020, and November 16, 2023.

169-5. General Response #2

169-6. General Response #13
General Response #14

169-7. General Response #15

169-8. General Response #11

169-9. General Response #5
General Response #7
General Response #7a
General Response #7b
General Response #7c
General Response #7d

169. Claire Parfitt (continued)

Failure to Account for Cumulative Impact
The EA fails to address the cumulative environmental impact of current construction projects in addition to the SAMP. These projects include the 509 highway extension and the light rail extension from Angle Lake to Kent Des Moines Rd. 10

Inadequate Tree Replacement Plan
The Port says it will replant trees due to destruction of green space for warehouses at a 3:1 ratio. The fact is that many of these trees have a high mortality rate. They will also take at least 20 years to reach maturity. That doesn't help the people effected NOW-children and the elderly, who are especially vulnerable to loss of tree canopy.

Furthermore, the tree replacement plan by the Port often only requires that the trees be planted anywhere in the city where they were removed. This also does not help people and the environment right under the flight path, where many of the warehouses are planned. The trees are needed MOST under the flight path, where they most effectively filter noise and pollution. 11

Lawsuits
I'm sure you are aware that a class action lawsuit against Delta and Alaska Airlines on behalf of all residents within 5 miles of the airport is moving forward, having been denied a motion to dismiss.

Steve Berman, a lawyer for the plaintiffs at Hagens Berman Sobol Shapiro, in an email called the ruling "a first step toward environmental justice for this class."

The testimony provided by Steve Edmiston in this video asserts that there is enough proof to show causation of adverse health effects from airport operations, and if airport operations increase, there will be more adverse health impacts and yet more lawsuits against the Port will follow. See: https://youtu.be/Q7VgGrk-Jwk?si=gHDIYymsUoVOK5YA 12

For all these serious legitimate reasons, I implore the Port of Seattle to listen to the concerns of airport community residents and pursue a much more thorough Environmental Impact Statement for this project. 13

Sincerely,

Clare Parfitt

169-10. General Response #17

169-11. General Response #6
General Response #18

169-12. General Response #5
General Response #8
General Response #10
The FAA is aware of the lawsuit against Alaska Air Group and Delta Air Lines. This Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

169-13. General Response #1

170. Peggy Printz

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] EIS not EA

From Peggy J.Printz <peggyjprintz@gmail.com>
Date Wed 12/11/2024 9:49 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from peggyjprintz@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hello, everyone concerned:

Because I care about the future of the planet, I have drastically reduced my flying, and I submit Letters to the Editor about the danger that aviation presents to the health of our planet. https://www.seattletimes.com/opinion/letters-to-the-editor/travel-woes-stay-home/ Moreover because of the impact upon local communities who already suffer adverse health impacts, I feel strongly that SeaTac Airport should not be expanded. 1

Thus, I am certain that the draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient. It must be revised in the form of an Environmental Impact Statement because: 2

Its assessment of the climate impacts of the proposed actions is missing the warming effects of any aircraft emissions. 3

The document incorrectly claims that King County and Washington State can meet their climate goals under the proposed actions.

Your assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. 4

Your noise thresholds are based on outdated science. 5

The draft did not consider the scientific consensus on the damaging health consequences of aviation noise. 6

I object to the finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who leaves near the airport and under flight paths. 7

You must conduct many additional studies in order to produce a full and cumulative environmental, health, and climate impact analysis based on correct information. Only an Environmental Impact Statement can provide such studies. Please conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate 8

1 of 2 12/11/2024, 4:57 PM

2 of 2 pollution. Identify and fix these inequities.

Sincerely,
Peggy J. Printz
Seattle

170-1. This comment has been noted.

170-2. General Response #1

170-3. General Response #11

170-4. General Response #8
General Response #9b
General Response #10

170-5. General Response #12

170-6. General Response #13
General Response #14

170-7. General Response #15

170-8. General Response #1
General Response #5
General Response #10

171. Todd Stoltey

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] North SeaTac Park Master Plan

From Todd Stoltey <tstoltey@gmail.com>
Date Wed 12/11/2024 10:41 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from tstoltey@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle and FAA,

The north SeaTac park forest provides a vital natural green space for the community and wildlife. In a rapidly developing city we are losing more green space and need to conserve what we have left. 1

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

1) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" b the impacts would not be "significant" or "disproportionate" ignores th scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 2
2) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and oth aviation emissions. This must be fixed! 3
3) The scientific consensus on the damaging health consequence of aviation noise was not considered. Fix the noise thresholds based on outdated science. 4
4) The climate assessment is missing the warming effects of any aircraft emissions.
5) The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan. 5

1 of 2 12/12/2024, 6:30 PM

171-1. General Response #18
As noted in Chapter 2 in the Draft EA, several commenters requested the removal or modification of L06 Employee Parking Surface Lot during scoping due to concerns about additional traffic in the adjacent neighborhoods and impacts to North SeaTac Park. As a result of the comments, the Port eliminated L06 and expanded L07 to accommodate the employee parking needs identified.

171-2. General Response #15

171-3. General Response #8
General Response #9b
General Response #10

171-4. General Response #12
General Response #13
General Response #14

171-5. General Response #11

171. Todd Stoltey (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EI in order to fix these shortcomings and to protect our health and clima 6

Regards,
Todd Stoltey
Seattle

2 of 2 12/12/2024, 6:30 PM

171-6. General Response #1

172. Trinh Tran

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SeaTac Airport SAMP

From Trinh Tran <ttrant003@gmail.com>
Date Wed 12/11/2024 9:48 AM

You don't often get email from ttrant003@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:

I live or work in one of the neighborhoods surrounding SeaTac Airport.

I am writing to ask you to conduct the EPA's required air quality studies (Dispersion Analysis / Air Quality) before moving forward with the SAMP. Relying on old data is unacceptable, as the number and nature of flights has changed since the last test decades ago.
These studies, and a cumulative impact analysis, can be paid for with half a million dollars—easily covered by the SAMPs massive budget.

Hundreds of thousands of people—including young children and the elderly—live in the neighborhoods surrounding the airport. Lack of data regarding our air quality hurts residents, and disproportionately affects poor and minority populations.

Please consider the lives of the very real people who live around the airport and do the right thing for us by testing the air quality that we breathe.

Thank you.

1

1 of 1 12/11/2024, 5:06 PM

172-1. General Response #5
General Response #8
General Response #9b
General Response #10
General Response #15
General Response #16
General Response #17

173. Carolyn Corbin

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP Issues and Comments Form Submission

From Carolyn Corbin <carolyn.corbin@icloud.com>
Date Wed 12/11/2024 5:57 PM
To SAMP Public Comments <SAMP@portseattle.org>

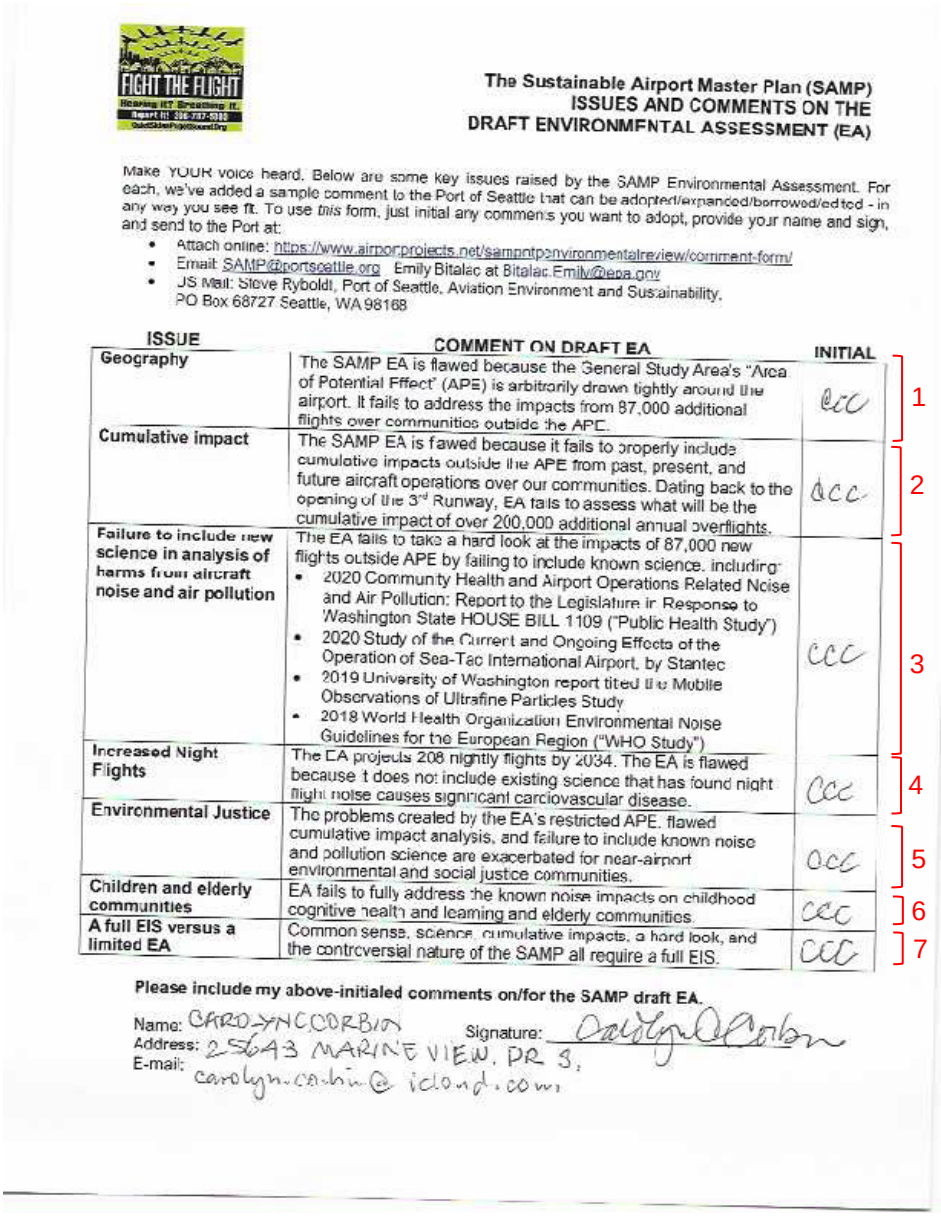
1 attachment (261 KB)
[EXTERNAL] SAMP Issues and Comments Form Submission;

[You don't often get email from carolyn.corbin@icloud.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

1 of 1 12/11/2024, 6:00 PM

173. Carolyn Corbin (continued)



FIGHT THE FLIGHT

**The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)**

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampntpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	CCC	1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	CCC	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	CCC	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	CCC	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	CCC	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	CCC	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	CCC	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: CAROLYN CORBIN Signature: Carolyn Corbin
Address: 25643 MARINE VIEW. DR S,
E-mail: carolyn.corbin@icloud.com

173-1. General Response #2

173-2. General Response #17

173-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

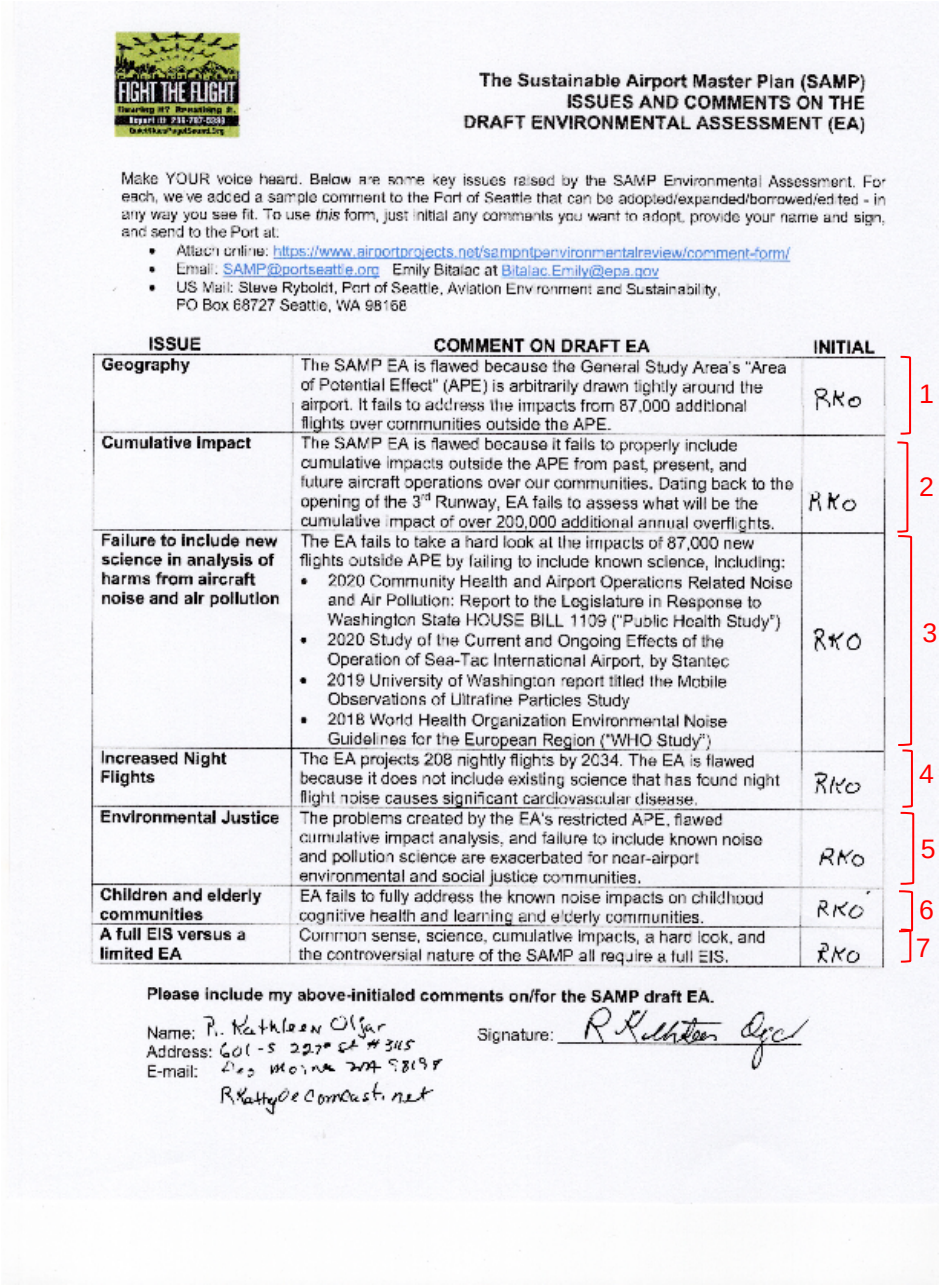
173-4. General Response #14

173-5. General Response #15
General Response #17

173-6. General Response #14
General Response #16

173-7. General Response #1

174. R. Kathleen Oljar



FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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- Attach online: https://www.airportprojects.net/sampntpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	RKO	1
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	RKO	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	RKO	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	RKO	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	RKO	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	RKO	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	RKO	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: R. Kathleen Oljar
Address: 601 S 227th St #305
E-mail: Des Moines WA 98198
RKathyO@comcast.net

Signature: R Kathleen Oljar

174-1. General Response #2

174-2. General Response #17

174-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

174-4. General Response #14

174-5. General Response #15
General Response #17

174-6. General Response #14
General Response #16

174-7. General Response #1

175. Patrice Thorell

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampntpenvironmentalreview/comment-form/ -
  Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability,
  PO Box 68727 Seattle, WA 98168

	ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.		PT	1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.		PT	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")		PT	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.		PT	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.		PT	5

175-1. General Response #2

175-2. General Response #17

175-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

175-4. General Response #14

175-5. General Response #15
General Response #17

175. Patrice Thorell (continued)

Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	PT	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	PT	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Signature: *Patrice Thorell*

Address: 22017 6th Ave S. Des Moines, WA 98198

E-mail: patricethorll@gmail.com

175-6. General Response #14
General Response #16

175-7. General Response #1

176. Victoria Andrews

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comments on SAMP

From V L Andrews <vlandrews11@msn.com>
Date Thu 12/12/2024 4:29 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from vlandrews11@msn.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:

I have lived under the flight path in Des Moines since 2004. I am outraged and offended that the SAMP has conveniently and arbitrarily chosen the APE to exclude any areas outside of the airport. Until planes can take off **vertically**: We. Are. Impacted. Hundreds of thousands of us. As an elder, my sleep is frequently interrupted by the roar of cargo planes at night. I can't imagine what 208 night flights are going to be like. Nor should I have to. 1

The Port of Seattle is interested in one thing – growth equals money - at the expense of another – the residents who live within a 5-mile radius of the airport. The 4,800 pages bypass recent locally-based science that details how noise and air pollution impact the community surrounding this airport. 2

The cumulative impacts to our health are being ignored. In conclusion, it is impossible for this to stand as-is. The controversial nature of the SAMP all require a full EIS. 3

Thank you for including my comments with the many other community concerns.

Victoria Andrews

Resident of Des Moines since 2004

Sent from Outlook

1 of 1 12/12/2024, 5:14 PM

176-1. General Response #2

176-2. General Response #8
General Response #10
General Response #13
General Response #14

176-3. General Response #1
General Response #17

177. Robin Briggs

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Mohamed.H@portseattle.org, Hasegawa.T@portseattle.org, Calkins.R@portseattle.org, Felleman.F@portseattle.org, Cho.S@portseattle.org

From Robin Briggs <rbriggs1201@gmail.com>
Date Thu 12/12/2024 10:58 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from rbriggs1201@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

I am a resident of Seattle and would like to comment on the Environmental Assessment (EA) for the Sustainable Airport Master Plan from the Port of Seattle. I have a number of concerns about the EA, and **I urge the Port to conduct a full Environmental Impact Statement that would do a full analysis of the impact**, particularly in these areas: 1

- Health: We are only beginning to understand the risk posed by the ultrafine particles emitted by the newer aircraft to human health, but the initial studies are not positive, particularly for children's health. We need to understand this risk better before committing to increased emissions. 2

- Environmental Justice: The communities near the airport, totalling about 400,000 people, are disproportionately people of color and low-income, and they would bear the impacts of increased noise and pollution from the flights. These communities already have a significantly higher health burden and lower life expectancy than other communities. 3

- Climate: The EA finds that the increase in GHG emissions from the additional flights is not significant because of the Port's climate goals. This might be a compelling argument if the Port were on track to meet its emissions reductions goals, but in fact it is nowhere near that. Emissions from aviation are a significant and growing percentage of the region's transportation emissions; growing them still further, would clearly have an adverse impact on the global climate. Expanding the number of flights seems incompatible with reducing emissions, and if there is a way to reconcile these two goals, the Port has not shown us what it is. 4

Thanks very much,

Robin Briggs

1 of 1 12/12/2024, 5:29 PM

177-1. General Response #1

177-2. General Response #8
General Response #9b
General Response #10
General Response #16

177-3. General Response #15

177-4. General Response #11

178. Susie Cysewski

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP

From Susie Cysewski <susiecyse@gmail.com>
Date Thu 12/12/2024 5:02 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from susiecyse@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Commwnt:

I am completely against this expansion. I live in Des Moines under 2 runways and can't work in my yard, watch my TV or sleep as it is. Adding what you are discussing is despicable. Move your airport to the rural area. You are torturing us who live near it and it's not fair. Who the eff needs all those flights. Life is more important than more crap being delivered and people moving. The city needs to calm down. 1

Susan Cysewski
Des Moines

Sent from my Galaxy

1 of 1 12/12/2024, 5:08 PM

178-1. General Response #7
General Response #7a
The Purpose and Need for the proposed project is documented in Chapter 1 and in the Purpose and Need Technical Report in Appendix B. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

179. Julie Fluke

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Environmental Impact statement Required!

From Julie Fluke <julie.fluke@gmail.com>
Date Thu 12/12/2024 5:31 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from julie.fluke@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Before the Port of Seattle destroys more of our environment in the south end, how about getting an EIS? It will prove that we need our urban trees for the safety of the residents - not the need for more idiotic warehouses. Better yet, keep looking and fighting for a second airports. SeaTac is already over burdened!!! 1

Thank you,
Julie Fluke

1 of 1 12/12/2024, 6:03 PM

179-1. General Response #1
General Response #7
General Response #7a
General Response #7b
General Response #18

180. Laura Gibbons

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Draft EA of the SAMP is insufficient - need an EIS

From laura gibbons <lgibbons51@yahoo.com>
Date Thu 12/12/2024 3:12 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>

You don't often get email from lgibbons51@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Gentlepeople,

My concern about the "Sustainable" Airport Master Plan (SAMP) for SeaTac airport (SEA) started with a growing awareness of how bad aviation is for our climate, and how far off or unrealistic any technical solutions are. Then I learned more about how the noise and aircraft emissions harm heath – harms that fall disproportionately on already overburdened communities. I'm personally affected by SEA-related noise because I live near the flight paths. I'm also a biostatistician, and I've read dozens of scientific articles that detail these harms to climate and health, some of which are linked below. 1

Despite years of giving feedback to the Port that was ignored, I was actually surprised at how absurd the Environmental Assessment (EA). There is NO reasonable way to conclude that adding more flights will have "no significant impact". 2

But because reason hasn't worked so far, I will enumerate some specific ways that the EA is insufficient, in hopes that someone realizes that an Environmental Impact Statement (EIS) is needed. I led the writing of the 350 Seattle comments, so this may look familiar, but the points are worth repeating. All quotes are from the EA except as noted.

Projections of aviation demand

1) The projected growth of aviation demand does not consider demand reduction as an alternative. Additional studies are needed to assess the impacts of ending Port of Seattle tourism advertising and dropping its recruitment of more carriers and more routes (including cargo flights). A tax on flyers should also be assessed. 3

2) There is no assessment of how robust the growth projections are given current economic pressures. 4

3) Studies are needed to assess the impact of more frequent passenger and freight rail service that is better connected to SEA. This is now required in some European countries. 5

Climate

4) The EA incorrectly claims that the "the anticipated increase in GHG [Greenhouse gas] emissions due to the Proposed Action in the context of the Airport's sustainability efforts and climate goals is not anticipated to result in an adverse impact on climate." It is well-established that GHG from aviation have net warming effects. There is no evidence that the Port's cited goal (Appendix C, Section 21.2.3.1) of "… Scope 3 GHG emissions to carbon-neutral by 2050" can be met. It is wrong to cite a goal as if it will be achieved. A study is needed of the impacts of the increases in GHG due to the proposed actions. 6

5) The EA fails to investigate the ways Port actions could reduce scope 3 emissions, including the ideas mentioned in (1). 7

1 of 4 12/12/2024, 5:17 PM

180-1. This comment has been noted.

180-2. General Response #1

180-3. General Response #7
General Response #7c

180-4. The forecast was updated in 2019 and 2023 to capture the changing economic conditions. The analysis in the EA relied on the best data available at the time the study was completed and the information presented in the EA is sufficient for the FAA to accurately assess the impacts for each alternative.

180-5. General Response #7d

180-6. General Response #11.

180-7. Scope 3 includes indirect GHG emissions caused by airport operations that are not under the direct control of the Port, including sources like aircraft and motor vehicle emissions. The Port could encourage but cannot require any reduction of Scope 3 emissions. It is important to note that the greenhouse gas analysis did not include the use of alternative fuels (such as Sustainable Aviation Fuel), electric ground support equipment, or other technological advances given the limitations in modeling.

180. Laura Gibbons (continued)

6) The climate section incorrectly claims that "the Action Alternatives, when combined with other past, present, or reasonably foreseeable projects are not expected to prevent King County or the State of Washington from taking actions to meet their climate goals." The EA is missing any information on how the County or State could possibly meet their climate goals under the scenario of increased aviation. Indeed, all evidence is to the contrary:

On the County level, the 2020 Strategic Climate Action Plan (SCAP) uses 2007 GHG emission levels as a baseline year, and calls for a 50% reduction by 2030, and 80% reduction by 2050. The Joint Aircraft Emissions Technical & Community Task Force Report noted that aviation emissions are difficult to address, but "emissions from aircraft disproportionately impact frontline communities and it is critical for King County and its partners to develop strategies for both emissions reductions and air quality improvements". They set goals of reducing the carbon from aviation fuel by 20% in 2030, which we are far from on track to do (the reduction was 0.1% in 2019), and by 95% by 2050. They also set goals for reducing fuel use by **reducing** air travel. The County will "now more comprehensively track overall fuel consumption from flying and the additional warming effects that flying has on the atmosphere." The **additional warming effects** are those from radiative forcing, which means that the County now multiplies the carbon emissions by 3.0 to reflect the total GHG impact. This is a realistic measure of aviation impact but makes the County's goals even more difficult to achieve. Factoring in radiative forcing, aviation was 53% of King County's 2017 GHG emissions.

Since the SAMP was proposed, the Washington State legislature has made more ambitious plans to reduce Washington's GHG emissions. RCW 70A.45.020 requires the State to reduce GHG emissions "to 1990 levels, or ninety million five hundred thousand metric tons" in 2020. In each succeeding decade, the law aims to reduce Washington's GHG emissions below 1990s levels. By 2050, the State's GHG emissions should be limited "to five million metric tons, or ninety-five percent below 1990 levels." Furthermore, the law requires the State to "achieve net zero emissions by 2050." However, Washington is not meeting its GHG reduction goals; Washington's emissions are increasing. In 2019, CO_2 from aviation was over 6% of the state's carbon emissions, 8.8% if you include international bunker fuel. This is not total GHG emissions, just CO_2. There is no way to meet State goals if aviation emissions continue to increase.

Any claims that the SAMP is "not expected to prevent King County or the State of Washington from taking actions to meet their climate goals" need to be retracted and the proposed actions need to be changed to reflect the reality of the situation.

8

Air quality

7) The assessment of air quality did not include the known health harms from ultrafine particles and other aviation emissions. Over 420,000 people live under the SEA flight paths. (Pollution from aircraft emissions spreads far from airports, see study 1, study 2, study 3, study 4, and study 5, and infiltrates indoors) According to scientific research, here are some of the harms they face. The King County Board of Health evaluated numerous studies in their 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State. They determined that aviation pollution **causes** disease, citing adverse cardiovascular, respiratory, cancer, reproductive and fertility, and nervous system outcomes. They also labeled aircraft pollutants as **"likely causal"** of increased preterm birth and metabolic problems. Since then, scientific studies have confirmed many of their conclusions (see, for example, recent findings on asthma, lung cancer, preterm birth, and hypertension). Furthermore, there is now evidence that maternal exposure to aircraft pollutants is associated with autism spectrum disorder diagnoses in children. The scientific consensus on the damaging health consequences of aviation emissions is why the Port needs to do a **full health impact assessment** as part of an Environmental Impact Statement (EIS). These air quality harms are real and need to be incorporated.

9

Noise

8) The impact of aviation noise must be updated based on current science. The EA used the 1976 noise threshold of 65 dB DNL. The Environmental Protection Agency has determined that safe noise levels are only 45 dB DNL for indoor noise and 55 dB DNL for outdoor noise. The World Health Organization thresholds are even lower: 40 dB at night.

10

9) Even using the 65 dB DNL threshold, the contour in the Environmental Assessment needs its data updated. It does not capture the range of people affected by SEA noise. For example, compared to noise measurements collected by the Port of Seattle for locations closer to the airport, loudness levels collected in 2018 on Beacon Hill were similar or louder than locations within 2 miles of the airport. More than half of the measurements exceeded the loudness level for which homes located adjacent to an airport would receive mitigation from the FAA. They also exceeded the Seattle City noise ordinance, sometimes by 800%.

11

180-8. General Response #11.

180-9. General Response #8
General Response #9b
General Response #10

180-10. General Response #12

180-11. General Response #13
General Response #14

180. Laura Gibbons (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

10) Current science is clear that aircraft noise is more than an annoyance; it has demonstrated consequences for human health. The 2020 King County report found aircraft noise to **cause** cardiovascular disease and also sleep disturbance, which has its own health sequelae. It was "likely causal" for school performance. Recent research replicates these findings for cardiovascular disease (study 6, study 7, study 8). In addition, recent scientific investigations of airport noise have found associations with many other adverse outcomes, even accounting for other health risk factors. These include more studies on low student achivement, cardiovascular disease (study 9, study 10, study 11, study 12, study 13), and sleep (study 14, study 15, study 16) and new findings on metabolic health (study 17, study 18, study 19), preterm birth, depression, Alzheimer's Disease, and substance use and mental health emergencies. The scientific consensus on the damaging health consequences of aviation noise is why the Port needs to do a **full health impact assessment**. The health consequences of noise are real and need to be addressed. 12

In a final point about noise, the EA notes that quieter aircraft will result in smaller 65 dB noise contours in 2037 compared to 2032. However, even with quieter aircraft, the EA projects that the area within the 65 dB noise contour will increase by 12% from 2022 to 2037. The phase-in of quieter aircraft should provide relief to those injured by airplane noise, rather than being more than cancelled out by an increased number of flights. 13

Environmental justice, equity, and vulnerable populations

11) The EA incorrectly concluded that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts, and roadways that do not meet mobility standards as a result of the Proposed Action. However, none of the impacts were found to be significant with mitigation and none are considered disproportionate and adverse." This statement ignores the scientific consensus cited above about the adverse effects of aviation noise and pollution. Furthermore, the health impacts from SEA fall disproportionately on people of color, those with low income, children, and the elderly - people who already live in zones with the highest level of health disparities in the state. In addition, socioeconomic factors may make it more difficult for affected residents to mitigate the noise or pay for medical care for the health impacts. A **full health assessment** is needed to address these risks and their equity implications. It should also include a focus on children and on the elderly. 14

12) The EA notes an increase in GHG but says no mitigation is needed on the basis of environmental justice because *climate change is a global phenomenon*. Yes, it is global, but climate change is already having a disproportionate effect on people of color and low-income communities . Any environmental justice analysis must include the unequal impacts of climate change. 15

Socioeconomics

13) The EA states that "The Action Alternatives … would likely have a positive overall economic impact to the surrounding community". This needs to be examined more closely. The EPA estimated Social Cost of Greenhouse Gases at $190/metric ton in 2020. Just looking at CO_2, according to Appendix C, it totaled 6,150,575 metric tons in 2022 and would increase to 7,757,291 under proposed plan in 2037, over 300 million dollars in additional social costs. These costs need to be incorporated into any socioeconomic evaluation. 16

Cumulative impacts

14) The EA quotes the Council on Environmental Quality, defining cumulative effects as "the effects on the environment that result from the incremental effects of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period time."

Part of the SAMP (Technical Memorandum No. 9) stated that "As master planning efforts must balance conflicting goals and objectives, this is especially relevant for key sustainability categories such as energy and greenhouse gas emissions. For example, if the Port is to meet its goal to double the number of international flights and destinations and, at the same time, reduce greenhouse gases by 50%, it will have to consider a broader range of options in addition to traditional capital development strategies in the SAMP." 17

The EA fails to evaluate the SAMP with either of the above criteria. There is no big picture, no honest assessment of the cumulative effects of plans that enable an increase in aviation. The EA should have looked at the levels of pollution at the time of the SAMP (2017) and compared that to the future. Looking out to 2050 would be relevant to the Port's climate goals. Such comparisons are needed to understand the cumulative impact of these projects.

3 of 4 12/12/2024, 5:17 PM

180-12. General Response #14

180-13. General Response #5
Neither the FAA nor the Port can control when airlines purchase new aircraft.

180-14. General Response #10
General Response #13
General Response#14
General Response #15
General Response #16
The Port has started an update to their Part 150 program. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. Neither FAA Order 1050.1F nor the Aviation Emissions and Air Quality Handbook, Version 3, Update 1 requires the preparation of an HIA for assessing health impacts. The analysis completed for the EA meets the requirements of FAA Order 1050.1F.

180-15. General Response #15

180-16. Executive Order 14151 revoked the calculation of the Social Cost of Carbon as a consideration for federal environmental documents.

180-17. General Response #17

180. Laura Gibbons (continued)

15) The Council on Environmental Quality regulations go on to say "Effects also include … climate change-related effects, including the contribution of a proposed action and its alternatives to climate change, and the reasonably foreseeable effects of climate change on the proposed action and its alternatives." The Port must assess the cumulative climate effects of the proposed action, and that assessment should be based on a 2017-2050 timeline. 18

It is abundantly clear that a **full and cumulative environmental, health, and climate impact analysis** based on correct information requires many additional studies that only an EIS can provide. I also call for the **racial and economic impact analysis** under President Clinton's Executive Order 12989 on Environmental Justice that was promised to community groups. 19

Sincerely,

Laura Gibbons, PhD

Seattle, Washington

180-18. General Response #11
General Response #17

180-19. General Response #1
General Response #15
EO 12989 has been rescinded

181. Sally Jo Gilbert de Vargas

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Sea Tac Expansion

From Sally Jo Gilbert de Vargas <sallyjogilbert@gmail.com>
Date Thu 12/12/2024 3:21 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from sallyjogilbert@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Friends,
I am a retired public school teacher, a climate activist and a voter. I am very concerned about the SeaTac Expansion project, and the recent Environmental Impact Statement, which I believe is flawed and should be reviewed because it is inadequate. My main concerns are:
1. The scientific consensus on the damaging health consequences of aviation noise was not considered. Noise thresholds are based on outdated science; the analysis must be redone, using current science. 1
2. The finding of non-significance of climate impacts makes no sense: it assumes that increased emissions will not increase the risks associated with climate change. This is false. 2

A full and cumulative environmental, health, and climate impact analysis based on correct information and sound reasoning must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix these shortcomings and to protect our health and climate. 3

Thank you for your consideration,
Sally Jo Gilbert de Vargas
Seattle, WA

"Our struggle is the struggle of a lifetime...
to build a truly multi-racial Democracy in America. ~John Lewis

1 of 1 12/12/2024, 5:15 PM

181-1. General Response #12
General Response #13
General Response #14

181-2. General Response #11

181-3. General Response #1

182. Kim Gordon

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SeaTac EIS required!

From Kim Gordon <gordonkm54@gmail.com>
Date Thu 12/12/2024 4:34 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>

Some people who received this message don't often get email from gordonkm54@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

samp@portseattle.orgDear Port of Seattle and FAA,

I am deeply concerned about the climate and health issues related to the expansion of the SeaTac airport because I have a paralyzed husband living south of SeaTac who is more susceptible to upper-respiratory problems than the general public. 1

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

1) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 2

2) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed! 3

3) The scientific consensus on the damaging health consequences of aviation noise was not considered. Noise thresholds are based on outdated science; the analysis must be redone, using current science. 4

4) The climate assessment makes no sense: it assumes that increased emissions will not increase the risks associated with climate change. 5

5) The climate impacts minimization analysis relies on a program - SAF, or sustainable aviation fuels - that is both speculative and voluntary.

6) The analysis of cumulative effects on climate should take into account the facts that the 6

1 of 2 12/12/2024, 5:13 PM

182-1. General Response #10
General Response #11
The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

182-2. General Response #15

182-3. General Response #8
General Response #9b
General Response #10

182-4. General Response #12
General Response #13
General Response #14

182-5. General Response #11

182-6. General Response #17

182. Kim Gordon (continued)

atmosphere is currently at 425 parts per million of carbon dioxide and that the world has already reached 1.5 C of warming; it is not necessary to identify specific sources of the emissions that led to this. The analysis incorrectly restricted consideration of past effects to projects built in a small geographic area and a limited (5-year) time period. This makes no sense. 6

7) The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan. 7

A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix these shortcomings and to protect our health and climate! 8

Kind regards,

Kim Gordon
Federal Way

182-7. General Response #11

182-8. General Response #1

183. Patricia Gray

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Environmental Impact Statement required

From Patricia Gray <1graypat@gmail.com>
Date Thu 12/12/2024 2:51 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>

[Some people who received this message don't often get email from 1graypat@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Sir or Madam,

As residents of a retirement community in Des Moines, my husband and I are well acquainted with the noise and pollution of aircraft passing over on takeoff and/or landing.

We simply cannot believe the finding of non-significance of climate impacts! This assumes that increased emissions will not increase the risks associated with climate change. This statement is clearly false. 1

We urge you to initiate an Environmental Impact Statement. Our community has been adversely affected by the airport for many years and we cannot absorb the larger impact of noise and pollution that a new terminal and an increase in air traffic will bring. 2

Yours truly,

Patricia L. Gray

1 of 1 12/12/2024, 5:18 PM

183-1. General Response #11

183-2. General Response #1

184. Patricia James

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SeaTac Airport Expansion

From Pat James <pat.theswede@yahoo.com>
Date Thu 12/12/2024 8:44 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from pat.theswede@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle & FAA,

I have lived in Burien in the same house for 76 years. The noise from jets has become intolerable. It is affecting my sleep. I constantly hear the roar of engines. This lack of sleep is affecting my health.

I also cannot imagine what the air quality is like. I am sure my vegetable garden is full of particulate matter from airport emissions and that I am ingesting that matter. Both my children have asthma probably due to growing up in this area and the poor air quality.

Do not expand SeaTac Airport. You need to stop ignoring the health and climate needs of our community.

1

Please complete a thorough Environmental Impact Statement.

2

Sincerely,
Patricia James
Seahurst, WA

1 of 1 12/12/2024, 6:01 PM

184-1. General Response #8
General Response #10
General Response #11
General Response #13
General Response #14

184-2. General Response #1

185. Aniko Juhasz

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] A new Environmental Impact Statement (EIS) is required!!!!

From Aniko <anikojuhasz@yahoo.com>
Date Thu 12/12/2024 11:42 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from anikojuhasz@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hello

The current Environmental Assessment (EA) is not sufficient. I live under the flight path and have dealt with these issues for decades! 1

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

1) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 2

2) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed! 3

3) The scientific consensus on the damaging health consequences of aviation noise was not considered. Fix the noise thresholds based on outdated science. 4

4) The climate assessment is missing the warming effects of any aircraft emissions. 5

5) The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan.

A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix 6

1 of 2 12/12/2024, 5:26 PM

185-1. The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

185-2. General Response #15

185-3. General Response #8
General Response #9b
General Response #10

185-4. General Response #12
General Response #13
General Response #14

185-5. General Response #11

185-6. General Response #1

185. Aniko Juhasz (Continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

these shortcomings and to protect our health and climate! 6

[Any contact information will become public record, so you might want to consider just signing with your name and city.]

Anikó Juhász

Burien, WA

2 of 2 12/12/2024, 5:26 PM

186. Twyla Lawrence

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Sea Tac Expansion

From Twyla Lawrence <twyla6@hotmail.com>
Date Thu 12/12/2024 9:30 AM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from twyla6@hotmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle and FAA,

I have lived in my house in Burien for 50 years. The noise from the airport has increased to the point of being intolerable. I wake up in the middle of the night to jets warming up and taking off.

I'm sure the air quality in the Burien area is not good to say the least.

While it is convenient to have an airport close by .....enough is enough. When the health of people is being jeopardized, expansion has to be stopped.

Please complete a thorough Environmental Impact Statement.

Sincerely,

Twyla Lawrence
Burien, WA

1

1 of 1 12/12/2024, 5:49 PM

186-1. General Response #1
General Response #5
General Response #7
General Response #8
General Response #10
General Response #13
General Response #14

187. Patti

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Please for the sanity of the residents of DM DO NOT APPROVE THE ADDITIONAL AIR TRAFFIC. It is so invasive and stress-causing to our bodies. We already are affected in ways we don't even know how to count.

1

From Patti <pabrum54@yahoo.com>
Date Thu 12/12/2024 8:59 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from pabrum54@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Sent from my iPhone

1 of 1 12/13/2024, 11:45 AM

187-1. This comment has been noted.

188. David Ramsay

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP Environmental Review

From dhramsay@aol.com <dhramsay@aol.com>
Date Thu 12/12/2024 10:56 AM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>

You don't often get email from dhramsay@aol.com. Learn why this is important

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The Port's current plans to consider expanding the airport terminal to accommodate an increased number of flights must go through a thoroughly done FULL Environmental Impact Statement (EIS) process. 1 Central to the proposed action is the impact on the Port's commitment to reduce scope 3 emissions 50% below 2007 levels by 2030. 2 Of particular concern is that the failure to achieve this commitment will negatively affect the children living within the surrounding area's health with profound disparate impacts.

Thank you for your consideration
David Ramsay

1 of 1 12/12/2024, 5:31 PM

188-1. General Response #1

188-2. General Response #10
General Response #11
General Response #15
General Response #16

189. Catherine Ruha

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Environmental Assessment of Airport Master Plan for SeaTac airport

From Catherine Ruha <ruhac@outlook.com>
Date Thu 12/12/2024 6:49 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>

Some people who received this message don't often get email from ruhac@outlook.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To the Port of Seattle Leadership,

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because it ignores the health and wellbeing of your fellow humans and the science around air and noise pollution. 1

The assessment of air quality and impacts on children's health did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed! Aren't adults supposed to be creating a better world for the future of our children? I certainly want to leave a legacy that nourishes and heals, not one that increases harm. I would hope the Port of Seattle would, too. 2

The scientific consensus on the damaging health consequences of aviation noise was not considered. Noise thresholds are based on outdated science; the analysis must be redone, using current science. Noise above a certain threshold increases the risk of heart attack. Airplane noise sounds like I imagine a war zone to sound. 3

The climate assessment makes no sense: it assumes that increased emissions will not increase the risks associated with climate change. How can more airplanes spewing emissions into the air, not increase air pollution and feed climate change? I suppose saying otherwise is like Orwell's 1984 where 2+2=5.

The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan. Again, how can more pollution help us meet climate goals to decrease carbon emissions? Impossible. So, why claim otherwise and what does it mean when you do so? 4

A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix these shortcomings and to protect our health and climate! 5

1 of 2 12/12/2024, 7:00 PM

189-1. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

189-2. General Response #8
General Response #9b
General Response #10
General Response #16

189-3. General Response #12
General Response #13
General Response #14

189-4. General Response #11

189-5. General Response #1

189. Catherine Ruha (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

The Seattle Port should operate as a caring part of our government. Your job shouldn't be to suck up to the airline industry so more harm can be done to our communities and the air we require to live. The Port's job needs to include creating a healthier place to live. Don't sacrifice people's health and wellbeing- for what? - corporations and their bottom line? No, those of us who live here matter. Seattle and all of King County should be beautiful, healthy places to live. We shouldn't have to fly away from here to be free from noise and air pollution. Please conduct an honest EIS. 6

Thank you,
Catherine Ruha, Seattle

2 of 2 12/12/2024, 7:00 PM

189-6. General Response #1

190. Julie Saul

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comment for submittal

From J Saul <jsaul42@gmail.com>
Date Thu 12/12/2024 5:02 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from jsaul42@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle, Aviation Environment and Sustainability,

I am sending this comment on the Seattle-Tacoma Sustainable Airport Master Plan Environmental Assessment (SAMP). As a resident of Des Moines, Washington, I am impacted by operations at the airport on a daily basis. Having reviewed both the Sustainable Airport Master Plan and the Environmental Assessment in the too short of time allotted citizens, I would like to share my comments related to the environmental assessment and increased operations at SEA. 1 2

First and foremost, the Environmental Assessment (EA) is shortchanging our airport communities and a blatant shortcut and screen by the Port, SeaTac, and the FAA. It is using outdated science and metrics, and takes no consideration whatsoever for the many current scientific studies on airport air and noise pollution by the University of Washington, the World Health Organization, Stanec, and the Public Health Study. This is shameful and disheartening of our 'trusted' Port, airport, and governing Federal agency. 3

Given the significant increase in the number of aircraft operations/overflights the DNL noise metric does not adequately reflect residents' experiences with aircraft noise. Supplemental metrics, including the Number-of-Events-Above (NA) and NA night, should be utilized in the FAR Part 150 study to provide decision-makers and the public with a comprehensive understanding of both existing conditions and future changes, including those projected for the SAMP (2032). These metrics should also be considered when evaluating potential noise abatement strategies that can be applied beyond the DNL 65 dBA contours, as practiced at other airports in the United States. **These are the details a full EIS will provide for realistic view of the SAMP impacts.**

The FAA's Neighborhood Environmental Survey confirmed that community noise annoyance is significantly higher than historically recorded. According to the study, 60-70% of residents are "highly annoyed" at noise exposure levels of DNL 65 dBA, and 27-37% are "highly annoyed" at levels down to DNL 55 dBA. While federal regulations mandate the use of DNL 65 dBA for certain policy decisions, impacts on residents outside this exposure level should be considered during noise compatibility planning. For SEA to truly support "sustainable" growth, it must consider the impacts on neighboring jurisdictions, **their health, and the quality of life in those communities.** 4

In our home, air traffic has increased over 30% in the ten years we have lived here. We didn't sign up for that. When we have conversations outside, we have to stop when the flights pass overhead...constantly. At night, we are awakened by loud flights—the ones we are conscience of. Studies have proven sleep is disrupted by loud aircraft noise even when we *think* we're sleeping. Disrupted sleep leads to severe health issues. My husband must now use a C-pap machine. 5

The SAMP supposedly addresses needed changes and 'improvements' to 'meet the demand' of our growing area. Why do all these 'demands' have to be met at SeaTac? They could also be 'met' at the many regional airports throughout the greater Puget Sound area. Do not place the burden of all this on our SeaTac communities! We're not receiving economic growth. We're receiving air, noise, and quality of life pollution for the benefit of the State's economic growth. I call that a foul! 6

1 of 2 12/12/2024, 5:11 PM

190-1. This comment has been noted.

190-2. General Response #3
General Response #4

190-3. General Response #5
General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14

190-4. General Response #1
General Response #6
General Response #12
General Response #13

Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

The FAA will provide your comment to the Part 150 team for consideration.

190-5. This comment has been noted

190-6. General Response #7
General Response #7a
General Response #7b
General Response #7c

190. Julie Saul (continued)

Please proceed with a full EIS. Consider and implement flight procedures that mitigate noise and pollution for ALL communities surrounding all our regional airports. Make use of all the regional airports. 7

Respectfully and with appreciation,

Julie Saul
Des Moines, WA 98198
Jsaul42@gmail.com

190-7. General Response #1
General Response #7b

191. Judith Shimono

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL]

From Judith Shimono <judbus@comcast.net>
Date Thu 12/12/2024 2:43 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from judbus@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Yikes! You're going to add another runway and more flights without a full researched impact report? And you expect us to just accept that? No way! 1

1 of 1 12/12/2024, 5:19 PM

191-1. General Response #1 The proposed project does not include the construction of a new runway. Table 1-2 in Chapter 1 of the EA provides a list of the projects included as part of the proposed project analyzed in the EA.

192. Linda Stryker

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Airport Expansion

From Linda Stryker <llstryker@hotmail.com>
Date Thu 12/12/2024 9:00 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from llstryker@hotmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

I am very concerned about the increase in capacity and volume at the Airport, and especially concerned for those that are under the flight path and whose noise mitigation is not adequate. I also am concerned about jet fuel particulate that is shed with take off and landing in the runway flight path neighborhoods. 1

When citizens are sarcastic and saying "Well you bought the house knowing there was an airport" they do not fully grasp the increases in recent years and the projected further increases to come. It is not a static situation. 2

Please consider the local community.

Linda Stryker
15409 22nd Ave S.W.
Burien, WA 98166
206-601-6275

1 of 1 12/13/2024, 11:43 AM

192-1. General Response #5
General Response #6
General Response #8
General Response #9b
General Response #9c
General Response #10
General Response #12
General Response #13
General Response #14
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

192-2. This comment has been noted.

193. Rorie Zajac

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP Issues & Comments on the Draft EA

From Rorie Zajac <roriez@gmail.com>
Date Thu 12/12/2024 5:02 PM
To SAMP Public Comments <SAMP@portseattle.org>; Bitalac.Emily@epa.gov <Bitalac.Emily@epa.gov>

You don't often get email from roriez@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Thank you for the opportunity to comment on the Seattle-Tacoma Sustainable Airport Master Plan Environmental Assessment. As a resident of Des Moines, Washington, I am impacted by operations at the airport on a daily basis. Having reviewed both the Sustainable Airport Master Plan and the Environmental Assessment, I would like to share my comments related to the environmental assessment and increased operations at SEA.

Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3" Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities. According to the recently released environmental assessment, noise exposure will not exceed NEPA thresholds; the expansion of operations at SEA will result in increased impacts, particularly for nearby communities. The DNL 65 dBA contour will expand, resulting in "significant" aircraft noise exposure for more residents and noise-sensitive facilities, including local schools and nursing homes. This increase in noise exposure will result in higher levels of annoyance, interruptions in conversations and leisure activities, and sleep disruption. Exposure to aircraft noise has also been recognized as impeding learning and affecting health, especially for susceptible populations including children and the elderly.	6

1 of 2 12/12/2024, 5:12 PM

193-1. General Response #2

193-2. General Response #17
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property.

193-3. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14

193-4. General Response #13
General Response #14

193-5. General Response #15

193-6. General Response #12
General Response #13
General Response #14
General Response #16

193. Rorie Zajac (continued)

A full EIS versus a limited EA — Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS. 7

Inequitable Time to Review: While the Port spent 6 years creating this SAMP Draft EA, the community was allocated insufficient time to review with a total of 53 days to comment. 8

While we acknowledge the benefits the airport brings to our region, it is important that growth is sustainable and does not benefit the region with only those close-in communities bearing the burden in terms of environmental impacts and reduced quality of life. There are very few mitigation measures identified in the environmental assessment. There seems to be minimal effort to protect our quality of life and to protect the learning and health of the children who have no choice but to live in these communities. Please bear in mind the greatest burden is placed on those who live adjacent to the airport and below the arrival and departure flight paths and special consideration should be made to understand and manage those impacts to help maintain our quality of life. Thank you for taking the time to review my comments. Please make every effort to encourage a truly sustainable future for Seattle-Tacoma International Airport which can only be accomplished through collaboration in managing the growth and impacts of the burdens placed on neighboring communities. 9

Sincerely,

Rorie Zajac
27433 8th Ave S, Des Moines, WA 98198

193-7. General Response #1

193-8. General Response #3
General Response #4

193-9. General Response #6

194. Kerry & Janet Allman, and Karen Connelly

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comments on the SAMP from the Port of Seattle

From Kerry Allman <kerry25651@yahoo.com>
Date Thu 12/12/2024 10:50 AM
To SAMP Public Comments <SAMP@portseattle.org>; Bitalac.Emily@epa.gov <Bitalac.Emily@epa.gov>

3 attachments (2 MB)
SAMP Reply - KA.pdf; SAMP Reply - KC.pdf; SAMP Reply - JA.pdf;

You don't often get email from kerry25651@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:
Please see attached files. As we live under the flight path, we believe a full Environmental Impact Statement needs to be done instead of an Environmental Assessment. 1

Thank you for your time.

Kerry Allman
Janet Allman
Karen Connelly

1 of 1 12/12/2024, 5:33 PM

194-1. General Response #1

194. Kerry & Janet Allman, and Karen Connelly (continued)

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampntpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.		2
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.		3
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")		4
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.		5
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.		6
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.		7
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.		8

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Janet Allman Signature:
Address: 25851 Marine View Dr S
E-mail: janet25851@yahoo.com

194-2. General Response #2

194-3. General Response #17

194-4. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

194-5. General Response #14

194-6. General Response #15
General Response #17

194-7. General Response #14
General Response #16

194-8. General Response #1

194. Kerry & Janet Allman, and Karen Connelly (continued)

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampntpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	KA
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	KA
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Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	KA
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	KA
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	KA
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	KA

9

Please include my above-initialed comments on/for the SAMP draft EA.

Name: KERRY ALLMAN Signature:
Address: 25651 MARINE VIEW DR S. /TAC HOMES
E-mail: Kerry25651@yahoo.com

A PLAN OF THIS SIZE NEEDS A FULL EIS!

10

194-9. See response to Comments 194-2 – 194-8.

194-10. General Response #1

194. Kerry & Janet Allman, and Karen Connelly (continued)

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampntpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	KRC
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	KRC
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	KRC
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	KRC
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	KRC
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	KRC
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	KRC

11

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Karen L Connelly Signature: Karen L Connelly
Address:
E-mail: KRCTGB629@hotmail.com

194-11. See response to Comments 194-2 – 194-8.

195. Laura Zeffer

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] No legit environmental review?

From Laura Zeffer <zeffer3@gmail.com>
Date Thu 12/12/2024 8:12 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from zeffer3@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

You can't be serious? People's lives are more important than airline profit. If we offer less flights, there will be less pollution, sickness and damage to the environment. One day the public will catch on that lifestyles must change to save the earth. Be a trendsetter! Say No airport expansion. There are no electric planes yet! 1

Sent from my iPhone

1 of 1 12/13/2024, 11:48 AM

195-1. General Response #6
General Response #7
General Response #7c
General Response #11

196. Phoebe Barnard

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Port of Seattle's Draft Environmental Assessment on expansion of fossil fuel infrastructure at Seatac Airport

From Phoebe Barnard <phoebe.barnard@stableplanetalliance.org>
Date Thu 12/12/2024 9:07 AM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Mohamed, Hamdi <Mohamed.H@portseattle.org>

1 attachment (84 KB)
EIS letter_Dear FAA and Port of Seattle authorities_12Dec24.pdf;

You don't often get email from phoebe.barnard@stableplanetalliance.org. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Commissioners and other authorities for the Port of Seattle and FAA (see PDF attached),

I am a veteran global climate and biodiversity scientist who has worked for decades across three continents to help society shift to a kind of society which has a viable future. I have coauthored or led six or seven of the "world scientists' warnings" academic papers, and their popular summaries. It is clear that until recently, most of humanity has until recently not understood the violent reality of a destabilizing climate and habitat loss for people on the ground, and for ecosystems and weather events. 1

That is now changing as the destabilization of our climate and ecosystems is self-evident to all who can see the news or their own experience.

I also do live in the flight path of SeaTac airport, but this is not my main concern.

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

1) "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate." This finding clearly ignores the scientific consensus on adverse effects of aviation noise and pollution and the reality and inequity of who lives near the airport and under flight paths. 2

2) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed! 3

3) The scientific consensus on the damaging health consequences of aviation noise 4

1 of 3 12/12/2024, 5:53 PM

196-1. This information has been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

196-2. General Response #15

196-3. General Response #8
General Response #9b
General Response #10
General Response #16

196-4. General Response #12
General Response #13
General Response #14

196. Phoebe Barnard (continued)

was not considered. Noise thresholds are based on outdated science; the analysis must be redone, using current science. 4

4) The climate assessment makes no sense: it assumes that increased emissions will not increase the risks associated with climate change.

This is frankly criminal, as increasing numbers of lawsuits nationally and at The Hague attest. 5

5) The climate impacts minimization analysis relies on a program - SAF, or sustainable aviation fuels - that is both speculative and voluntary. This is no longer acceptable in view of the science and the needs of both present and future generations and present and future environmental health.

6) The analysis of cumulative effects on climate should take into account the facts. The atmosphere is currently at 425 parts per million of carbon dioxide. The world has already reached 1.5 C of warming globally. It is not necessary to identify specific sources of the emissions that led to this, and it is invidious to imply this. The analysis incorrectly restricted consideration of past effects to projects built in a small geographic area and a limited (5-year) time period. This makes no sense and is frankly (plainly to the public) self-serving. 6

7) The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan. 7

Authorities must complete a full and cumulative environmental, health, and climate impact analysis based on correct information, as part of an official Environmental Impact Statement (EIS). Please conduct an EIS to fix these shortcomings and to protect our health and climate, now and for future generations and other species. 8

With my scientific knowledge I know that at this late stage, it is emphatically not possible to expand any airport and still have a livable climate for our children. 9

It's preposterous that we still believe (wishful thinking) that it is.

Thank you and good wishes for wiser decisions and leadership,

Prof Phoebe Barnard,
Mount Vernon, Skagit County

Prof Phoebe Barnard | University of Washington email

---

fellow | Global Evergreening Alliance | cofounder | Stable Planet Alliance
co-founder and convenor | Global Restoration Collaborative
global change scientist | policy strategist | futures professor | University of Cape Town | University of Washington | film producer

196-5. General Response #11

196-6. General Response #11
General Response #17

196-7. General Response #11

196-8. General Response #1

196-9. This comment has been noted.

196. Phoebe Barnard (continued)

Dear FAA and Port of Seattle authorities, 12 December, 2024

I am a veteran global climate and biodiversity scientist who has worked for decades across three continents to help society shift to a kind of society which has a viable future. I have coauthored or led six or seven of the "world scientists' warnings" academic papers, and their popular summaries. It is clear that until recently, most of humanity has until recently not understood the violent reality of a destabilizing climate and habitat loss for people on the ground, and for ecosystems and weather events.

That is now changing as the destabilization of our climate and ecosystems is self-evident to all who can see the news or their own experience.

I also do live in the flight path of SeaTac airport, but this is not my main concern.

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

1) "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate." This finding clearly ignores the scientific consensus on adverse effects of aviation noise and pollution and the reality and inequity of who lives near the airport and under flight paths.

2) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed!

3) The scientific consensus on the damaging health consequences of aviation noise was not considered. Noise thresholds are based on outdated science; the analysis must be redone, using current science.

4) The climate assessment makes no sense: it assumes that increased emissions will not increase the risks associated with climate change.

This is frankly criminal, as increasing numbers of lawsuits nationally and at The Hague attest.

5) The climate impacts minimization analysis relies on a program - SAF, or sustainable aviation fuels - that is both speculative and voluntary. This is no

10

196-10. See responses to comments 196-1 – 196-9.

196. Phoebe Barnard (continued)

longer acceptable in view of the science and the needs of both present and future generations and present and future environmental health.

6) The analysis of cumulative effects on climate should take into account the facts. The atmosphere is currently at 425 parts per million of carbon dioxide. The world has already reached 1.5 C of warming globally. It is not necessary to identify specific sources of the emissions that led to this, and it is invidious to imply this. The analysis incorrectly restricted consideration of past effects to projects built in a small geographic area and a limited (5-year) time period. This makes no sense and is frankly (plainly to the public) self-serving.

7) The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan.

10

Authorities must complete a full and cumulative environmental, health, and climate impact analysis based on correct information, as part of an official Environmental Impact Statement (EIS). Please conduct an EIS to fix these shortcomings and to protect our health and climate, now and for future generations and other species.

With my scientific knowledge I know that at this late stage, it is emphatically not possible to expand any airport and still have a livable climate for our children.

It's preposterous that we still believe (wishful thinking) that it is.

Thank you and good wishes for wiser decisions –

Prof Phoebe Barnard,
Mount Vernon, Skagit County

197. Rob Briggs

SAMP EA Comment - Cumulative Impacts Thursday, December 12, 2024

The Sustainable Airport Master Plan (SAMP) Environmental Assessment (EA) is deficient in its treatment of cumulative impacts related to Climate, Air Quality, and Noise, among other categories. The decision to limit the temporal windows within which cumulative impacts are consider is arbitrary and capricious and unresponsive to the realities of relevant science.

The EA quotes Council on Environmental Quality (CEQ) guidance: '*...cumulative effects are "the effects on the environment that result from the incremental effects of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period time."*'

The EA states, *"For this analysis, past projects are defined as those which occurred within the past five years (between 2017 and 2021)."* Logically, the window for consideration of earlier actions would be based on the specific issue in question. If we look specifically at climate, the cumulative impacts of anthropogenic emissions that are relevant to this SAMP decision, which if approved will further increase emissions, have taken place principally over the past 100 years and have raised atmospheric carbon concentration by approximately 50%. Emissions prior to 2017 are critical to understanding the consequences and environmental costs of the increased emissions that will occur if this SAMP EA is approved. I read nothing in the CEQ's guidance that implies that only a recent slice of the past is relevant when assessing cumulative impacts. 1

The EA makes a similar error of logic and scientific understanding in dealing with the future. The EA states, *"No projects past 2032 are included because there is a lack of adequate detail about those later projects to enable meaningful review; any analysis of those projects or their impacts would be speculative."* It goes on to say, *"Projects included in the SAMP Long-Term Vision (LTV) are not included in the reasonably foreseeable future projects analysis because they remain 10-plus years in the future, need additional analysis, and are not yet at the point where they have received funding and / or approval."*

There are numerous problems in the above quoted paragraph. Artificially truncating the time horizons within which the consequences of the Proposed Actions will be evaluated makes no sense in the context of climate impacts in particular. Climate science tells us that the climate forcing from the increased emissions from SAMP will continue for hundreds of years. Failure to include the LTV along with the near-term projects in the EA for the SAMP because they are not "reasonable foreseeable" is ridiculous. They are part of the plan. It represents a text-book example of why NEPA requires that cumulative impacts be considered.

The SAMP states that the reasons the LTV projects are not included in the required consideration of cumulative impacts is because they are not "*reasonably foreseeable*," because they are too far in the future, and because they "*are not yet at the point where they have received funding and / or approval.*" The EA is playing games with language here. The whole purpose of planning is to foresee and envision, so how possibly can a project you are planning not be *reasonably foreseeable*? And if you can exclude the cumulative impact of an action from consideration in an EA because the action is not yet funded or approved, it creates a Catch-22, that makes a mockery of the entire process, because projects that are funded and/or approved are always built regardless of their environmental impacts. 2

Climate is the biggest economic, environmental, and human-rights challenge the world has ever faced. This EA, if approved, would green light projects with large adverse contributions to an already dangerously out of control situation. What is called for is a comprehensive analysis of the entire project, so that alternatives can be accurately assessed. Order 5050.4B, April 2006, CHAPTER 1. ORDER OBJECTIVES AND DEFINITIONS: 3

197-1. General Response #17

197-2. General Response #19c

197-3. General Response #7
General Response #11
General Response #17

197. Rob Briggs (continued)

Section 102(2) contains 'action-forcing' provisions to make sure that federal agencies act according to the letter and spirit of the Act." Mincing the language around cumulative impacts meets neither the letter nor the spirit of the Act. 3

Airports are long-term investments in public infrastructure. If the EA is correct in stating that the Long-Term Vision *"need(s) additional analysis,"* then the FAA must require a full Environmental Impact Statement (EIS) be done to provide that additional analysis that is needed, particularly with respect to the climate impacts of continued aircraft operations growth at SeaTac Airport. 4

Respectfully submitted,

Robert Briggs

197-4. General Response #1
General Response #19c

198. Lee Nichols

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] See attached...

From Lee Nichols <leenichols77@gmail.com>
Date Thu 12/12/2024 2:18 PM
To SAMP Public Comments <SAMP@portseattle.org>; Bitalac_Emily@epa.gov <Bitalac_Emily@epa.gov>

1 attachment (333 KB)
Airport Decline.pdf;

You don't often get email from leenichols77@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

I am traveling so I hope you accept this attached form. I can't tell you how many times I'm woken up at night by loud, heavy planes taking off. You can hear them for 3 minutes even after they have passed my home.
It was difficult to read Emily's email address and the phone number listed, but I did my best.

1

Lee Nichols

DRAFT ENVIRONMENTAL A

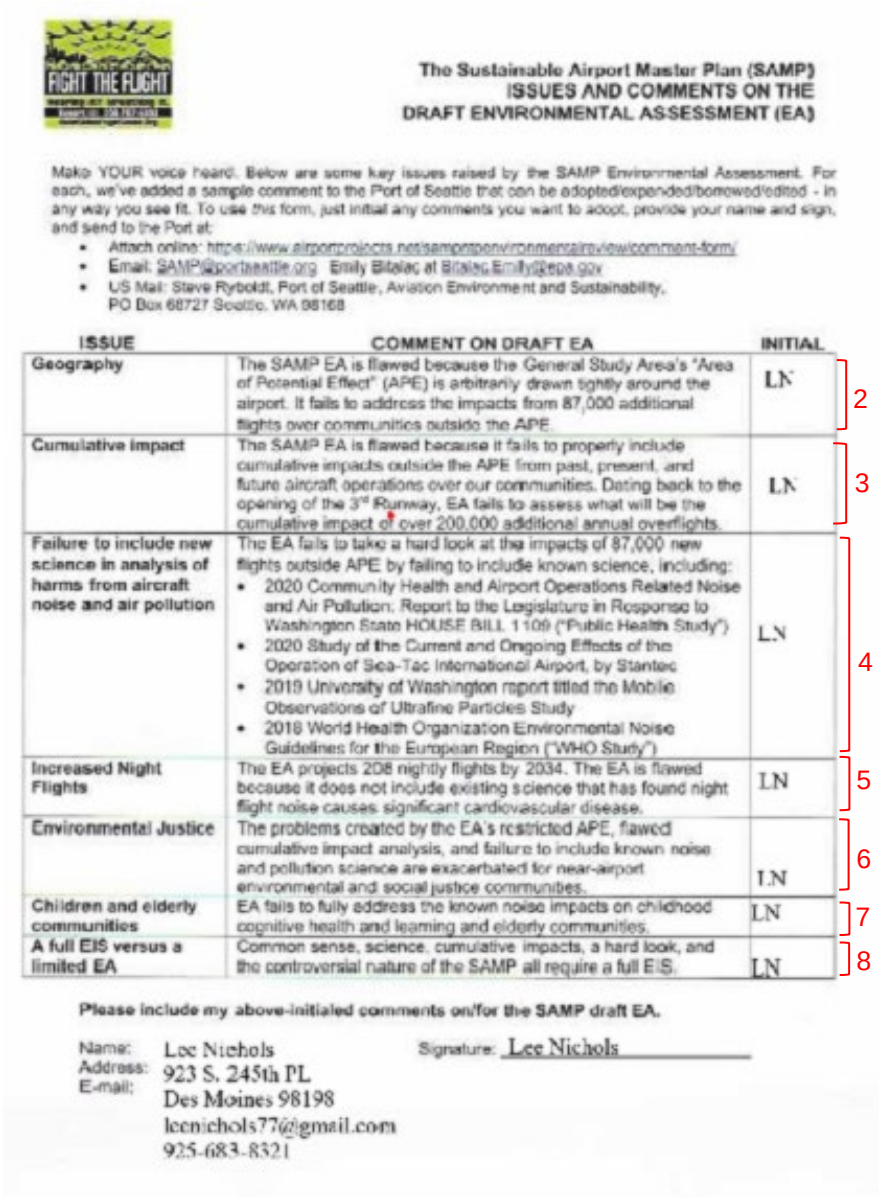
Make YOUR voice heard. Below are some key issues raised by the SAMP Enviror each, we've added a sample comment to the Port of Seattle that can be adopted/expa any way you see fit. To use *this* form, just initial any comments you want to adopt, pro and send to the Port at:

- Attach online: https://www.airportprojects.net/sampntpenvironmentalreview/com
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Rybold!, Port of Seattle, Aviation Environment and Sustainabilit PO Box 68727 Seattle, WA 98168

1 of 1 12/12/2024, 5:23 PM

198-1. This comment has been noted.

198. Lee Nichols (continued)



FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use this form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampsponvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bilalac at Bilalac.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	LN	2
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	LN	3
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	LN	4
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	LN	5
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	LN	6
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	LN	7
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	LN	8

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Lee Nichols
Address: 923 S. 245th PL
Des Moines 98198
E-mail: leenichols77@gmail.com
925-683-8321

Signature: Lee Nichols

198-2. General Response #2

198-3. General Response #17

198-4. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

198-5. General Response #14

198-6. General Response #15
General Response #17

198-7. General Response #14
General Response #16

198-8. General Response #1

199. Rosanna Vanderhoeven

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use this form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampsepaenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Rybold?, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98160

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	RV	1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	RV	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	RV	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	RV	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	RV	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	RV	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	RV	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Rosanna Vanderhoeven Signature: [signature]
Address: 24847 13th Ave S. Des Moines, WA 98198
E-mail: rosie.vanderhoeven@gmail.com

199-1. General Response #2

199-2. General Response #17

199-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

199-4. General Response #14

199-5. General Response #15
General Response #17

199-6. General Response #14
General Response #16

199-7. General Response #1

200. Karen Lea

From: Krull, Kandice (FAA)
To: Rybolt, Steve (Rybolt.S@portseattle.org); Sarah Potter
Subject: FW: 12/13 deadline for Public comment-Sustainable Airport Master Plan Expansion
Date: Friday, December 13, 2024 7:06:09 AM

Good morning Steve and Sarah,

Please add the following to the other public comments for the SEA EA.

Thanks
Kandice

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airports District Office
303-342-1261

-----Original Message-----
From: Karen Lea <karen@leaweb.net>
Sent: Thursday, December 12, 2024 10:02 PM
To: SAMP@PortSeattle.org; bitalac.emily@EPA.gov; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Subject: 12/13 deadline for Public comment-Sustainable Airport Master Plan Expansion

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern:

I am commenting on the above SAMP expansion noted above. As a 30 year resident of Federal Way I am concerned that noise abatement is an optional program and that there is also no required noise and air monitoring (current or planned) for areas like Federal Way that are south of the airport. The change in the number of flights over our home as well as the associated noise is considerable. It is important to me and other residents of Federal Way that our concerns be heard and that it not be assumed that a region with less affluent residents will simply accept environmental impacts to health such as noise and chemical contamination as a given. Flights should be routed over non-residential areas whenever possible (i.e. Commencement Bay) Noise abatement procedures should not be required north of the airport, with no similar safeguards implemented to the south. I understand airport expansion is important to the region but changes should be implemented equitably. 1 2 3

Regards,

Karen and Daniel Lea

Federal Way, WA

200-1. General Response #6
General Response #8
General Response #13
The Port of Seattle operates a system of 24 noise monitors located throughout the greater Seattle area. There are three monitors located within the City of Federal Way. More information on the noise monitors can be found at: https://www.portseattle.org/page/aircraft-noise-monitoring-system

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

200-2. General Response #10
General Response #14

200-3. The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft. The FAA will provide your comment to the Part 150 team for consideration.

201. Julie Seitz

From: Krull, Kandice (FAA)
To: Rybolt, Steve (Rybolt.S@portseattle.org); Sarah Potter
Subject: FW: Citizen of Federal Way PUBLIC COMMENT on the SAMP
Date: Friday, December 13, 2024 7:14:17 AM

Good morning Steve and Sarah,

Please add the following to the other public comments for the SEA EA.

Thanks
Kandice

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airports District Office
303-342-1261

From: Julie Seitz <julieseitz.js@gmail.com>
Sent: Thursday, December 12, 2024 8:30 PM
To: SAMP@portseattle.org; Bitalac, Emily <Bitalac.Emily@epa.gov>; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Subject: Citizen of Federal Way PUBLIC COMMENT on the SAMP

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

December 12, 2024

Dear Port of Seattle, EPA, and FAA Representatives,

I am a citizen of Federal Way providing PUBLIC COMMENT on the SAMP (Sustainable Airport Master Plan) pertaining to SeaTac Airport.

I want to encourage the Port of Seattle, EPA, and FAA to work closely with the City of Federal Way on solutions that impact our City.

Let's get into it.

The *Port of Seattle* (POS) has been working on the expansion (SAMP) plan for 6 years, yet surrounding cities and citizens have only been given weeks to research the over 4,000 pages of information regarding this plan. We should be given more time to ask thoughtful questions and obtain accurate data to submit for comment. 1

The SAMP talks as if this plan is self-contained only within the airport property, and that the impacts to surrounding areas will only be felt during time of construction. It does not address the cumulative impacts to our communities in relation to air quality, ground water, quality of life, health, environment, and transportation needs into the future. 2

It appears that this is a sustainable plan for the *Port of Seattle*, not for the citizens.

An extensive monitoring system needs to be created for noise that goes beyond the 65-decibel threshold that is currently used. Not only are the decibel levels an issue but the FREQUENCY in which citizens experience the "magnitude of noise." Frequency should be addressed as well as noise. 3

201-1. General Response #3
General Response #4

201-2. General Response #2
General Response #17

201-3. General Response #12
General Response #13
The Port of Seattle operates a system of 24 noise monitors located throughout the greater Seattle area. There are three monitors located within the City of Federal Way. More information on the noise monitors can be found at: https://www.portseattle.org/page/aircraft-noise-monitoring-system

201. Julie Seitz (continued)

Currently the airport receives 423,000 flights a year. Arrivals/departures will increase to 540,000 (30%) by 2034. 4

As it is currently, the *Port of Seattle* has no extensive monitoring system for noise. Nor does it have a comprehensive pollution monitoring system for air or noise. The environmental and health consequences will no doubt be cumulatively significant and not just during construction. The SAMP declares no environmental impacts for noise. These issues need to be fully addressed. 5

Federal standards need to be expanded to include all metric studies of noise, frequency, and air pollution, not just the Decibel Levels (DL) standard. The DL does not reliably represent daily experiences related to aircraft noise. I ask that "supplemental noise metrics" be included as a part of the Part 150 Study on Aircraft Noise Compatibility. 6

The POS and *Federal Aviation Administration* (FAA) have monitoring sites at Twin Lakes Elementary School and Sacajawea Middle School only in Federal Way. Landing gear is being dropped and quick descents resulting in low flying altitudes are happening in the south end where NO monitoring has ever been done. I am demanding air and noise monitoring in the southern boundaries of our city. If we don't receive new testing, residents will not be involved in future mitigations or solutions. *Port of Seattle* packages for noise mitigations have failed in the past when funds were depleted. The *Port of Seattle* is responsible for its impacts and this program should be reinstated, fully funded, and offered to the citizens of Federal Way. 7

The SeaTac noise abatement program is voluntary as I understand it. The members meet every three months. Information and solutions need to be handled in a timely manner. This program should be mandatory, and improvements can be made. Noise abatement procedures are in place to the north, while no safeguards exist for the south. **The ongoing inequity between northern and southern airport communities should no longer be ignored by the *Port of Seattle* and FAA.** No south end procedures happened and all noise abatement procedures pertain only to citizens north of the airport. 8

The *Port of Seattle* needs to acknowledge, seriously consider, and compensate all neighborhoods under the flight path.

Health and climate issues related to the expansion are significant issues and need to be addressed. The draft environmental assessment of the SAMP for SeaTac airport is insufficient because:

1. The findings stating that the "Environmental justice populations would be exposed to increased air emissions, noise impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 9

2. The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other avian emissions. This work must be done now. 10

3. The scientific consensus on the damaging health consequences of aviation noise was not considered and is based on outdated science. 11

4. The climate assessment is missing the warming effects of any aircraft emissions. 12

5. The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan.

6. A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix these shortcomings and to protect our health and climate. 13

Thank you ahead for your consideration of my public comment.

Sincerely,

Julie Seitz
Federal Way, WA

201-4. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. As noted in Table 4-1, it is projected that there would be 509,882 operations in 2037 with the Proposed Action, an increase of 27% from 2022 operations (401,351).

201-5. General Response #13 The Port of Seattle operates a system of 24 noise monitors located throughout the greater Seattle area. Most of the monitors are placed in close-in communities while the rest are placed farther out to capture aircraft overflight noise for various arrival and departure flight paths. Data from the noise monitoring system provides a general perspective on aircraft noise and is just one component of a comprehensive suite of tools the Port uses to understand aircraft noise impacts. More information on the noise monitors can be found at: https://www.portseattle.org/page/aircraft-noise-monitoring-system

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

	201-6. General Response #12 The Port is currently in the process of updating their Part 150 study. Part 150 (14 CFR Part 150) is a voluntary program created by Congress as part of the Aviation Safety and Noise Abatement Act of 1979 that allows (does not mandate) airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/ The Part 150 Update is a separate process being completed by the Port. The FAA will provide your comment to the Part 150 team for consideration. **201-7.** General Response #6 General Response #13 There are currently three noise monitors in Federal Way. In addition to the two locations the commenter noted, Mark Twain Elementary is the third location. The FAA will provide your comment to the Part 150 team for consideration. **201-8.** The FAA will provide your comment to the Part 150 team. **201-9.** General Response #15 **201-10.** General Response #8 General Response #10 **201-11.** General Response #12 General Response #13 General Response #14 **201-12.** General Response #11 **201-13.** General Response #1

202. Duyen Bui

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From Duyen Bui <duyenmbui@everyactioncustom.com>
Date Fri 12/13/2024 9:07 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from duyenmbui@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

The assessment that said impact was insignificant was written by people who don't live near the airport. 1

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 2

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 3

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 4

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 5

1 of 2 12/15/2024, 3:48

202-1. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

202-2. General Response #10
General Response #14
General Response #15
General Response #16

202-3. General Response #10
General Response #11
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

202-4. General Response #5
General Response #8
General Response #10
General Response #11
General Response #13
General Response #14

202-5. General Response #1
General Response #17

202. Duyen Bui (continued)

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 6

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 7

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 8

Sincerely,
Duyen Bui
3510 S Holly St Seattle, WA 98118-3237

202-6. General Response #5
General Response #6

202-7. General Response #7
General Response #7d

202-8. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

203. Susan Dedinsky

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP Comment

From susan <susan@bancott.com>
Date Fri 12/13/2024 11:45 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from susan@bancott.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:

I am opposed to any projects that would enable growth of SeaTac airport. The area is already overly burdened with noise, health and environmental impacts to the extreme and any such growth requires much more extensive research and planning. It is premature to continue building without air and noise monitors throughout the affected areas and to continue expanding without this data is negligent and careless. We need to understand the impacts of the current - and undeniable - level of pollution and air noise before we should even consider imposing further air traffic on surrounding communities. 1

Susan Dedinsky
24209 10th Ave S, Des Moines, WA 98198
(206) 890-4804

1 of 1 12/15/2024, 3:38 PM

203-1. General Response #5
General Response #8
General Response #10
General Response #13
General Response #14

Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

The Port operates a system of 24 noise monitors located throughout the greater Seattle area. Most of the monitors are placed within 5 miles of the airport. The rest are placed farther out to capture aircraft overflight noise for various arrival and departure flight paths. Data from the noise monitoring system provides a general perspective on aircraft noise and is just one component of a comprehensive suite of tools the Port uses to understand aircraft noise impacts. More information on the noise monitors can be found at: https://www.portseattle.org/page/aircraft-noise-monitoring-system

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

204. Lynn Gaertner-Johnson

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox

Outlook

[EXTERNAL] Airport Expansion Requires an Environmental Impact Statement--and More

From lynngaertner-johnston@comcast.net <lynngaertner-johnston@comcast.net>
Date Fri 12/13/2024 11:40 AM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>

You don't often get email from lynngaertner-johnston@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle Leaders and FAA Representatives:

I am writing to urge you NOT to ignore the environmental and health impacts of the proposed SeaTac Airport expansion and to instead insist on a full ENVIRONMENTAL IMPACT STATEMENT for the project. Your role as leaders is to serve the people—all the people. It would be unconscionable to move forward without a serious, robust analysis of the true impacts on our communities of the proposed expansion and serious quantifiable plans to eliminate or greatly reduce those impacts. 1

Yes, an environmental assessment of sorts was conducted. However, its claim that a massive expansion would have "no significant impact" on health and climate—without providing a thorough analysis of the health and environmental impacts on communities near the airport (and airport employees)—is so simplistic as to be disingenuous. Just because the FAA "has not established significance thresholds" does not mean significant impacts do not exist. Because airport communities are home to a majority of King County's people of color, the claims of "no significant impact" are also racially insensitive. 2

With 350 Seattle, I urge the Port of Seattle and the FAA to do these critical things to protect our community:

(1) Conduct a full ENVIRONMENTAL IMPACT STATEMENT that includes a strong cumulative analysis of the total health and climate harms from SeaTac airport flights—with a racial and economic lens. It should identify current harms from expansions in recent decades along with how much the increased flights resulting from the SAMP would widen health disparities and add to climate pollution. Then it should take action to remedy those inequities. 3

(2) Create real solutions to restore health equity to our near-airport and flight path communities. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 4

(3) Perhaps most importantly: Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of increasing SeaTac airport flights, take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. Put workers to work building true solutions 5

1 of 2 12/13/2024, 11:53

204-1. General Response #1

204-2. General Response #5
General Response #8
General Response #10
General Response #13
General Response #14
General Response #15
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

204-3. General Response #1
General Response #17

204-4. General Response #5
General Response #6

204-5. General Response #7
General Response #7d

204. Lynn Gaertner-Johnson (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

that will protect our communities for decades to come.

I would love to see Port of Seattle leaders help lead us into a future filled with equal opportunity for all to live healthy lives on a healthy planet. 6

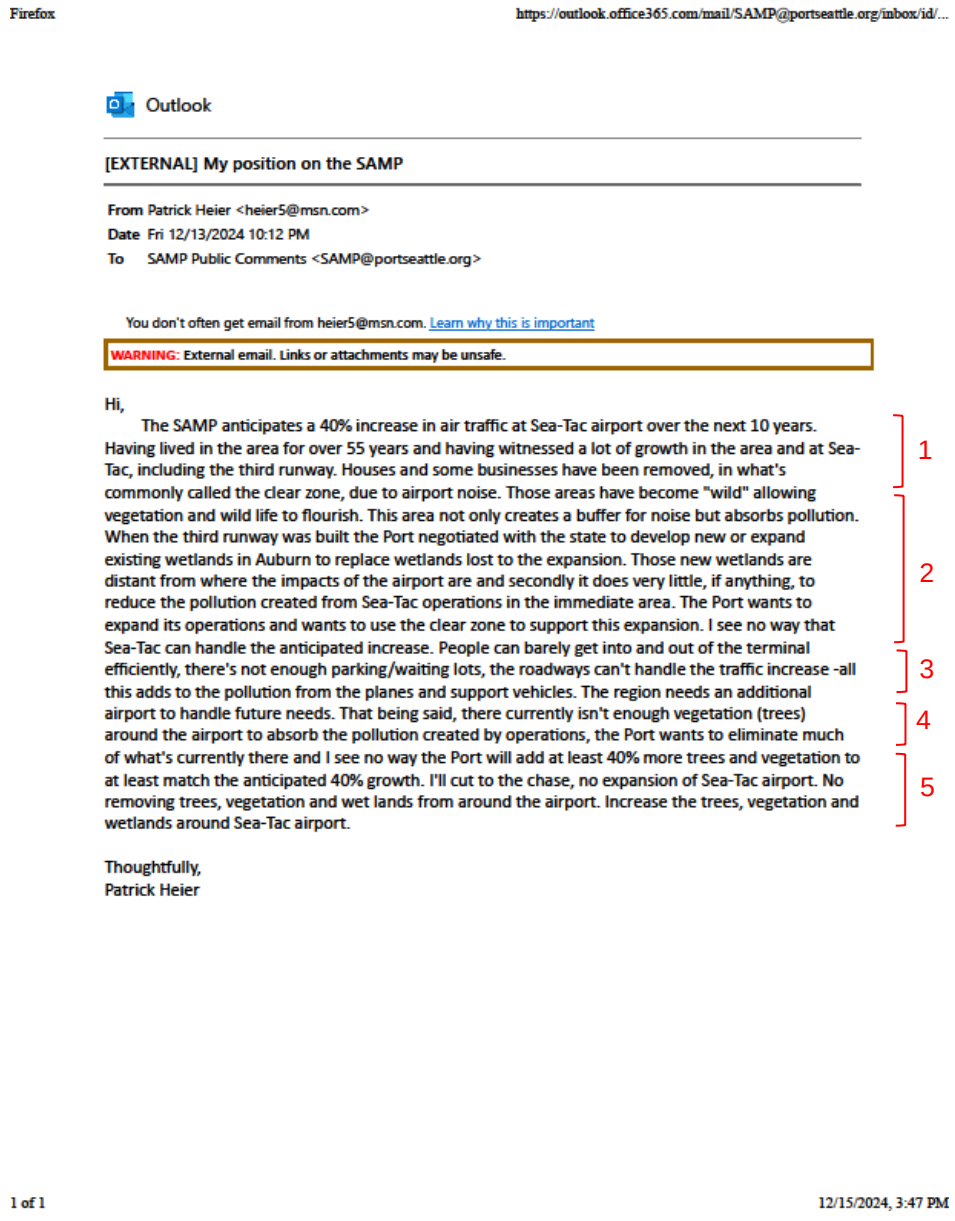
Thank you for your efforts toward a healthy climate for all.

Lynn Gaertner-Johnston
Resident of Queen Anne.

2 of 2 12/13/2024, 11:53 AM

204-6. This comment has been noted.

205. Patrick Heier



Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] My position on the SAMP

From Patrick Heier <heier5@msn.com>
Date Fri 12/13/2024 10:12 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from heier5@msn.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hi,

The SAMP anticipates a 40% increase in air traffic at Sea-Tac airport over the next 10 years. Having lived in the area for over 55 years and having witnessed a lot of growth in the area and at Sea-Tac, including the third runway. Houses and some businesses have been removed, in what's commonly called the clear zone, due to airport noise. Those areas have become "wild" allowing vegetation and wild life to flourish. This area not only creates a buffer for noise but absorbs pollution. When the third runway was built the Port negotiated with the state to develop new or expand existing wetlands in Auburn to replace wetlands lost to the expansion. Those new wetlands are distant from where the impacts of the airport are and secondly it does very little, if anything, to reduce the pollution created from Sea-Tac operations in the immediate area. The Port wants to expand its operations and wants to use the clear zone to support this expansion. I see no way that Sea-Tac can handle the anticipated increase. People can barely get into and out of the terminal efficiently, there's not enough parking/waiting lots, the roadways can't handle the traffic increase -all this adds to the pollution from the planes and support vehicles. The region needs an additional airport to handle future needs. That being said, there currently isn't enough vegetation (trees) around the airport to absorb the pollution created by operations, the Port wants to eliminate much of what's currently there and I see no way the Port will add at least 40% more trees and vegetation to at least match the anticipated 40% growth. I'll cut to the chase, no expansion of Sea-Tac airport. No removing trees, vegetation and wet lands from around the airport. Increase the trees, vegetation and wetlands around Sea-Tac airport.

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Thoughtfully,
Patrick Heier

1 of 1 12/15/2024, 3:47 PM

205-1. General Response #5 Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. As noted in Table 4-1, it is projected that there would be 509,882 operations in 2037 with the Proposed Action, an increase of 27% from 2022 operations (401,351).

205-2. General Response #18 The Port has a robust stormwater and industrial wastewater treatment system that captures and treats runoff prior to release from airport property. The proposed project includes improvements to both systems to accommodate additional runoff from the project.

205-3. As noted in Chapter 1, the purpose of the project is to accommodate 56 MAP at an optimal level of service because there are currently insufficient passenger processing facilities and gates to achieve this. The proposed project will help to alleviate the congestion noted in this comment.

205-4. General Response #7
General Response #7a
General Response #7b

205-5. General Response #18

206. Patricia James

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Airport Noise

From Pat <pat.theswede@yahoo.com>
Date Fri 12/13/2024 8:18 AM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from pat.theswede@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle and FAA,

I just read that the City of Normandy Park rescinded their proposal for pickleball courts due to noise pollution in the community. 1

Wouldn't it be great if the FAA and the Port would have the same consideration for their neighbors. The engine noise just on warm ups, landings and take offs is intolerable. Wish we had considerate neighbors!!

Do not expand the SeaTac Airport. There are other solutions. It is time to expand Payne Field in Everett which would also help alleviate the auto traffic in Seattle. 2

Patricia James
Seahurst, WA

1 of 1 12/13/2024, 11:30 AM

206-1. General Response #5
General Response #13

206-2. General Response #7
General Response #7b

207. K

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id

Outlook

[EXTERNAL] SAMP EA comment

From K <SAMP-EA-COMMENTER1001@proton.me>
Date Fri 12/13/2024 4:46 PM
To SAMP Public Comments <SAMP@portseattle.org>; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Cc tina.orwall@leg.wa.gov <tina.orwall@leg.wa.gov>; karen.keiser@leg.wa.gov <karen.keiser@leg.wa.gov>; tyra.zeigler@leg.wa.gov <tyra.zeigler@leg.wa.gov>

You don't often get email from samp-ea-commenter1001@proton.me. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

I have some concerns about the SAMP EA.

I feel that the comment period for the SAMP EA was too short. It took approximately 6 years for a team of experts to complete the SAMP EA. The complexity and layers of projects and terminology take more than 6 weeks for a typical layperson to asses and comment on. The approximately 6 weeks of comment period should have been expanded to 6 months at a minimum. 1

The port claims that capacity at SeaTac airport is not being increased. I don't agree.

The SAMP and SAMP EA mention airside projects and procedural changes (which include changes to flight paths) associated with these projects. These projects and procedural changes will increase the number of planes able to use SEATAC per hour (increased capacity). Other landside and terminal projects that were mentioned induce demand for flights using SEATAC airport. The port of Seattle, who frequently partners with the FAA on the SAMP, is also actively working to promote tourism and increase demand at SEATAC airport. These actions are being done to induce and increase demand and increase capacity. In short, the FAA is an active participant in this process, it is not simply responding to increased demand. 2

When projects and procedures to increase capacity at SEATAC are planned or are in the works a full EIS must be conducted. 3

A categorical exclusion should not be used when considering flight paths in close proximity (within at least 5 miles) of the airport. 4

Airplanes often fly lower than 3000 feet over and or near my neighborhood. I have even had to call the FAA when I observed a plane flying so low it looked like it was about to go down (I live approximately 2 miles due west of the airport). Fortunately, at the last minute it rolled northwest. There have been many other instances where planes were flying low but didn't appear to be about to crash. I am sure that many others in close proximity to the airport have had similar experiences. 5

The FAA is not fully considering individual instances and cumulative impacts of multiple planes flying near or over my neighborhood and surrounding neighborhoods. It appears from data showing actual

1 of 3 12/13/2024, 4:48 P

207-1. General Response #3
General Response #4

207-2. General Response #7c
As noted in Section 1.3 of the EA, the only projects evaluated in this EA that may require modifications to existing flight procedures are the airfield projects (A01-A10) because they will require relocation of FAA-owned equipment (including navigational and visual aids). Most of these modifications are expected to be minor changes to accommodate the shift in equipment location.

Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

207-3. General Response #1

207-4. General Response #5
Chapter 5 of FAA Order 1050.1F includes a list of categorically excluded actions. The list identifies actions that the FAA has found do not normally require an EA or EIS except in the case of extraordinary circumstances (Section 5-2). If the proposed airport project is not included in Section 5-6 of FAA Order 1050.1F, an EA or EIS must be prepared. A few components of the NTPs are included in the list of categorically excluded actions. However, several are not and, therefore, an EA was required.

207-5. This comment has been noted.

207. K (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id

routes planes have taken, that my neighborhood is often in the crosshairs of arriving and departing flights which explains what I have observed. I am often faced with a wall of sound coming from all sides which seems to be especially bad around dawn and in the evening. Flights have often resulted in an inability to sleep or enjoy walking in my neighborhood. It appears that automated NEXTGEN GPS flight procedures are focused on flights arriving and departing to the western side of the airport. When air traffic is automatically directed over my neighborhood (which I would consider a coastal community) it drastically affects exposure to noise, pollution and quality of life. As noted in conversations posted in a local blog, the FAA has a terrible history of inadequately assessing impacts to local communities resulting from procedural changes and the methodology that is currently used to asses impact is inadequate. 6

The study of impacts on air pollution, noise and water quality has been inadequate.

There are currently no stationary air quality monitors near the airport to study and quantify pollutants resulting from airport operations and to show how these pollutants travel. Ongoing measurements of lead, criteria pollutants and ultrafine particles among other contaminants need to be conducted. These measurements and information are important because the current modeling procedures do not adequately account for the effects of local conditions such as topography, wind and weather, substrate that is being flown over (water vs land etc...) and whether or not an area is experiencing temperature inversion conditions (and thereby increased exposure). Current modeling also doesn't account for effects from concentrated flight paths. It is important to have a sufficient number of monitors to adequately measure pollutants and monitor how they travel . To start the process the promised north end monitoring site should be installed to be followed by south, west and east monitors. The FAA needs to install these monitors to establish a reliable baseline which does not currently exist. Community members and local city elected officials should be involved in determining the placement of these monitors with supplemental information consultation and education provided by impartial acknowledged experts. Special focus should be on areas in line with the regular takeoff and landing configurations as well as close in areas to the west under automated flight paths and other areas if they are in line with automated flight paths or are shown to experience concentrated air traffic. 7

These same local conditions affecting air quality also affect the amount of noise and annoyance a community is exposed to. The noise monitors that are in place do not adequately capture the noise that my community is exposed to. I am by a grade school near the top of a hill with exposure to multiple planes flying in close proximity to me at the same time. My proximity to the sound (no view of course) amplifies the noise. Not to mention that the current DNL 65 measurement zone around the airport is considered by many experts to leave out a large number of people that are currently extremely impacted. These same experts have suggested alternate ways to asses noise that better account for the true impact. (1) I believe these recommendations should be adopted. 8

Effects on water quality and impacts to local streams need to be fully considered. Local salmon bearing creeks and streams have suffered severe significant reductions in returning salmon. The airport has played a large roll in this by degrading and destroying habitat. Prior projects have resulted in wetlands being destroyed and increased flooding to local communities. Miller creek Walker creek and their associated basins have been severely impacted. The FAA and port need to devote more resources to preventing and mitigating effects on these watersheds. The FAA and Port of Seattle need to commit to continuing remediation and habitat enhancement to the Des Moines creek Basin and Des Moines Creek itself to mitigate impacts from the airport and its operations. Storm water projects are not enough. The water quality of local streams and wetlands must be consistently monitored and 9

2 of 3 12/13/2024, 4:48 P

207-6. General Response #8
General Response #13
General Response #17

207-7. General Response #6
General Response #8General Response #9b
General Response #10

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

As noted in Chapter 3 of the EA, lead was not included in the air quality analysis because Avgas (the only aviation fuel containing lead) fueling ceased at SEA in 2018 and the Proposed Action does not involve any potentially significant source of lead emissions.

Input data provided for emissions modeling with the Aviation Environmental Design Tool (AEDT) does account for local conditions such as flight tracks and profiles, wind, temperature, relative humidity, topography, and mean sea level pressure.

207-8. General Response #12
General Response #13
General Response #14

	The Port operates a system of 24 noise monitors located throughout the greater Seattle area. More information on the noise monitors can be found at: https://www.portseattle.org/page/aircraft-noise-monitoring-system **207-9.** Section 4.3.2 of the Draft EA provides the results of the biological resources analysis while Section 4.3.14 provides the results of the water resource analysis. As noted in both sections, the proposed project would not result in significant impacts to either biological resources or water resources in accordance with the thresholds established in FAA Order 1050.1F. The Port has obtained the permits and completed mitigation required for wetland impacts for previous projects and has committed to do the same for the proposed projects. The Port has a robust stormwater and industrial wastewater treatment program that requires frequent monitoring of treated water prior to being discharged.

207. K (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

proactive steps must be taken to ensure the least impact to local water and wetland resources. The Walker Preserve, Miller Creek trail and Des Moines Creek trail and surrounding land offer a rare accessible opportunity for underprivileged community members to experience nature. It is important to protect, preserve and enhance these valuable resources. 9

SEATAC airport is extremely compact. The number of operations per acre is huge in comparison to other airports. This concerns me for many reasons but one of the most significant is safety. I have been told that many airplanes flying over my neighborhood do so because of missed or abandoned approaches and having to circle back. It would seem that having even more congested air and land operations would complicate this process. I didn't see an explanation of plans to deal with this and I would like to see one that is easily understood by the average layperson. I would also like to know what is being done to safely handle air traffic now and predicted increases in the event that instrument landing is required due to GPS interference (again in easy-to-understand terms). 10

There seems to be resistance to proactively and adequately admitting and addressing health and economic concerns resulting from proximity to air traffic and increased exposure to pollutants coming from cargo vehicles serving the new direct to airport 509 extension. 11

Instead of embracing recent studies that have been published regarding airport noise, pollutants and ultrafine particulate and proactively adopting recommendations for monitoring and addressing impacts, the FAA and port appear to be rigidly doing the minimum possible and exploiting loopholes to explain why they don't have to measure potential impacts to affected communities. It appears that important information is being kept from the public pertaining to health effects from the airport. Important documents that should be available to view have been redacted. I believe this is being done because this information could affect adoption of the SAMP EA. It seems as if the port of Seattle doesn't want to know or at least want you to think they know about significant impacts. I believe for these reasons that a full EIS should be required before proceeding further with SAMP. 12

I, Family and Friends reflect the findings that those in airport communities suffer more health impacts, don't live as long and experience reduced property value in comparison to other communities. These impacts affect local cities surrounding the airport and local residents and need to be acknowledged. Effects on local cities and individuals must be lessened. All those impacted by the airport and its operations should receive mitigation and compensation. 13

(1) Airport Noise Report Volume 34, Number 33 October 7, 2022

Sent with Proton Mail secure email.

3 of 3 12/13/2024, 4:48 PM

207-10. The volume of air service at an airport is a direct reflection of the population, incomes, economic activity, geographic location of communities using an airport and gate/hardstand availability. Other than to ensure safety, neither the Airport Sponsor nor the FAA controls where, when, or how airlines provide service. Operators of public use airports cannot deny access to an airline if the aircraft they propose to use can safely operate at that facility. The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft. There were 798 missed approaches in 2022 out of 401,351 operations. The missed approach flight tracks are depicted in the Noise Modeling Protocol in Appendix J.

207-11. General Response #5
General Response #6
General Response #10
General Response #19b

207-12. General Response #1
General Response #9b
General Response #10
General Response #14

207-13. General Response #5
General Response #6
General Response #20

208. Bonny Kelly

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comment on fly over jet noise on Vashon Island

From bonny kelly <bonnykelly11@gmail.com>
Date Fri 12/13/2024 2:51 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from bonnykelly11@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

I am sending my comments to complain about jet noise directly over my house. If I am outside when a jet goes over, I cannot hear someone talking to me. It's so loud. There should be a way of dealing with this and I hope you figure it out. It's ridiculous! Thank you for listening. 1
Bonny Kelly
23726 97th Ave. SW., Vashon, WA 98070
206-890-9803
Sent from my iPhone

1 of 1 12/13/2024, 3:45 PM

208-1. General Response #5
General Response #13

209. Zachary Kirshbaum

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Sustainable Airport Master Plan Environment Assessment

From Zachary Kirshbaum <zachary.kirshbaum@everyactioncustom.com>
Date Fri 12/13/2024 2:43 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from zachary.kirshbaum@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

As someone who uses the airport, and lives in King County, I do not want an airport expansion! The demand for faster access to flights is not a demand that needs to be met, especially at the cost of the people and nature in the area and the atmosphere as a whole. According to a NASA scientist, flying is the most harmful thing that the average person does to the atmosphere. We CANNOT just mindlessly expand this practice as demand for it grows. 1

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 2

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 3

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 4

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

1 of 2 12/13/2024, 3:49 PM

209-1. This comment has been noted.

209-2. General Response #10
General Response #14
General Response #15
General Response #16

209-3. General Response #10
General Response #11
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

209-4. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

209. Zachary Kirshbaum (continued)

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 5

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 6

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 7

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 8

Sincerely,
Zachary Kirshbaum
724 N 103rd St Seattle, WA 98133-9206

209-5. General Response #1
General Response #17

209-6. General Response #5
General Response #6

209-7. General Response #7
General Response #7d

209-8. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

210. Holly Krejci

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP Public Comment - Georgetown

From holly krejci <holly.krejci@gmail.com>
Date Fri 12/13/2024 10:30 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Kathy Nyland <kenyland@comcast.net>

You don't often get email from holly.krejci@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:

Our names are Holly Krejci and Kathy Nyland, and we are 21 year residents of Georgetown, a neighborhood in South Seattle that is overburdened by climate change and directly under the flight path of SeaTac Airport. 1

We are writing in strong opposition to the Port's finding of "No Significant Impact" in its Environmental Assessment (EA), especially as it relates to air quality. We urge the Port to conduct a full Environmental Impact Statement (EIS).

The Port repeatedly insists that it must abide by Federal Aviation Administration (FAA) standards for its EA, however, it is clear that the Port is using these standards as a way to shield the true environmental impacts of this expansion project. 2

Per Port staff, the FAA measures King County's air quality as a whole, and finds that King County is in good standing with regard to air quality. However, the State of Washington recently found South Seattle (an area with many communities under the SeaTac flight path) and South King County (a community immediately adjacent to SeaTac) as being two of 16 communities overburdened by poor air quality. The State of Washington makes clear that communities in these areas are at a higher risk for disease and death impacted by proximity to unhealthy air. 3

The Port's insistence that increasing the frequency of flights would have no significant impact on surrounding communities cannot pass the red face test of policy. Having experienced the effects of the opening of the 3rd runway, we know expansion of flights will have impact. The Port's own EA acknowledges that aircraft operations are the largest source of increased Greenhouse Gas (GHG) emissions. This contradictory stance threatens to undo all trust that the Port has built with airport-adjacent communities. 4

We urge the Port to reject the finding of "no significant impact," measure air quality impacts against the State of Washington's overburdened by air quality metrics, and conduct a full EIS. We also urge the Port to better engage with communities under the SeaTac flight path, both in terms of events held and mapping exercises undertaken. 5

1 of 2 12/15/2024, 3:45 PM

210-1. General Response #1

210-2. General Response #5

210-3. General Response #8
General Response #9b
General Response #10

210-4. General Response #11
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

210-5. General Response #1
General Response #3
General Response #8
General Response #15

210. Holly Krejci (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Thank you for the opportunity to provide public comment.

Kathy and Holly

--
Holly Krejci
206.852.5789

2 of 2 12/15/2024, 3:45 PM

211. Katie Kresly

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP Public Comment

From Katie Kresly <katiekresly@gmail.com>
Date Sun 12/15/2024 3:26 PM
To SAMP Public Comments <SAMP@portseattle.org>; bitalac.emily@epa.gov <bitalac.emily@epa.gov>; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Cc teresa.mosqueda@kingcounty.gov <teresa.mosqueda@kingcounty.gov>; Dave.Upthegrove@kingcounty.gov <Dave.Upthegrove@kingcounty.gov>; citycouncil@seatacwa.gov <citycouncil@seatacwa.gov>; council@burienwa.gov <council@burienwa.gov>; citycouncil@desmoineswa.gov <citycouncil@desmoineswa.gov>; bdavisbac@gmail.com <bdavisbac@gmail.com>

You don't often get email from katiekresly@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle, FAA, and EPA,

I live in SeaTac, perpendicular to the SeaTac Airport, so I do not have the noise of low flying airplanes overhead, but I do smell jet fuel and exhaust drifting from the airport.

I also have serious concerns about my neighbors in SeaTac, Burien, Des Moines, Tukwila, White Center, and Normandy Park who live under the flight paths.

Last week, I visited Normandy Park. As my friend and I exited the car, he noted the flood of toxic fumes in the air that had the distinct smell of jet fuel. He told me this has been occurring much more frequently than it used to, and he was very concerned for the health of his family and his neighbors.

Neighborhoods to the north and south of the airport also have extremely loud overhead noise that forces them to stop conversation every couple of minutes. They also experience the increased smell of jet fuel that regularly floods the air. We know that airport neighborhoods experience diminished health.

1

This brings up many questions and requests:

1) How is a 30% airport growth sustainable for the community, especially in an EQUITABLE way? The most affected population is the POOR who live near the airport because the cost of living is lower. They pay a high health cost in the long run... NOT EQUITABLE.
Is your idea of EQUITY to make sure that ALL airport-adjacent neighborhoods receive the same amount of toxic air particulates and negative health impact?

2

2) You MUST commission a full Environmental Impact Statement (EIS) to determine the health and environmental damage BEFORE you approve the SAMP. Why not do an air quality study to assess

3

1 of 2 12/15/2024, 3:34 PM

Email was submitted on 12/13/24 prior to the deadline but was stored in Outlook Quarantine. The date reflected is the date the email cleared quarantine and not the date of actual submission.

211-1. These comments have been noted.

211-2. General Response #10
General Response #14
General Response #15
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

211-3. General Response #1
General Response #8
General Response #10
General Response #17

211. Katie Kresly (continued)

the cumulative impact on each neighborhood? The last comprehensive (not regional) testing was back in 1996 by the UW. The airport has grown massively since then. 3

3) King County and Washington State still claim they can meet their climate goals under this proposed plan. Please share how this is possible. 4

4) You MUST make a plan to offset the damages that airport growth is causing. Please work with the cities closely to define what the steps will be. 5

5) Please also keep as much of the green space (tree canopy) intact as possible since it is the most effective, natural means of offsetting the environmental damage and noise. 6

Respectfully,

Katie Kresly
SeaTac Resident

211-4. General Response #11

211-5. General Response #6

211-6. General Response #18

212. Anne Kroeker

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comments on NEPA draft EA for Port of Seattle's SAMP Near-Term Projects

From Anne Kroeker <annek@36524.com>
Date Fri 12/13/2024 2:48 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Mohamed, Hamdi <Mohamed.H@portseattle.org>; Richard Leeds <leedsrichard@gmail.com>

Some people who received this message don't often get email from annek@36524.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To the Port of Seattle and FAA:

After 6 years of the Port of Seattle studying all of the comments received on the draft Environmental Assessment in 2018, with most of those comments, if not all, expressing major concerns, and all the untold hours the Port staff spent drafting the responses and with all the Port (public?) money that has been poured into this effort, it is astounding and unbelievable that the conclusions and remarks are so inadequate on this finally released EA. They are not only insufficient; they are negligent. 1

The following are examples of some of the inappropriate answers, which support the need to do a full Environmental Impact State: 2

Knowing that the communities, near the airport and under the increasing, low and concentrated flight paths, are among King County's most diverse population, and include 64% people of color, 29% immigrants and 22% children, who already suffer higher rates of disease and death, and who would be particularly harmed by an increase in flights, a determination of non-significance was still found. 3

Air Quality impacts from fine and ultrafine particles, along with noxious emissions from jet engines, are proven to be damaging to short and long-term health, yet a determination of non-significance was still found. 4

Noise impacts, both single events and cumulative as happens now consistently with multiple takeoffs and landings along concentrated flight paths, are proven to be damaging to short and long-term health, yet a determination of non-significance was still found. 5

Increased climate emissions will most certainly increase the carbon in our atmosphere, as do the current emissions from airplanes, yet a determination of non-significance was still found. The hope that alternative aviation biofuels will replace jet engine emissions is misplaced and has no basis in reality for either production, regulation or actual promised outcomes of reduced emissions along the pathway.

A determination of non-significance was found when it was stated that King County and Washington State can meet their climate goals, with this increase of flights and operations. How is that possible? 6

1 of 2 12/13/2024, 3:46 PM

212-1. Scoping for the NEPA process was completed in 2018. The FAA and the Port considered all the comments submitted during the scoping process during the development of the Draft EA. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

212-2. General Response #1

212-3. General Response #15
General Response #16

212-4. General Response #8
General Response #9b
General Response #10

212-5. General Response #5
General Response #12
General Response #13
General Response #14

212-6. General Response #11

212. Anne Kroeker (continued)

The Port has been building out operations for the past 6 years, while they worked on their answers to come up with non-significance for each question, so now the SAMP Near Term Projects does not cover the full original set of projects and without having considered the impacts from those projects already started or taken place. Those impacts must be added back in to the analysis. 7

I do not know what planet these assessors live on, but I do know that it is not my planet - the one I want for myself, my children, my grandchildren and all our current and future generations, who will surely live diminished lives, if at all, with these cumulative effects of increased carbon and noxious gas emissions, which are deemed non-significant. 8

In light of all the failings outlined above of this NEPA Environmental Assessment, and so many more not mentioned here, I ask for a full and cumulative environmental, health and climate impact analysis based on correct and scientifically-based information, which would be done as part of an official Environmental Impact Statement (EIS). 9

An EIS must be conducted in order to fix the shortcomings of the current EA, if a rational and reasonable analysis of the impacts of the SAMP Near-Term Projects is to be considered.

Thank you for your time and attention to my remarks,

Anne Kroeker, Des Moines, Washington

212-7. General Response #17
General Response #19
The International Arrivals Facility, as well as other development projects that have occurred over the last six years unrelated to the NTPs, are not connected actions and were therefore not required to be evaluated as part of the Proposed Action.

212-8. General Response #8
General Response #10
General Response #11
General Response #17

212-9. General Response #1

213. Jennifer Kropack

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP Comments, 12 13 2024

From jwakropack@comcast.net <jwakropack@comcast.net>
Date Fri 12/13/2024 8:58 AM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Jennifer K <jwakropack@comcast.net>

You don't often get email from jwakropack@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

December 13, 2024

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

Dear Mr. Rybolt:
Thank you for the opportunity to comment on the Seattle-Tacoma Sustainable Airport Master Plan Environmental Assessment. As a resident of Des Moines, Washington, I am impacted by operations at the airport on a daily basis. Having reviewed both the Sustainable Airport Master Plan and the Environmental Assessment, attended three meetings, one held by the Port's consultants, and I would like to share my comments related to the environmental assessment and increased operations at SEA. 1

I have lived in Burien since 2004, and now live in Des Moines since 2017.
The massive increase in flights in the last 20 years are seen, felt, and heard by me, my family and my neighbors since the 3rd runway expansion.
I do not want additional flights to continue their impact on the health of my community even further.
Yet I know flight growth will increase so I ask you to: 2

1. Work with all neighboring City governments to become a leader in tree saving, planting, and getting rid of ivy that plagues the trees we still have.
2. Monitor with the new science and technologies so we have more data about air quality. There are new studies by researchers. There are better tools, there has to be the will to spend the money so you can create sustainable communities around the airport. 3
3. Commit to finding a way to decrease the noise! Use better metrics so we residents who are impacted may equally prosper as the airport expands and brings more impacts to all of us. At 9 am, 12/13/24, I can hear planes as I type, and I live on 6Th AVE S. 4

I smell the airplane fumes at least 120 days in the early mornings because of air conditions trapping these pollutants at the lower ground levels. I can't even use my decks on both east and west of my home.

I have heart disease when my other siblings don't. They do not live near the airport. In my younger years, I was a dedicated World champion athlete. Today I walk miles and attend exercise and yoga classes weekly. I eat well. 5

We have air filters in most rooms in our home because of the microfine black particles that appear on

1 of 2 12/13/2024, 11:27 AM

213-1. These comments have been noted.

213-2. General Response #6
General Response #18

213-3. General Response #8
General Response #9b
General Response #10

213-4. General Response #5
General Response #6
General Response #12
General Response #13
General Response #14

213-5. This comment has been noted.

213. Jennifer Kropack (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

every flat surface.
I'm most especially concerned about air pollution in the health of small children who do not have complete development of their lungs and livers.
These impacts also fall on the most diverse BIPOC communities in King County. 6

The Port needs to do more substantive mitigation for the known harm and human health inequities that their business causes nearby residents. They haven't done enough to date. 7

I want the Port to pay for an unbiased baseline study of current air pollution ASAP. 8
I want more ongoing future air quality monitoring.
I want the Port to increase their focus and budget to include caring for forested areas we all still enjoy due to the environmental toll occurring at nearby airport communities.
There are substantive impacts which are being ignored. *No wonder no other communities want an airport!*
I request the Port enhance the current forest canopy, as well as, substantively increasing it.
Expanding terminal gates and flights is not okay if you don't really act sustainably.
Climate change will bring devasting change and the Port needs to increase their aid to achieve tree equity.
We need a tree canopy around the airport to help buffer neighborhoods from noise and air pollution, and to prevent heat island effects and preserve livability. 9

Thank you for your consideration.
Regards,
~~~Jenn Kropack
jwakropack@comcast.net
22027 6th AVE S #306
Des Moines WA 98198

2 of 2 12/13/2024, 11:27 AM

213-6. General Response #9c
General Response #15
General Response #16

213-7. General Response #6

213-8. General Response #5
General Response #8
The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

213-9. General Response #6
General Response #11
General Response #18
~~~

214. Erika Langley

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] No airport expansion

From Erika <erika@drizzle.com>
Date Fri 12/13/2024 4:46 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from erika@drizzle.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

To whom it may concern,
I'm writing to express my opposition to the Sea-Tac expansion. The numbers are not worth it, and the health risks to the nearby communities are unacceptable.
Erika Langley

Sent from my iPhone

1

1 of 1 12/13/2024, 4:52 PM

214-1. General Response #10
General Response #14

215. Jim Locklear

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] public health concerns regarding SAMP

From jim locklear <jim.locklear@yahoo.com>
Date Fri 12/13/2024 2:48 PM
To bitalac.emily@epa.gov <bitalac.emily@epa.gov>; SAMP Public Comments <SAMP@portseattle.org>; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Cc jim.locklear@yahoo.com <jim.locklear@yahoo.com>

You don't often get email from jim.locklear@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To: Port of Seattle, FAA, EPA

From: Jim Locklear, Burien Resident

Re: Need for SAMP Environmental Impact Statement

To Whom It May Concern:

Please halt the proposed expansion of Sea-Tac Airport until proper site specific air quality studies are accomplished that are included in an Environmental Impact Statement. Jet emission levels are now twice as high they were in 1996 when the last airport air quality study was done. The SAMP leaves out well-studied concerns about how the invisible toxic particles contained in aircraft exhaust gases disproportionately impacts the health of surrounding small cities. A **cumulative impact analysis** needs to be presented in the SAMP that accounts for **existing public health impacts**.

There is no other way to prove current official levels of airport pollution without due diligence by the FAA right now in completing a tax-payer funded Dispersion Analysis and an Air Quality Monitoring study. We must have air quality testing on the table as part of the SAMP.

How do we know if the SAMP is really sustainable? We don't. And won't, not without an Environment Impact Statement. Please put our tax dollars to work!

1

1 of 1 12/13/2024, 3:47 PM

215-1. General Response #1
General Response #5
General Response #8
General Response #9b
General Response #10

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

216. Grace Lubrano

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Airport Expansion

From Grace Eric <lipstickhiker13@yahoo.com>
Date Fri 12/13/2024 11:53 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from lipstickhiker13@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom it May Concern,

Before considering an expansion, is there a plan for a flight plan? 1

I live in Federal Way in the Twin Lakes area, above and behind the Dumas Bay Sanctuary. The current noise level from the planes is already intolerable. Some of the planes actually vibrate my house. It literally sounds like planes are going to land on my house.

While I'm in my yard in the summer, I have to wait until the plane finishes passing over my house and beyond before I can continue conversations on my cell phone.

The planes fly so low that I can clearly see the windows. This can't be right. The plane noise isn't being managed and now more air traffic is proposed? It's like my house is right next to the airport and I'm in Federal Way. I'm not being offered any kind of noise reduction package and frankly, I don't want one.

The loud plane noise not only affects inside my house, but also outside, and outside my area, down to the Dumas Bay Sanctuary, Dashpoint State Point State Park and the surrounding residents. 2

Dumas Bay Sanctuary is supposed to be a protected area for wildlife, but the plane noise reduces the presence of wildlife and makes visiting the Sanctuary and Dash Point State Park less enjoyable. 3

Please consider the impact these planes already make in the Federal Way area. I speak for my neighbors also. We've had conversations about what could be done to divert these planes and no one wants more plane traffic coming in, in general.

At what point do you say there's enough noise and air pollution? What happened to Washington State being big on Green Energy? 4

Sincerely,
Grace Lubrano
3200 SW 314th St
Federal Way, WA

1 of 2 12/15/2024, 3:35 PM

2 of 2 98023

216-1. As explained in the Constrained Operating Growth Scenarios Report in Appendix A of the Draft EA, gates and passenger processing facilities are the first constraining factors to impact operations at SEA. Airfield and airspace constraints become the primary constraining factors once the additional gates are constructed. The FAA plans to initiate an airspace study in the future, outside and unrelated to the outcome of this EA.

216-2. General Response #5
General Response #13

216-3. The Dumas Bay Sanctuary and Dash Point State Park are more than eight miles southwest of SEA, which is outside of the Area of Potential Effect (APE) and outside of the 65 DNL noise contour. Therefore, both are outside the study area and outside the scope of this EA.

216-4. These comments have been noted.

217. Regina Mutter

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Please conduct a full Environmental Impact Statement (EIS) Analysis

From Regina Mutter <regina.mutter8@gmail.com>
Date Fri 12/13/2024 7:36 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from regina.mutter8@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Aviation Environment and Sustainability focal points at the Port of Seattle,

What does sustainable mean? For most people, sustainable means to be able to maintain a level of health or function. For the Port, sustainable seems to mean to sustain a rate of growth, and the Sustainable Airport Master Plan (SAMP) defines changes to Sea Tac airport to allow for continued growth. This model is, at its very core, UNSUSTAINABLE. The insatiable appetite to expand is destroying the very beauty and way of life that draws travelers to this area. It is time for us all to acknowledge that enough is enough – the current situation and air traffic load at Sea Tac airport is harming people, and the environment, and "biggering" is going to make these health problems significantly worse. 1

The Port has declared that a 39% passenger increase to this area is "not significant". Our current traffic results in bottle-necks, traffic safety issues and traffic jams on State Route 518 (SR 518), at the SR 518 and Hwy 99 interface, and also at the I-405 and I-5 interface now. A nearly 40% passenger increase will bring traffic flow to a standstill. The increase in the number of passengers will cause significant impact to our roads and our ability to commute to work, to home and to efficiently move goods and services in the region. 2

The Port has declared that a 27% increase in the number of flights is "not significant". Currently our neighborhoods surrounding the airport suffer from noise and air pollution causing increased rates of asthma and heart disease, among other health issues. The revving of engines at 3am and the high-pitched whining of engines, the roar of take-off and landing currently interrupt my sleep patterns. Insufficient sleep causes multiple health issues and shortens life expectancy. A nearly 30% increase in flights is significant and will damage the health of the residents, and the health of the ecosystems of Burien, Normandy Park, Des Moines, White Center and Sea Tac. 3

I have lived in the Burien and Normandy Park area for nearly 60 years. I have watched the airport expand, witnessed the displacement and disappearance of neighborhoods, schools and communities with the construction of the third runway, I have seen the impacts to our streams and urban forests. Enough is enough. 4

I am pleading for the Port and the FAA to do the right thing, and conduct a full Environmental Impact Statement to address the health and climate impacts before the expansion of SeaTac 5

1 of 2 12/15/2024, 3:56 PM

217-1. As noted in Chapter 1 of the EA, the purpose of the project is to accommodate 56 MAP at an optimal level of service because there are currently insufficient passenger processing facilities and gates to achieve this. As noted in Table 4-1 in the Draft EA, operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. It is important to note that operations are expected to increase with or without the project.

217-2. Enplanements are forecasted to be 2% higher with the Proposed Action compared to the No Action in 2032 and 8% higher in 2037 (Table 4-1 in the Draft EA). It is important to note that enplanements include both passengers that arrive or depart from SEA and connecting passengers. The FAA and the Port collaborated with WSDOT to complete a surface transportation study to identify roadway intersections that would fail to meet local and agency mobility standards in 2032 and 2037 due to the implementation of the Action Alternatives. Mitigation was proposed for impacted intersections according to each jurisdiction's requirements. With the proposed mitigation, the impacts are not considered significant.

217. Regina Mutter (continued)

Airport.

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

1) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 6

2) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed! 7

3) The scientific consensus on the damaging health consequences of aviation noise was not considered. Fix the noise thresholds based on outdated science. 8

4) The climate assessment is missing the warming effects of any aircraft emissions.

5) The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan. 9

A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix these shortcomings and to protect our health and climate! 10

Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 11

Respectfully,
Regina Mutter

217-3. General Response #5
General Response #8
General Response #10
General Response #13
General Response #14
Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

217-4. This comment has been noted.

217-5. General Response #1

217-6. General Response #15

217-7. General Response #8
General Response #9b
General Response #10

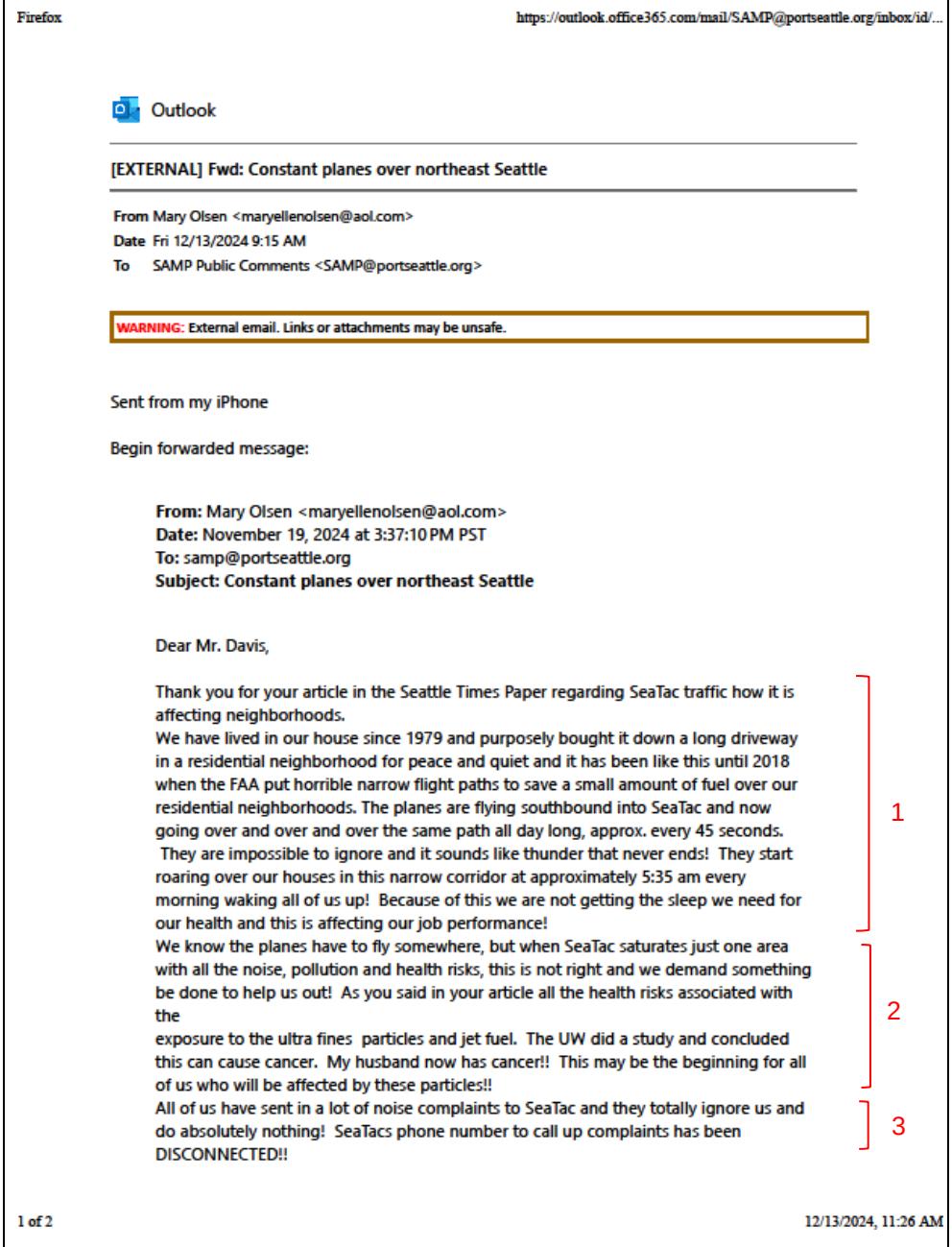
217-8. General Response #12
General Response #13
General Response #14

217-9. General Response #11

217-10. General Response #1

217-11. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

218. Mary Olsen



Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Fwd: Constant planes over northeast Seattle

From Mary Olsen <maryellenolsen@aol.com>
Date Fri 12/13/2024 9:15 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Sent from my iPhone

Begin forwarded message:

From: Mary Olsen <maryellenolsen@aol.com>
Date: November 19, 2024 at 3:37:10 PM PST
To: samp@portseattle.org
Subject: Constant planes over northeast Seattle

Dear Mr. Davis,

Thank you for your article in the Seattle Times Paper regarding SeaTac traffic how it is affecting neighborhoods.
We have lived in our house since 1979 and purposely bought it down a long driveway in a residential neighborhood for peace and quiet and it has been like this until 2018 when the FAA put horrible narrow flight paths to save a small amount of fuel over our residential neighborhoods. The planes are flying southbound into SeaTac and now going over and over and over the same path all day long, approx. every 45 seconds. They are impossible to ignore and it sounds like thunder that never ends! They start roaring over our houses in this narrow corridor at approximately 5:35 am every morning waking all of us up! Because of this we are not getting the sleep we need for our health and this is affecting our job performance! 1

We know the planes have to fly somewhere, but when SeaTac saturates just one area with all the noise, pollution and health risks, this is not right and we demand something be done to help us out! As you said in your article all the health risks associated with the
exposure to the ultra fines particles and jet fuel. The UW did a study and concluded this can cause cancer. My husband now has cancer!! This may be the beginning for all of us who will be affected by these particles!! 2

All of us have sent in a lot of noise complaints to SeaTac and they totally ignore us and do absolutely nothing! SeaTacs phone number to call up complaints has been DISCONNECTED!! 3

1 of 2 12/13/2024, 11:26 AM

218-1. General Response #5 The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft. The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. The FAA will provide your comment to the Part 150 team. For more information on the Part 150 update see: https://seapart150.com/

218-2. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14

218-3. The FAA will provide your comment to the Part 150 team for consideration.

218. Mary Olsen (continued)

We need RELIEF from this and should not even be experiencing this 30 miles from SeaTac!! We need the planes dispursed out, that is the only fair way to deal with this!! GET RID of these unjust narrow corridors!!! 3

Sincerely,
Mary E. Olsen
1714 NE 120th St.
Seattle, WA
Cell: 206-930-7751

219. Rosemary Sweeney

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] draft Environmental Assessment of Seatac airport expansion is insufficient

From Rosemary Sweeney <rosemary.sweeney1235@gmail.com>
Date Fri 12/13/2024 4:46 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>

You don't often get email from rosemary.sweeney1235@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

To Whom It May Concern:

The draft Environmental Assessment does not reflect the true environmental consequences of the current airport expansion plan due to a number of insufficiencies. 1

1. The draft Environmental Assessment states that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but that the impacts would not be "significant" or "disproportionate." This conclusory finding ignores the scientific consensus about the adverse effects of aviation noise and pollution. 2

2. Health harms from ultrafine particles and other aviation emissions have not been properly assessed. 3

3. Damaging health consequences of aviation noise were not assessed properly. This analysis must be redone, using current science concerning noise thresholds. 4

4. The finding that the airport expansion will have no climate impacts is wrong. Clearly, the expansion will increase greenhouse gas emissions, which will contribute to climate change and its associated risks.

5. It is irresponsible to depend on a sustainable aviation fuel (SAF) program 5

1 of 2 12/13/2024, 4:51 PM

219-1. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

219-2. General Response #15

219-3. General Response #8
General Response #9b
General Response #10

219-4. General Response #12
General Response #13
General Response #14

219-5. General Response #11

219. Rosemary Sweeney (continued)

to effectively minimize greenhouse gas emissions since such such a program is currently speculative and voluntary and SAFs suffer from serious supply chain issues. 5

I believe that a full and cumulative environmental, health, and climate impact analysis based on accurate information and sound reasoning should be done as part of an official Environmental Impact Statement (EIS). Please do an EIS in order to protect the environment in the Seattle area in terms of noise and toxic emissions, as well as climate change, and their effects on health. 6

Sincerely,
Rosemary Sweeney

219-6. General Response #1

220. Suzanne Vargo

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Public comment for SAMP

From Suzanne Vargo <zanyban@hotmail.com>
Date Fri 12/13/2024 4:46 PM
To SAMP Public Comments <SAMP@portseattle.org>; Krull, Kandice (FAA) <Kandice.Krull@faa.gov>

You don't often get email from zanyban@hotmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

December 12, 2024

Dear Port of Seattle and FAA Representatives,

VIA EMAIL Port of Seattle SAMP SAMP@portseattle.org and FAA Kandice Krull Kandice.Krull@faa.gov

I am a citizen of Federal Way providing PUBLIC COMMENT on the SAMP (Sustainable Airport Master Plan) pertaining to SeaTac Airport.

I want to encourage the Port of Seattle and the FAA to work closely with the City of Federal Way and citizens of Federal Way on solutions that impact our City and its citizens. 1

The *Port of Seattle* (POS) has been working on the expansion (SAMP) plan for 6 years, yet surrounding cities and citizens have only been given weeks to research the over 4,000 pages of information regarding this plan. We should be given more time to ask thoughtful questions and obtain accurate data to submit for comment. 2

The SAMP talks as if this plan is self-contained only within the airport property, and that the impacts to surrounding areas will only be felt during time of construction. It does not address the cumulative impacts to our communities in relation to air quality, ground water, quality of life, health, environment, and transportation needs into the future. 3

1 of 3 12/13/2024, 4:49 PM

220-1. Thank you for your comment. The Port plans on continuing its collaboration with the local jurisdictions and the public.

220-2. General Response #3
General Response #4

220-3. General Response #17

220. Suzanne Vargo (continued)

It appears that this is a sustainable plan for the POS not for the citizens.

An extensive monitoring system needs to be created for noise that goes beyond the 65-decibel threshold that is currently used. Not only are the decibel levels an issue but the FREQUENCY in which citizens experience the "magnitude of noise." Frequency should be addressed as well as noise. Currently the airport receives 423,000 flights a year. Arrivals/departures will increase to 540,000 (30%) by 2034. 4

As it is currently, the *Port of Seattle* has no extensive monitoring system for noise. Nor does it have a comprehensive pollution monitoring system for air or noise. The environmental and health consequences will no doubt be cumulatively significant and not just during construction. The SAMP declares no environmental impacts for noise. These issues need to be fully addressed.

Federal standards need to be expanded to include all metric studies of noise, frequency, and air pollution, not just the Decibel Levels (DL) standard. The DL does not reliably represent daily experiences related to aircraft noise. I ask that "supplemental noise metrics" be included as a part of the Part 150 Study on Aircraft Noise Compatibility. 5

The POS and *Federal Aviation Administration* (FAA) have monitoring sites at Twin Lakes Elementary School and Sacajawea Middle School only in Federal Way. Landing gear is being dropped and quick descents resulting in low flying altitudes are happening in the south end where NO monitoring has ever been done. I am demanding air and noise monitoring in the southern boundaries of our city. If we don't receive new testing, residents will not be involved in future mitigations or solutions. *Port of Seattle* packages for noise mitigations have failed in the past when funds were depleted. The *Port of Seattle* is responsible for its impacts and this program should be reinstated, fully funded, and offered to the citizens of Federal Way. 6

The SeaTac noise abatement program is voluntary as I understand it. The members meet every three months. Information and solutions need to be handled in a timely manner. This program should be mandatory, and improvements can be made. Noise abatement procedures are in place to the north, while no safeguards exist for the south. **The ongoing inequity between northern and southern airport communities should no longer be ignored by the *Port of Seattle* and FAA.** The noise abatement procedures created in 2019 for citizens south of the airport were never carried out. The noise abatement procedures pertaining to citizens north of the airport however were carried out. 7

The *Port of Seattle* needs to acknowledge, seriously consider, and compensate all neighborhoods under the flight path. 8

220-4. General Response #13
The Port of Seattle operates a system of 24 noise monitors located throughout the greater Seattle area. Most of the monitors are placed within 5 miles of the airport. The rest are placed farther out to capture aircraft overflight noise for various arrival and departure flight paths. Data provides a general perspective on aircraft noise and is just one component of a comprehensive suite of tools the Port uses to understand aircraft noise impacts. More information on the noise monitors can be found at: https://www.portseattle.org/page/aircraft-noise-monitoring-system

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

220-5. General Response #12
The FAA will provide your comment to the Part 150 team for consideration.

220-6. General Response #6
General Response #13
There are currently three noise monitors in Federal Way. In addition to the two locations noted by the commenter, Mark Twain Elementary is the third location. The FAA will provide your comment to the Part 150 team for consideration.

220. Suzanne Vargo (continued)

Health and climate issues related to the expansion are significant issues and need to be addressed. The draft environmental assessment of the SAMP is insufficient: 9

1. The findings stating that the "Environmental justice populations would be exposed to increased air emissions, noise impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 10

2. The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other avian emissions. This work must be done now. 11

3. The scientific consensus on the damaging health consequences of aviation noise was not considered and is based on outdated science. 12

4. The climate assessment is missing the warming effects of any aircraft emissions.

5. The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan. 13

6. A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix these shortcomings and to protect our health and climate. 14

Thank you ahead for your consideration of my public comment.

Sincerely,

Suzanne Vargo

Citizen of Federal Way

220-7. The Port is currently in the process of updating their Part 150 study. Part 150 (14 CFR Part 150) is a voluntary program created by Congress as part of the Aviation Safety and Noise Abatement Act of 1979 that allows (does not mandate) airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/

The Part 150 Update is a separate process being completed by the Port. The FAA will provide your comment to the Part 150 team.

220-8. General Response #5
General Response #6
General Response #13

220-9. General Response #10
General Response #11
General Response #14

220-10. General Response #15

220-11. General Response #8
General Response #9b
General Response #10

220-12. General Response #12
General Response #13
General Response #14

220-13. General Response #11

220-14. General Response #1

221. Phillippa Webster

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/

Outlook

[EXTERNAL] Conduct an EIS for the airport expansion plan

From Philippa Webster <philippa102@gmail.com>
Date Fri 12/13/2024 12:33 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>

Some people who received this message don't often get email from philippa102@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac Airport overlooks many different negative impacts of the planned airport expansion. In particular, the finding of non-significance of climate impacts is completely absurd. 1

Please conduct a full environmental impact analysis instead of glossing over the significant climate and health issues associated with the plan. The public deserves to see a detailed and honest EIS before their tax dollars are spent on expanding SeaTac Airport. 2

Sincerely,
Philippa Webster, Seattle

1 of 1 12/13/2024, 4:37

221-1. General Response #11 The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

221-2. General Response #1

222. Daniel Wend

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP and its inadequate Environmental Assessment

From Daniel Wend <dan@wendart.com>
Date Fri 12/13/2024 4:45 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; cho.r@portseattle.org <cho.r@portseattle.org>

[You don't often get email from dan@wendart.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Mr. Steve Rybolt:

I'm responding to the Port of Seattle's "Sustainable" Airport Master Plan and its "Environmental" Assessment, which suggests that only road traffic will be impacted should the plan for 31 Near Term Projects be approved. That is vastly understating the issue! 1

In 1999, my wife and I bought a home that is sited right under the approach to the second runway in Des Moines. We've raised our family here. As air traffic into SeaTac has increased over the last two decades, our lives here have become increasingly intolerable.

We're already suffering from a harmful amount of aircraft noise on a daily basis. The Port package in our home is useful only to a certain extent -- some of the jets roaring overhead clearly exceed acceptable limits. And that's just indoors. Out-of-doors, particularly on summer days, my wife and I can be sitting right across the picnic table from one another and have our conversation interrupted at regular 20-30 second intervals when incoming jets go overhead. Sometimes we can't even get a full sentence out before we're interrupted again. And most inconveniently, this peaks right at suppertime. This has drastically degraded our quality of life, and my hearing has been significantly compromised since the time we've lived here. 2

We're also astounded that in the SAMP Environmental Assessment there seems to be no acknowledgment of the recent studies funded by the Washington State Legislature that connect aircraft emissions with various negative health impacts. In the past three years, my wife has been diagnosed with both breast cancer and a neurological disorder. We have spent tens of thousands of dollars on her health care. And -- too late -- we've seen the state Department of Health's map that indicates those of us who live under the SeaTac Airport flight path are living in a veritable "cancer alley." 3

So our feedback to you is that your Environmental Assessment is clearly not up to the task of

1 of 2 12/13/2024, 4:54 PM

222-1. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

222-2. General Response #5
General Response #13

222-3. General Response #9b
General Response #10

222. Daniel Wend (continued)

determining the true costs, impacts, and outright harms of the airport's past, current and future operations. And with climate change overwhelming us, we're disappointed that SeaTac, which says it aspires to be the "greenest" airport, isn't setting or abiding by meaningful standards for truly good environmental health. Any projects that you feel are absolutely vital to the airport's safety and service mandates should be thoroughly vetted via a rigorous Environmental Impact Statement process - no shortcuts - no ifs, ands or buts. 4

Overall, we condemn the SAMP expansion proposals. They are completely heedless of the severe health and environmental impacts that would be inflicted on all of the surrounding communities. The airport already is exacting a terrible toll on the health of my family and our community. 5

Sincerely,

Daniel Wend
22810 Thunderbird Drive
Des Moines, WA 98198
206.878.6912
dan@wendart.com

222-4. General Response #1

222-5. This comment has been noted.

223. Carrie Williams

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] In Regards to the Sustainable Airport Master Plan Environmental Assessment

From carrie williams <fedoraelmorro@everyactioncustom.com>
Date Fri 12/13/2024 1:01 PM
To SAMP Public Comments <SAMP@portseattle.org>

[You don't often get email from fedoraelmorro@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Dear Port Seattle,

I want all of our children in near-airport communities and under flight paths to grow up with an equal opportunity for a healthy life on a vibrant planet. It's unjust that the pollution from SeaTac Airport already causes nearby communities higher rates of premature birth, cancer, and heart disease. These impacts fall on the most diverse BIPOC communities in King County. We want healthy communities and healthy workers! 1

The Port of Seattle's expansion plan for SeaTac Airport (SAMP) would add 19 new gates and a whole new terminal to enable a 27% increase in flights and 39% passenger increase. By expanding the airport, we would add to the higher rates of hospitalization and death for people who live and work near SeaTac Airport. In addition, the climate pollution from the added flights threatens our county and state climate targets. We cannot afford the health and climate impacts of this massive airport expansion! 2

The Port's Environmental Assessment (EA) is flawed. The EA claims that a massive expansion will have "no significant impact" on health and climate, which couldn't be more wrong. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. The communities living near the airport are significant and cannot be ignored! 3

We call on the Port of Seattle and the FAA to do 3 critical things to protect our community:

(1) Conduct a full Environmental Impact Statement (EIS) that includes a more robust cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. It should identify the current harms from expansions that have already happened in recent decades plus identify how much the increased flights resulting from the SAMP expansion plan would widen our health disparities and add to our climate pollution. Identify and fix these inequities. 4

(2) Create real solutions to restore health equity to our near-airport and flight path communities. For example, establish a fee charged to frequent flyers that funds deep and meaningful health and 5

1 of 2 12/13/2024, 4:28 PM

223-1. General Response #10
General Response #14
General Response #15
General Response #16

223-2. General Response #10
General Response #11
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

223-3. General Response #5
General Response #8
General Response #10
General Response #11
General Response #14

223-4. General Response #1
General Response #17

223-5. General Response #5
General Response #6

223. Carrie Williams (continued)

pollution interventions. Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 5

(3) Invest in alternative transportation options for moving people and goods. Instead of spending $5B to build the SAMP expansion, advocate for alternatives to flying such as faster intercity rail that can replace short-haul flights in our region. Instead of growing SeaTac airport flights, please take a leadership role to redesign our transportation system with a focus on equity and climate justice for workers and near-airport communities. We call for putting workers to work building true solutions that will protect our communities for decades to come. 6

Please hear our voices. Please address our health and climate needs. Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Sincerely,
carrie williams
1238 S Henderson St Seattle, WA 98108-4840

223-6. General Response #7
General Response #7d

223-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

224. Doug Andrews

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Fwd: SAMP ISSUES AND COMMENTS

From Doug Andrews <andrews7745@gmail.com>
Date Fri 12/13/2024 2:12 PM
To SAMP Public Comments <SAMP@portseattle.org>

1 attachment (35 KB)
EPSON524.PDF;

You don't often get email from andrews7745@gmail.com. Learn why this is important

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---------- Forwarded message ---------
From: **Doug Andrews** <andrews7745@gmail.com>
Date: Fri, Dec 13, 2024 at 12:23 PM
Subject: SAMP ISSUES AND COMMENTS
To: <SAMP@portseattli.org>

Attached are my comments I would like added to the SAMP draft EA
Thank You.

1 of 1 12/13/2024, 5:26 PM

224. Doug Andrews (continued)

December 12, 2024

To: SAMP - Port of Seattle, Emila Bitalac - EPA, Steve Ryboldt- Port of Seattle

To all this may concern,

I believe it is imperative there be a complete "Environmental Impact Study" done before any significant additional expansion is done to SeaTac Airport. 1

I have been a resident of Des Moines for most of my 79. I went to Des Moines Elementary school from 1st grade and graduated from Mt Rainer HS. I lived at the bottom of 216th for 7 years where Wesley Terrace is today. I had an apartment on the Kent Des Moines road close to where the 7/11 and Taco Time are today. I lived in a house on the beach at the north end of Redondo Beach Drive for several years. My wife and I now live in our home here on the beach in Woodmont for the last 32 years.

Every one of these properties are under the flight path of the SeaTac Airport and have been and are affected by the many types of pollution generated by the airplanes and land traffic related to this facility. 2

My #1 question is; What is the affect on the eco system of Puget Sound from the tons of pollution dumped onto the beaches and into the waters every year. 3

MY personal observations:

The tidelands in front of my house 32 years ago had a considerably larger amount of living creatures on and under the sand. We have seen this decline year after year. When we moved in we dug and ate the clams off the beach, now these tide lands are designated unsafe to eat any shellfish off these beaches. 4

I have a concrete driveway behind my house that requires a water proof sealing every couple of years. Prior to applying the sealer the surface must be cleaned. I wish I had pictures as evidence of the black soot covering this small patch of concrete. 5

Our house was built with a 50 year composition roof. We have a professional roof maintenance company inspect the roof every year. I believe the fallout from the air traffic over our house is shortening the life of all compassion roofs. 6

How in the world can we justify or mitigate the existing damage done so far, much less imagine adding more noise, pollutants' and health risk to this heavily populated residential area? 7

Please include my comments on/for the SAMP draft EA.

Thank you for the opportunity to add our input to this process,

Doug and Sharon Andrews · andrews7745@gmail.com

224-1. General Response #1

224-2. General Response #5
General Response #8
General Response #13

224-3. The Port has a robust permitted stormwater and industrial wastewater treatment system that captures and treats runoff prior to release from airport property. As part of the permit requirements, the Port performs testing to ensure that the treated water meets all standards. The proposed project includes improvements to both systems to accommodate additional runoff from the project.

224-4. General Response #5

224-5. General Response #9c

224-6. This comment has been noted.

224-7. General Response #5
General Response #6
General Response #8
General Response #10
General Response #11
General Response #13
General Response #14

225. Chris Brooks

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comment on draft EA

From Associates West Real Estate <associations@qwestoffice.net>
Date Fri 12/13/2024 12:46 PM
To SAMP Public Comments <SAMP@portseattle.org>; Bitalac.Emily@epa.gov <Bitalac.Emily@epa.gov>

1 attachment (104 KB)
Comment on draft EA.pdf;

You don't often get email from associations@qwestoffice.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Thank you.

Chris Brooks
Broker/Property Manager
Associates West Real Estate
P: 206.938.5633
C: 425.761.8627

1 of 1 12/13/2024, 4:32 PM

225. Chris Brooks (continued)

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/narrowed/edited in any way you see fit. To use this form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.engagingprojects.net/sampteamreviewcomment-form/
- Email: SAMP@portseattle.org; Emily Bratlie at Bratlie.Emily@Port.org
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	CB	1
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	CB	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1108 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	CB	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	CB	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	CB	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	CB	6
A full EIS versus a Limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	CB	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Chris Brooks Signature: [signature]
Address: 21814 12th Ave S. Des Moines 98198
E-mail: Chris Brooks44@gmail.com

225-1. General Response #2

225-2. General Response #17

225-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

225-4. General Response #14

225-5. General Response #15
General Response #17

225-6. General Response #14
General Response #16

225-7. General Response #1

226. Courtney Cadigan

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Seatac expansion

From Courtney Burns Cadigan <cabcadigan@gmail.com>
Date Sun 12/15/2024 3:27 PM
To SAMP Public Comments <SAMP@portseattle.org>

You don't often get email from cabcadigan@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Dear Port of Seattle officials,

The health impacts from more air and noise pollution at SeaTac are significant to me **because I live 3 minutes from the airport and I can already smell jet fuel at my house every day. I'm concerned that my, my family's and my Neighbor's health would be further negatively impacted by expanding the airport.** 1

The climate impacts of adding more gates and flights are significant to me **because our environment is already in danger. We can't afford to lose anymore trees in this area.** 2

I want a full Environmental Impact Statement that provides a more robust and cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens. 3

Please create real solutions to restore health equity to our near-airport and flight path communities.

Deploy science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 4

I want healthy communities and healthy workers. 5

Don't expand SeaTac! Adding more flights will bring more health inequalities and more climate chaos that we cannot afford. 6

Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 7

Courtney Cadigan

1 of 1 12/15/2024, 3:29 PM

Email was submitted on 12/13/24 prior to the deadline but was stored in Outlook Quarantine. The date reflected is the date the email cleared quarantine and not the date of actual submission.

226-1. General Response #10
General Response #14
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Orders.

226-2. General Response #11
General Response #18

226-3. General Response #1

226-4. General Response #5
General Response #6

226-5. General Response #10
General Response #14

226-6. General Response #7
General Response #11
General Response #15

226-7. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

227. Scott Chase

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Ensuring Equity in Noise Abatement Procedures for SEA Airport

From Scott Chase <scott.a.chase@gmail.com>
Date Sun 12/15/2024 3:26 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc council@cityoffederalway.com <council@cityoffederalway.com>

You don't often get email from scott.a.chase@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Port of Seattle - Aviation Environment and Sustainability,
Sea-Tac flights predominantly depart to the south 65% of the time. While current noise abatement procedures focus on minimizing the noise impact on Seattle communities north of the airport, the absence of similar measures for southern communities results in a significantly inequitable distribution of noise pollution. This disparity disproportionately affects lower-income and more diverse residents to the south, exacerbating health disparities and quality-of-life issues in these vulnerable communities. Details of the SEA airport noise abatement procedures can be found on the Port of Seattle's official website here: https://www.portseattle.org/node/19359

Existing Noise Abatement Procedures for Residents North of SEA Airport:

1. **Arriving Jets from the West (South Flow)**
   - **Description:** Jets should fly north of West Seattle and then turn south, ideally approaching over Elliott Bay.
   - **Reason:** This route minimizes noise over residential areas in West Seattle by guiding aircraft over water and less populated industrial zones.
   - **Equity Comment:** Without a corresponding North Flow arrival procedure to protect residents living south of the airport, lower-income and more diverse populations in those areas experience higher noise levels. This lack of mitigation exacerbates health and quality-of-life issues, creating an inequitable noise abatement situation for these southern residential areas.
2. **Arriving Jets from the East (South Flow)**
   - **Description:** Jets stay north of the 520 Bridge, then turn south to approach the airport.
   - **Reason:** This minimizes noise over densely populated areas to the north, reducing the overall noise impact on those northern residential neighborhoods.
   - **Equity Comment:** The absence of similar North Flow arrival protections for the south

1

1 of 2 12/15/2024, 3:33 PM

Email was submitted on 12/13/24 prior to the deadline but was stored in Outlook Quarantine. The date reflected is the date the email cleared quarantine and not the date of actual submission.

227-1. General Response #5 The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft. The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. The FAA will provide your comment to the Part 150 team. For more information on the Part 150 update see: https://seapart150.com/

227. Scott Chase (continued)

means that people living in those residential areas are subjected to more frequent and intense noise disruptions, which can lead to sleep disturbances, increased stress, and other adverse health effects.

3. **Departing Jets (North Flow Daytime)**

- **Description:** Jets follow a narrow departure corridor and can turn once they reach 8 nautical miles and an altitude of at least 4,000 feet. Jets turning to the west must continue north over the Duwamish industrial area before initiating their turns.
- **Reason:** This reduces noise over residential areas to the north in Seattle by guiding planes over industrial zones and water.
- **Equity Comment:** Without similar altitude and distance South Flow restrictions, the noise burden is inequitably distributed, affecting the well-being and quality of life for residents in the south, who often have less political clout and resources to advocate for their needs.

4. **Departing Jets (North Flow Nighttime)**

- **Description:** Jets are confined to a narrow departure corridor and should not turn to the west. Instead, all aircraft must fly over the Duwamish industrial area and Elliott Bay destinations before initiating their turns. Once through the North Flow Departures corridor, jets can then turn west over Puget Sound. Aircraft heading east must continue north until they are well past 10,000 feet before re-crossing the shoreline.
- **Reason:** This minimizes noise over northern residential areas during nighttime hours when residents are most susceptible to noise disturbances.
- **Equity Comment:** The lack of similar nighttime abatement procedures for departures to the south means that these communities experience more nighttime noise, contributing to significant health disparities and lower overall community well-being. Without the implementation of such procedures, southern communities face disrupted sleep and increased stress levels, disproportionately affecting residents who are already facing economic and social challenges.

1

The situation becomes even more pressing when considering the substantial recent population growth in southern communities and a projected 27% increase in flight numbers at Sea-Tac Airport. The current focus on noise abatement procedures for northern communities underscores a critical need to extend similar protections to the south. Without equitable noise abatement procedures, the disproportionate impact on lower-income and more diverse residents will only worsen, exacerbating health disparities and reducing quality of life in these vulnerable areas. It is imperative that noise mitigation efforts are balanced to safeguard the well-being of all affected residents, ensuring fair and just treatment for everyone impacted by airport operations.

2

Scott Chase
Federal Way, WA 98023

227-2. General Response #5
General Response #6
General Response #13
General Response #15

Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

228. Arlene Brown

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox

Outlook

[EXTERNAL] SAMP comments

From Arlene Brown <brownconsult@myyahoo.com>
Date Fri 12/13/2024 10:32 PM
To SAMP Public Comments <SAMP@portseattle.org>

1 attachment (3 MB)
20241213_2 CommentsAll AB3.pdf;

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Hi
Upload form not working

Not sure if I will need to separate my files to email

Thankyou
Arlene Brown

1 of 1 12/15/2024, 3:43

228. Arlene Brown (continued)

Pg 1 SAMP 20241213

December 13, 2024

To SAMP@portseattle.org

Subject: SAMP Comments on "Draft Environmental Assessment for the Sustainable Airport Master Plan Near Term Projects" dated October 2024

Submitted by A. Brown via upload

New email: brownconsult@myyahoo.com

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228. Arlene Brown (continued)

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Glossary, Nomenclature and Acronyms

AKART	*All known, available, and reasonable methods of prevention, control, and treatment"*
KCIA	*King County International Airport*
MSE	*Mechanically Stabilized Earth wall*
PFAS	*Per- and polyfluoroalkyl substances, Also, referred to as "forever chemicals"*
Port	*Port of Seattle*
SAMP	*Draft Environmental Assessment for the Sustainable Airport Master Plan Near Term Projects dated October 2024*
SEA	*Seattle-Tacoma International Airport or Sea-Tac*
Tyee well	Highline Water District Source # 4, denoted as H-75 on SAMP Ex 3-5 Hazardous map and Table 3-13. The south end of 34R (longest runway) extends over S 188th St and into H-75's critical recharge area.
WHO	*World Health Organization*

228. Arlene Brown (continued)

Pg 3 SAMP 20241213

To Readers Sorry -lost version today so submitting draft quality (not edited to be shorter and references not always referenced in the typical way because it is due today)

Summary An Environmental Impact Statement is needed. The SAMP as written minimizes, or is silent on significant issues. For example, some issues include adverse health impacts including pre-mature death, adverse impacts on wetlands and water including aquifer, wells (drinking water) , creeks and Puget Sound, appears unaware of our water and energy shortages, silent on seismic considerations, misleads by not also including pre-third runway noise contours, some contamination reported but understated, and the way it treats the large number of changes to the airport that have not ever had a true in-depth review and are relevant to the SAMP operations and pollution assumptions. 1

Seismic hazards need to be considered when siting projects including determining earthquake criteria that is suitable for that particular project. Contamination risk to wetlands, creeks, aquifer, wells, Puget Sound, etc., as well as expected time and cost to restore airport operations after a quake need to be considered. For example, if S07 Westside Maintenance Campus is inside, or too near the landslide zone when the MSE wall fails due to a big earthquake, a cost/benefit trade is needed to determine if it's easier to make it so it will not contribute to any contamination or, if is it more cost-effective to relocate it. Another example is placing hazards in, or adjacent to critical recharge areas, especially if the well is already contaminated, may require stricter design and build criteria than typical codes or best practices or may require more contamination monitoring. 2

Note, my examples above are focusing more on seismic hazards because I am assuming others are more likely to address the incredibly important health issues including noise and air pollution.

Most of those adversely impacted by the airport are totally unaware of the SAMP projects and this comment period. A post card that says to "be part of the process" referring to SAMP and NEPA on one side and "blue print … for strategic design and development" on the other side does NOT convey the scope of the SAMP or that near term projects will increase flights by at least 20% (really 33% or a plane every 20 seconds?). Even if they did understand ramifications of the SAMP, the timing (holidays, annual November storms, conflicts with SR 509 outreach and KCIA comments) is such that it would be hard for many to get involved (see Process section herein for additional comments). 3

The SAMP draft took a simplistic view based on the underlying assumption Sea-Tac expansion needs little to no mitigation despite significant pre-existing damage as well significant future damage/adverse impacts. The SAMP greatly underestimates adverse impacts making it dangerous to rely on from a legal, engineering, schedule or cost perspective. 4

A comprehensive Environmental Impact Statement is desperately needed.

EFFCTIVE long- and short-term mitigation plans are needed and an EIS will help facilitate this. 5

228-1. General Response #1

228-2. This comment has been considered. The consideration of seismic hazards is not required in accordance with FAA Orders 1050.1F and 5050.4B. The Port will design the project in accordance with applicable building codes that account for seismic risks.

228-3. General Response #3
General Response #4

228-4. General Response #5
General Response #6

228-5. General Response #1

228. Arlene Brown (continued)

Pg 4 SAMP 20241213

On November 25, 2024 the U.S. District Court for the Western District of Washington court denied the motion to dismiss. The class action suit Case 2:23-cv-00795-JNW going forward may provide more incentive to develop EFFECTIVE mitigation plans. 6

The 45-day comment period, extended to 53, is too short for this level of complexity as well as when the majority of those impacted still do not even know it is happening or its ramifications. I was totally unaware of this SAMP review until the comment period had already started. I did not have time to arrange for access to majority of my files and many of my days were I already had commitments, as well as losing at least 4 days lost to bomb cyclone, etc.). Under the Process section herein I have included some recommendations that would have made it easier to access and understand the SAMP.

I apologize for the multiple formats for references due to time constraints and no access on this short notice to some of my files that were loaned out to be scanned. After losing my final version today, I will be submitting draft quality. Also due to the short time frame, I had already decided not to cover all my issues and instead try to focus more on those less likely to be covered by others. 7

Purpose and Need There is a need for SAMP in part because of the lack of desire, lack of effort, and even possibly obstruction, to pursuing alternatives. Southwest's "Break up" with Bellingham (Seattle Times , December 1, 2024) is an example of how it might be necessary to help an alternative thrive (yes very messy/complex funding, and strategic scheduling and pricing across multiple airports etc.). 8

Why are Sea-Tac mitigation needs sacrificed to pay for more operations? During the third runway planning time frame, infrared deicing was rejected despite being considered AKART because it would take up too much room and be too expensive (see Refs Wetlands AKART). Yet there was room for a third runway, and since then even more projects. Infrared deicing reduces contamination of wetlands, wells, aquifer, creeks and Puget Sound. 9

There have been multiple projects since the third runway that escaped scrutiny despite increasing operations. Did we really need to expand retail inside the airport? Did we really need more offices in the airport ? Should we be moving at least some aspects of cargo away from Sea-Tac? Breaking things done into smaller projects to get DNS's may have resulted in some mitigation but not the level needed and it is not at a holistic integrate planning level. 10

The SAMP uses up more precious land without significant EFFECTIVE mitigation plans (Destroying wetlands at Sea-Tac and replacing them in Auburn did NOT allow them to assist in controlling contamination or noise so the few that are left are ESSENTIAL). SAMP adds more deicing chemicals and adds more fuel beside a contaminated Highline well's critical recharge area. It adds cargo facilities to Seattle's well critical recharge area. We need to spend more on mitigation before we can spend more on growth. 11

228-6. General Response #5
General Response #6
The FAA is aware of the lawsuit against Alaska Air Group and Delta Air Lines. This Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

228-7. General Response #3
General Response #4

228-8. General Response #7

228-9. General Response #5
General Response #6

228-10. General Response #19
The International Arrivals Facility, as well as other development projects that have occurred since the construction of the third runway unrelated to the NTPs, are not connected actions and were therefore not required to be evaluated in the same NEPA document. NEPA does not require that all unconnected development proposed in one area be analyzed as part of the Proposed Action.

228-11. General Response #6

228. Arlene Brown (continued)

Pg 5 SAMP 20241213

It would have been cheaper to build a new airport than to build the third runway. It was inadequate even on paper but its built now so we need a plan to improve it. The first step , however, needs to develop a plan to mitigate contamination/pollution and estimate costs and time to repair for various disasters including various size earthquakes including the big one expected to cause MSE wall failure and a subsequent landslide. Sea-Tac assisted KCIA when liquefaction damaged their runway. If Sea-Tac only has part of the first runway operational and KCIA is shut down, can Paine field handle all displaced operations? Or, do we need an alternate site such as a new airport anyway? 12

An EIS is needed so additions and changes can be made to the SAMP that will also include significant mitigation plans that will allow safe growth at Sea-Tac so it really can meet the LONG-TERM needs. 13

There was a formal agreement to limit Sea-Tac to two runways FOREVER due to its tiny footprint surrounded by cities that building the third runway violated. It pretended technology that was already flying on Alaska Airlines did not exist and that for safety they needed a dependent third runway. The approval of the Third Runway also partially ignored that at least one of the men on the 2004 Noise Expert panel admitted that basically it was cost prohibitive to do all the mitigation that should be required to mitigate noise (I do not remember if that is in the report, transcript or both. (Likely in items under the References :Noise section). 14

Alternatives

There is a false, and unrealistic assumption, behind the SAMP that Sea-Tac MUST increase flights. This assumption became even more obvious when talking to those staffing the public comment meeting. They were unaware that according to the Pollution Control Board Sea-Tac airport is NOT a lifeline so the MSE wall does not need to survive THE BIG earthquake that could happen at any time. We need a viable alternative, especially for unplanned closures (preferably one that kills less people prematurely). Eventually technology hopefully will make it safe for Sea-Tac to grow again. 15

We need an alternative that temporarily reduces flights and overall dependence on Sea-Tac while executing on serious mitigation plans. Perhaps limit the number of flights while starting a program to distribute free air cleaners and filters to all homes and buildings exposed to 10-20 nanometer ultra-fine airport pollution. Perhaps adopt the World Health Organization (WHO) criteria for noise (45-db-lden-and-40-db-lnight-are-max) as a goal and compare those boundaries to the Health studies (Refs 2019 University of Washington MOV-UP study and WHO). 16

A dual alternative is needed. One that pursues a new airport and also pursues Sea-Tac addressing community needs for safety and then, when technology permits, pursues growth while still meeting basic community needs. 17

228-12. General Response #5
General Response #7a

228-13. General Response #1
General Response #6

228.14. General Response #19a

228-15. General Response #7c

228-16. General Response #6
General Response #7
General Response #7c

228-17. General Response #6
General Response #7

228. Arlene Brown (continued)

Pg 6 SAMP 20241213

First, a new airport is needed, or a greatly one expanded, elsewhere. Preferably, in a place that if The BIG quake or the more common over 6 magnitude occurs at least, one will remain mostly operational.

In the March 18, 1996 Congressional Aviation Subcommittee Hearing about the third runway, it was stated that if the Port could not raise taxes the third runway could not be built. This illustrates the importance of funding and the difficulties especially for citing new airports . The initiative really needs to be at least at the Washington state planning level and many partners will be needed. The longer the delay, the harder, and more expensive it will be to build.

Although according to Table 2-1 lists "no" to using other airports or building a new airport, in reality, that logically means the FAA requires Sea-Tac to grow forever to accommodate an infinite number of flights despite serious illness and premature death of many people. It also means the possible elimination of Highline's drinking water and risks at least one Seattle well (Cargo C02). We already are requested at certain times of year to restrict our water usage. The existing requests to limit our energy use during extreme temperatures may turn into rolling power outages like California.

18

The second aspect of the dual alternative is to pursue mitigation aggressively to make adversely impacted communities safe before pursuing growth. Technology over time presumably will make aircraft safer from both a noise and air pollution perspective. Perhaps we can even have whole house noise cancelling technology instead of reducing at least on night flights.

While waiting for technology, or even promoting innovation, to get safer , we need EFFECTIVE mitigation now. We need safe drinking water at a reasonable cost by restoring our contaminated wells and then keeping the water safe to drink , reduced exposure to ultra- fine particles via combination of Port paid for air cleaners and filters, changes to flight paths, reduce noise levels to meet WHO noise levels (Lden>45dB and Lnight>40dB via reduced flights (perhaps pricing incentives for preferred times and aircraft) and greatly expanded sound proofing programs, instead of the airport having energy priority over people, an agreement is needed that the airport will temporarily reduce energy usage to reduce, or avoid, community energy outages (need to keep those air cleaners filtering out the ultra-fine aircraft particles). These are possible examples to illustrate the types of mitigation needed.

In addition, a seismic hazard analysis along with contamination testing is needed for all airport operations. It may result in some modifications to minimize contamination or more detailed response plans. If Sea-Tac properly mitigates the existing damage and existing threats, it can NOT afford to expand yet.

19

It is expensive to mitigate Sea-Tac because the airport site was selected in the 1940's. After only one token inaugural flight of a propeller airplane, Sea-Tac was dedicated 100% to Boeing's newly manufactured B-2 bombers . It was an easy straight flat 8-mile drive to get the bombers into the World War II pipeline as soon as possible. Sea-Tac was never intended to be used as it

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228-18. General Response #7a
General Response #7b

228-19. General Response #5
General Response #6
The consideration of seismic hazards is not required in accordance with FAA Orders 1050.1F and 5050.4B. The Port will design the project in accordance with applicable building codes that account for seismic risks.

228. Arlene Brown (continued)

Pg 7 SAMP 20241213

currently is and the third runway was a violation of a written agreement to never exceed two runways. Sea-Tac is tiny in the midst of cities and has no water take off options.

Below are examples that will drive up cost and when delay finalizing some SAMP building plans . In some cases, further details will be provided in the following sections for that specific topic.

Extensive mitigation is needed to avoid appearing to being guilty of abuse and involuntary manslaughter using "common person" terms . In legal speak, the class action lawsuit complaint underway states the following " Well recognized laws of trespass, nuisance, negligence, battery, and Article I, Section 16 of the Washington Constitution protect Washington residents and provide an entitlement to sue parties, like Defendants, who are responsible for harm—in the form of dangerous pollutants—caused to themselves and their homes" (Ref Case 2:23-cv-00795-JNW, 2nd Amended Complaint) .

We knew from multi-year health study resulting in the year 2000 Health report that the airport was making people sick and causing premature death. Now, however we can measure the 10-20 nanometer particles that are unique to aircraft to prove the location of the airport pollution. The health crisis caused by the Sea-Tac is described in the year 2020 report. Both the year 2000 and 2020 health reports focused on areas near the airport but there is a city (Enumclaw if memory serves), that because of wind direction and the Cascades acting as a barrier also tends to collect Sea-Tac Airport pollution. Studies are needed to determine it they also need special ultrafine particle mitigation.

Special ultra fine filters are needed in ALL buildings with dangerous airport pollutants.

Multiple schools need the Port to provide funds to bus students to and from safe locations for all outdoor activities, especially sports

Additional noise and upgraded air monitors need to be placed to address all the changes to the airport and surrounding area including, but not limited to increased impervious surfaces, blast walls , less trees, less wetlands, more cargo operations, more east-west travel on taxiways, jet fuel fumes funneling down S 200th St and S 209th St , different aircraft noise footprints, third runway use more than envisioned, etc.

The combination of climate change and contamination has resulted in a water shortage making the threat of even more contamination terrifying. Extensive mitigation is needed to restore Highline drinking water aquifer. This includes the Tyee well that was contaminated with PFAS and closed in 2022 (deemed too expensive to fix at the time) (See Exhibit 2). Note, PFAS testing did NOT include other possible airport contaminants.

Contamination threats to the well heads on or near airport property shown in Exhibit 2 , aquifer, wetlands, creeks, and Puget Sound need to be reduced rather than increased as proposed by the SAMP.

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228-20. In response to expanded military use of Boeing Field and McChord field after the attacks on Pearl Harbor in 1941, the Civil Aviation Administration sought local government involvement to develop a new regional airport in the Seattle-Tacoma area. The Port of Seattle took up this call in March 1942 with the Bow Lake site, originally the location of a small private airfield. Construction started in January 1943 and SEA was officially dedicated on October 31, 1944 (Crowley 1999). At this early stage, SEA consisted of little more than four runways and a holding apron. Changes to runways, including location and length, occurred over time with the changes in aircraft.
The need for an additional runway for bad-weather operations was first recognized in 1988. The Puget Sound Regional Council and Port launched a "Flight Plan" study in 1989 to analyze regional airport needs, and the Washington State Air Transportation Commission later examined the problem from a statewide perspective. After a public involvement program of unprecedented scale, regional planners ultimately concluded that development of a new regional airport and other alternatives were infeasible and that the addition of a third runway at Sea was the only viable solution to meeting regional air service needs.

228-21. General Response #8
General Response #9b
General Response #10

	228-22. General Response #6 General Response #8 General Response #13 The Port of Seattle operates a system of 24 noise monitors located throughout the greater Seattle area. Most of the monitors are placed within 5 miles of the airport. The rest are placed farther out to capture aircraft overflight noise for various arrival and departure flight paths. Data from the noise monitoring system provides a general perspective on aircraft noise and is just one component of a comprehensive suite of tools the Port uses to understand aircraft noise impacts. Other tools include monitoring and tracking flight paths, types of aircraft being flown, winds, and runway usage and periodical modeling of noise impacts. More information on the noise monitors can be found at: https://www.portseattle.org/page/aircraft-noise-monitoring-system The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

	228-23. General Response #5 General Response #6 As noted in the Impact Assessment for Aquatic Critical Areas in Appendix M, during the project design and permitting phase, detailed geotechnical and hydrogeological assessments will be developed to characterize the potential for groundwater contamination of the wellhead protection areas (WHPAs) from the proposed projects. The potential of the proposed uses to release contaminants will then be assessed, and appropriate measures applied to minimize any risk of contaminant release to the WHPA. The Port will work with the relevant authorities to comply with all applicable requirements to avoid and/or minimize the potential for contamination.

228. Arlene Brown (continued)

Pg 8 SAMP 20241213

A seismic hazard analysis is needed and mitigation implemented to save our water. It needs to determine the contaminants and also how hazardous materials are stored such as fuels and deicers . Due to issues of fill quality in the past this also needs to be tested. This may result in some remove and replace and/or redesign modifications depending on the situation

The movement of fill that was in place during the Nisqually earthquake is shown in Exhibit 1. There was also a strong hydrocarbon odor at one location (Exhibit 1).

We need special zoning to prevent hazardous materials in the likely slide zones for a range of earthquake levels regardless of whether there is an MSE wall. It is obvious from the proposed placement of S07 Westside Maintenance Campus in the landslide path when the MSE wall fails due a big earthquake. The wall was not designed to withstand a big earthquake because the Pollution Control Board ruled that SEA is not a "lifeline". The experts at the Burien Open House were not aware of the Pollution Control Board ruling. The landslide is may reach or block SR 509. 24

Sound proofing boundaries need to consider the lack of insulation especially in older homes as well as the greatly increased volume and frequency of noise now occurring and budget accordingly. It also needs to provide noise solutions for cathedral ceilings and homes that "settle" due to minor quakes. The area that needs insulation is huge compared to the area covered by the current sound program.

Meaningful noise contours need to be established based on single events. Even one disturbance per night during REM sleep has adverse health effects. Airplane noise impacts more negatively than other noises of a similar volume

The Expert Noise panel concluded it was too expensive to mitigate noise even for a part time third runway. Then the powers that be agreed to change some things and went ahead with the third runway anyway

A special buy out option plan is needed for those in the unhealthy area. Homes subject to airport noise do NOT appreciate as much as homes without airport noise (Refs Noise especially Felix's Perception vs. reality). This reduced appreciation traps people in noisy neighborhoods We need buy out prices that allow us to move to comparable homes in healthy quiet neighborhoods. 25

The SAMP erroneously assumed we have sufficient energy but we are routinely asked to cut back whenever we need it the most such as hot or cold weather (SAMP needs to be reflect realties of climate change or whatever else want to call it) 26

The SAMP erroneously assumed we have sufficient water but climate change has changed the snow melt frequency and quantity so even if we did not have contamination threats or reduced recharge due to Sea-Tac impervious surfaces, we have water issues going forward 27

228-24. General Response #5
General Response #6
The consideration of seismic hazards is not required in accordance with FAA Orders 1050.1F and 5050.4B. The Port will design the project in accordance with applicable building codes that account for seismic risks.

228-25. General Response #12
General Response #13
General Response #14
The FAA will provide your comment to the Part 150 team for consideration.

228-26. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Orders 1050.1F and 5050.4B.

228-27. General Response #11
As noted in Chapter 3 of the EA, Seattle Public Utilities provides water for SEA. Based on the best information readily available at the time the analysis was completed, it was determined that there would be enough water available to meet the demand projected for the Action Alternatives. The Seattle Public Utilities water sources rely on both snow and rain.

228. Arlene Brown (continued)

Pg 9 SAMP 20241213

Highline School District should be refunded all money (plus interest) they spent on sound proofing schools such as the 2002 cost matching deal for the third runway

Highline Water District should be refunded all extra expenses for having to buy Seattle Water to compensate for the closure of the Tyee well (SAMP Hazard H-75)

Months of fire smoke each year, another new feature of climate change, makes air quality even worse. Consequently, we need to reduce airport pollution to assist in trying to meet air quality standards on most days (2023 Puget Sound Clean Air Agency data https://pscleanair.gov/615/Data-Summary

A terrorist risk assessment risk of low flying aircraft approaching from the south to land at Sea-Tac could result in more constraints of Sea-Tac use. I do not know if the flights directly above the Wesley Homes Cottages (just west of the Brownstone building at the highest elevation) are below the allowed altitude since it is not every aircraft. It appears people on the ground or roofs could use weapons readily available to terrorists to damage the aircraft.

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Much of above is further complicated by adding in the effects of SR 509 expansion because it adds both air and noise pollution as well as enables more operations at Sea-Tac.

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Issues and Adverse Impact Topics

Air

There was no consideration that we now average at least two months of air degraded by wild fire from at the least the following: California, Oregon, Canada and Washington (Seattle recorded the worst air in the world during the multi-month Washington's Bolt Creek fire)

SAMP understates the increased aircraft traffic due to the SR509 expansion that enables MORE flights, especially cargo in part due to faster turnaround time. (Airport currently considered surface limited rather than air per SAMP).

Significant health impacts including reduced mortality by years documented in 2000 BEFORE the third runway. The ultra-fine 10-20 nanometer particulate pollution tied to aircraft adds more credibility to the health studies especially for US citizens that do not follow European health studies closely. The health study we completed in the year 2000 (see References: Health and Ultrafine Particles) also showed illnesses and mortality reduction even though it had some issues such as accidentally leaving out a key zip code.

The 2020 Community Health and Airport Operations Related Noise and Air Pollution report leveraged the 2019 MOV-UP study on ultrafine particles study making it far easier to draw the direct connections between 10-20 nanometer airport pollution and health risks including such as asthma, certain major diseases and reduced mortality 2000 (see References: Health and Ultrafine Particles)

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228-28. General Response #5
General Response #6
The Port and FAA entered into a Memorandum of Agreement with Highline School District (HSD) in 2002 to provide $100 million in funding for sound insulation of 15 schools, several of which are located within the 65+ DNL noise contour within this EA. The District has used this funding to complete most of the schools; one school is in progress and others remain eligible for reimbursement of soundproofing costs when the District is ready to undertake the work. Please raise any further questions in the Part 150 process.

228-29. General Response #17
General Response #19b
A surface transportation noise analysis was not completed in accordance with FAA Order 1050.1F and 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. The Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Orders 1050.1F and 5050.4B.

228-30. General Response #5
General Response #8
General Response #9b
General Response #10

228. Arlene Brown (continued)

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Some changes to the first runway and taxiway as part of the Third runway project enabled jets to move in such a way that their jet fuel and noise funnels down S 200th (name changes to S199th as proceed east) and 209th . The pollution funnels to the outdoor swim club, Marvista Park and Marvista elementary School so you can now sometimes taste and smell jet fuel. Each reduction of wetlands makes this situation even worse as does changes to the road such as widening it.

The SAMP said there were no Clean Air Act violations . Please clarify the time frame. There were Clean Air Act violations in 2008 despite Third runway analyses claiming there would be none . I believe there were multiple years we had to switch to ethanol for gasolene.

King County has too many days when its air quality is rated moderate or worse . An analysis is needed to determine the airport's contribution as a function of operations for each rating (good, moderate, unhealthy for Sensitive group, unhealthy, very unhealthy and hazardous). Sea-Tac needs a plan to assist King County to reduce probability of very unhealthy and hazardous air quality by reducing flights even if that means canceling or diverting flights. They also need to schedule less flights during fire season from California to Canada. For example, Seattle on one day was experiencing the worst pollution in the world due to the multi-month Bolt Creek fire.

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Noise Why does the SAMP only consider growth from 2017 on? Sea-Tac Airport grew from 8th to 17th busiest airport in America just from 2008 (third runway opening) to 2017.

Considering the noise map is not much different than in the 1990's ,there is ZERO credibility that it represents anything like what the community is experiencing. Using 65DNL methodology misleads the public. SEL maps are needed to determine health impacts.

How many airplanes per hour does the SAMP assume per runway? The theoretical maximum of number of flights with likely technology advancements (one plane per 20 seconds per runway?), needs to be used to calculate noise and all the mitigation costs, not just those for noise.

Are glide landings planned for Sea-Tac? If so, when and how many per year? What is the anticipated abort rate for Sea-Tac? In 2010 or 2011 a glide flight test was aborted at Sea-Tac. The noise was incredible so was a major topic of conversation in the community for at least one month. It spiked blood pressures. At the time it was deemed the equivalent of adverse health response as one year of airplane noise or a severe earthquake. Considering the adverse health in the area caused by airplanes, glide landings need to be forbidden or modified at Sea-Tac until there is a probability of less than one abort every 10 or 15 years. Other airports have been adopting glide approaches but Sea-Tac's tiny footprint seems to add risk considering runway spacing and buildings literally just across the street from the airport on multiple sides.

Central Normandy Park went from zero noise, except August Sea Fair week, to almost constant noise until the wee hours when I think it slows. Between 11pm and 4am I do not think it is

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228-31. General Response #5
General Response #12
General Response #13
General Response #14
The Affected Environment (Chapter 3) of the Draft EA defines the existing conditions for this analysis. The existing conditions account for the growth that has occurred and the projects that have been constructed at SEA through 2022 (including the third runway) and the effects of that growth and construction.

228. Arlene Brown (continued)

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constant but it does still have multiple events every night that are loud enough to wake some people and at least disturb sleep REM cycles for those that sleep more soundly. Actually, I cannot say for sure that there is a lull at night because airplane noise was very frequent the night we were out power so the house was quieter and I was up later (Nov 19-20th) . 31

There are no noise monitors or air quality noise monitors to detect any of Normandy Park pollution because it is west of the airport. Normandy Park now also sometimes get the black pollution previously confined to under the flight path. The pollution comes from multiple projects such as Third runway, 600-foot extension to 1st runway (did not officially lengthen the runway), Airport projects (runways, taxiways, buildings, parking) replaced trees and wetlands that absorb noise with more impervious surfaces and walls to reflect noise and new housing developments between Normandy Park and the airport.

Noise monitors are needed for many more locations. Noise monitors need to consider the change in noise footprints for the current aircraft, east west noise for taxing not just flight paths, sensitive locations, locations that also get the KCIA noise, locations whose noise will increase due to SR509 expansion. To save money not all need to be tied to the software map. There also needs to be loan out version of noise monitors so people can help improve your maps to be more accurate. Might also help to prove some airplanes are flying lower than you think. I do not know if it is still true but I know years heavy cargo airplanes routinely took off to the south allow them to be going downhill since the "long" runway length was borderline. Some under the south end feared they would crash on them and I think it is safe to assume noise was louder than the analyses assumed. 32

I object that some of our school bond funding going to our schools to insulate schools from airplane noise (example 2002 cost match) and then paying Port tax on top of that. The Noise Expert Panel during the Third Runway reviews determined it was not possible to mitigate all the noise. (See References: Noise)

Note Sea-Tac site was for propeller airplanes but after one token flight, it was dedicated 100% to getting bombers from the Boeing factory to the World War II via a straight 8-mile flat street. At the time some considered Sea-Tac the " One of the foggiest places in the whole state" (Ref History link Essay 1004 https://www.historylink.org/file/1004) but all the impervious surfaces have greatly reduced the fog. at the airport and in Normandy Park. Our sequoia redwood trees prefer water in the form of fog are suffering but, more importantly, this reduced fog reduces aquifer recharge. 33

Hazards Since the third runway fill was not required to be clean, it is unreasonable to assume it is. The standards it was required to meet are questionable considering it is over King County's drinking water, not just Highline's. Considering all the fraud cases that resulted from the third runway project, it is questionable to assume that all the fill met the criteria . There were over 30,000 truck violations for fill quantity but I do not know the number of known contamination 34

228-32. General Response #12
General Response #13
General Response #14

The Port of Seattle operates a system of 24 noise monitors located throughout the greater Seattle area. Most of the monitors are placed within 5 miles of the airport. The rest are placed farther out to capture aircraft overflight noise for various arrival and departure flight paths. The decision to add monitors and the location of those additional monitors is outside the scope of this EA. The FAA will provide your comment to the Part 150 team for consideration.

The Port and FAA entered into a Memorandum of Agreement with Highline School District (HSD) in 2002 to provide $100 million in funding for sound insulation of 15 schools, several of which are located within the 65+ DNL noise contour within this EA. The District has used this funding to complete most of the schools; one school is in progress and others remain eligible for reimbursement of soundproofing costs when the District is ready to undertake the work. Please raise any further questions in the Part 150 process.

228-33. General Response #5
See response to Comment 228-20.

228. Arlene Brown (continued)

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violations (Lora Lake Apartments was resolved (See References) but I do not believe the Duwamish Superfund site fill was resolved)

There was a lot the controversy about the quality of fill needed especially due to the desire to use pre-stocked fill from other construction projects. The MSE history in one of the references says stockpiling started in 1998 and finished in 2006 but the criteria was set in 2002. Washington legislators overruled some of the standards the Pollution Control put in place which already were not as strict as the ones the cities requested. Monitoring frequency is important to understanding the risks. 34

The Pollution Control Board ruled in favor of the Port that Sea-Tac was NOT a life line. Therefore, **the wall WAS not was NOT required to be built to survive the overdue large earthquake** . Part of the rational for using a high magnitude earthquake was GeoSyntec considered SeaTac a lifeline. The Pollution Control Board's rejection of their position that Sea-Tac is NOT a lifeline is forever seared in my memory . Note, the Seattle tunnel and the viaduct were built for a 9.0M which I believe is higher than what GeoSync proposed. Note one of GeoSyntec references also points out other significant issues such as Port's analysis using factor safety factor of 0.8 instead of 1.5. Also, the analyses for the third runway done for the Port do NOT predict two of three of the major quakes since 1949 – (See References: Earthquakes and MSE Walls).

The MSE wall was record breaking at the time. It was first in the US and second biggest in the world. It is about 135 feet if you do not count the base which adds a few more feet. However, those numbers can be misleading. In some locations 12 Street valley required about 165 feet to be filled (photo on an old web site https://thirdrunway.homestead.com/photos.html)

The Feb 28, 2001 quake with liquefaction (runway crevice) shut down Boeing Field and broke beams and windows of the Sea-Tac Airport Control Tower. Sea-Tac continued to have delays for at least a month related to the earthquake (the temporary Sea-Tac tower had reduced visibility and they had to handle diverted King County International Airport traffic (Boeing Field). There were also mechanically stabilized wall (MSE) failures south of Seattle. Sea-Tac's MSE was not yet built which at the time was going to be the second tallest in the WORLD (See References: Earthquake and MSE Walls) . 35

The extent of liquefaction that will occur during an earthquake and, therefore, facilitate extensive contamination, needs to be fully understood for the analyses. I think some old maps of the area do not always reflect the changes at the airport. The area is a combination of an excavated plateau for the original runway, extensive fill of bogs and wetlands by at least four creeks and well heads at the north, east and south of the runways. The aquifer serves at least three different water districts. The 1997 Des Moines Creek study rated their Sea-Tac soil fill location as "highly likely" to liquefy. The description of the soil in multiple MSE technical articles also suggest liquefaction likely (Refs under Earthquakes and MSE Walls, Ref Stuedlein

228-34. As explained in Section 4.3.6, all work within an area of contamination would be conducted in accordance with the Port's Construction General Requirements for handling contaminated soil. All material excavated during construction would be tested prior to disposal. If any unanticipated hazardous materials, waste, or contaminated soils are encountered during construction, the contractor would be prohibited from disturbing such hazardous materials or contaminated soils until directed by the Project Manager. Soils determined to be contaminated and requiring removal would be hauled and disposed of as contaminated materials, in accordance with federal, state, and local requirements. Therefore, no significant impacts to, or from, hazardous materials are anticipated.

228-35. General Response #5
General Response #6
These comments have been considered but are outside the scope of this EA.

228. Arlene Brown (continued)

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2010. It makes sense the 20-inch-thick cement of the longest runway that was mostly excavated will handle quakes better than the 17-inch cement think third runway built on peat covered with about 165 feet of fill on peat and other materials likely to liquify (numbers approximate – I believe the 3rd runway as first built was 14 feet lower than planned)

The composition and compaction of the fill on the airport property is not fully known. More than an hour after the Nisqually 6.9 Magnitude earthquake, I stepped on standard Normandy Park dirt that had been packed back into a hole for a month or so . I sank faster than stepping into a quick sand but slower than stepping into a swimming pool. It was very scary not knowing how deep I would sink. My husband was at the Sea-Tac airport lookout off 12th St that now is covered by third runway fill during the quake. He witnessed the waves of the airport property that occurred during the quake.

It was about a month before Sea-Tac was fully operational with the tower having the most reported damage. Cracks due to liquefaction shut down King County International Airport runway forcing their operations to shift to Sea-Tac. The original runway 16L/34R was the result of excavation so I assume has a lower liquefaction risk than the third runway 16r/34R built on or adjacent to fill. However, I am not sure about the 1961 extension 16L/34R into the Tyee well head area or the blast area extensions in the third runway time frame.

Damage from the Nisqually earthquake to much smaller MSE walls was documented at the time (See Refs under Earthquake and MSE walls xx)

The SAMP adds more hazardous materials to contribute to the contamination in the eventual landslide that was not contemplated during the third runway EIS comment process. This SAMP's contents of building S07, Westside Maintenance Campus as well as the aircraft (fuels, deicers, oils, etc.) on new and existing taxiways may now become part of the slide. I believe S07 is slightly south of the west MSE wall. I could find no maps indicating the location of the MSE walls in the SAMP so judging by photos of taxi ways and the wall on the web. Any additional hazards in the slide area will complicate restoration adding both cost and time even if you do not care about the creek or Puget Sound , my guess is you do care about the time to get the runway operational again. The MSE plan had Miller Creek 50 feet away but I do not have the completed project dimensions (not sure if that was one or both walls). In either case there are wetlands and creek by both walls. How much contamination will enter the Puget Sound from the nearby creeks? Will the Highline aquifer get contaminated ? Will the contamination spread to the Highline wells on the south end and Seattle well on the north end too? How many wetlands will be permanently lost? There is also a north MSE wall that is near the proposed extension of the third runway blast area that needs to be analyzed.

The third runway analysis had the slide potential reaching or blocking SR 509. I do not know the new landslide path after the SR 509 expansion will be complete. Both of these earthquake/landslide analyses need to be performed either using the 9.0 magnitude used for the Seattle tunnel and new viaduct or the slightly lower GeoSync's value that was rejected by

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228. Arlene Brown (continued)

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Pollution Control Board in favor of a less severe earthquake (too expensive to build and/or too difficult (already highest in US, 2nd highest in world)?).

Photos after the February 28, 2001 Nisqually 6.8 earthquake illustrate earth movement, See Exhibit 1 of bulges on bank/slope. Also included in the exhibit is the bottom of the embankment/slope that had a very strong hydrocarbon smell. Note these are not identified as "third runway embankment" fill i Figure 9 in Appendix A of Appendix M ". Fill can become layers that act differently during an earthquake than a firmly compacted fill. Earthquakes can also create paths for contamination to travel easier and further. Sea-Tac has many small earthquakes per year that can impact fill and contamination characteristics. 35

PFAS, "Forever Chemicals" Contamination of Wells
See Exhibit 2 for the nearest well head locations to the airport and PFAS contamination status. Note the program only tests for PFAS, not for other contaminants.

The SAMP ignoring the ramifications of the Table 4-21 H-75 contamination of the Tyee well head with PFAS, instead of determining the source or, if other airport hazardous materials were present, creates a giant hole in the SAMP data. The well head is at the end of the first runway and by Des Moines Creek which empties out into Puget Sound. Simply closing the well without determining whether other airport contaminates were present or continuing to monitor it , raises questions about the extent of the SAMP's entire hazards analysis in general. Or, is there another source of data not referenced in SAMP?

The closure of the Tyee well head (H-75) in 2022 forced Highline Water District to have to buy an additional 4.7% water from Seattle Water. Ironically, in the past when streams are low sometimes Seattle buys water from Highline.

One of the best maps for showing the actual location of the Tyee well in relation to creeks and wetlands plus also shows the third runway embankment fill is Figure 9 ODF page 24 of 950 in Appendix A (SAMP web page link called "Available Upon Request") under Appendix M on the SAMP site Materials page. SAMP Exhibit 4-6 shows its critical recharge area includes the end of the longest runway (34L) and very near the fuel farm (S01 expand fuel farm and add deicers) 36

Highline Water District well head Source # 10 detected PFAS in 2022 but it is NOT disclosed in the SAMP Hazards Chapter presumably because it was not detected in 2023 (3/9/2022, Sample 10146, PFHxS 3.8mg/L). This is the eastern critical recharge area on SAMP maps

Known creek and well contamination was ignored in the original third runway DEIS. We kept reminding the Port and also provided a copy to the Corps of Engineers about this contamination. Some of it was covered in the Helen Kludt lawsuit but I do not know was in the final documents (Ref. Port of Seattle letter, from Barbara Hinkle, Health Safety & Environmental Management, To Barbara Stuhring, dated 21 May 1996 (admits glycol not treated, ROD to include this letter)) . At the November 14 open house, it was suggested I include this in my comments because it is not in the SAMP . I think we also provided contamination data directly

228-36. General Response #5
General Response #6

As noted in the Impact Assessment for Aquatic Critical Areas in Appendix M, during the project design and permitting phase, detailed geotechnical and hydrogeological assessments will be developed to characterize the potential for groundwater contamination of the wellhead protection areas (WHPAs) from the proposed projects. The potential of the proposed uses to release contaminants will then be assessed, and appropriate measures applied to minimize any risk of contaminant release to the WHPA. The Port will work with the relevant authorities to comply with all applicable requirements to avoid and/or minimize the potential for contamination.

According to the Highline Water District website, Highline Water District tested all its groundwater sources for PFAS in early 2022. Testing confirmed that one source, the Tyee Well, contained PFAS that exceeded the State Action Level. Highline Water District permanently discontinued the use of Tyee Well and began purchasing supplemental water from the Seattle Public Utilities. Tyee Well provided about 4.5% of the total water production annually. The Highline Water District is exploring options to repurpose the Tyee Treatment Plant. The proposed project would not impact Highline Water District groundwater sources.

228. Arlene Brown (continued)

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to the Corp of Engineers overseeing the 401 permit in one of our in-person meetings. What is the status of these prior contaminated locations? 36

The Highline aquifer is far more critical than ever before due to the frequency of water shortages. We are already asked to cut back yet Sea-Tac Airport keeps increasing their use. King County shortages are in part due to 1) climate change including snow pack size, snow melt rate and increased frequency of droughts that have become common, 2) contamination issues from multiple sources including the airport, 3) reduced recharge due to ever increasing impervious surfaces and reduced recharge due to destruction of wetlands (moving wetlands to Auburn , many miles away, does nothing for the Highline Water District) and 4) increased usage (airports, residences, businesses). Note the wellheads in close proximity to the airport for Highline Water, Seattle Water and King County Water are shown in Appendix M and Exhibit 2. Note also Tyee Well Head is on Sea-Tac property just south of runway 34L (longest runway). If you overlay all the hazardous maps and all the Highline well head maps, Seattle well head maps, King County well head map plus show the maps that show the short paths of at least 3 creeks to Puget Sound it is clear that one big quake or some other disaster could easily wipe out at least temporarily, perhaps permanently much of this areas drinkable water 37

Water Note these summary charts show that Highline Water District's Tyee wellhead and critical recharge area on PDF page 22 which is at the end of the longest runway. The Port proposes adding more taxiway (A01), enlarge the fuel farm (S01) and add deicer tank (S506)(pdf page 10) even though the well was closed due to PFAS contamination consistent with airport operations. Instead of investigating the source of PFAS ("forever" chemicals) or testing for other airport contaminants the well was closed.

The large report does disclose that rather than investigating the causes of PFAS contamination, looking for other airport chemicals or beginning expensive mitigation, the well was closed in 2022 forcing Highline Water District to begin buying 4.5% more water from Seattle . The airport, not Highline Water users should be paying to remove the "forever" chemicals, test for other airport chemicals, and monitor water quality of a restored well head. 38

Seismic Hazards – Extraordinary Circumstances? Seismic issues are not mentioned in the SAMP in any way that I could find. Not only was predicted MSE wall failure and the subsequent slide a HUGE controversary for the third runway but the Port has also sought out analyses for other projects such as a Concourses B, C, and D; and the North and South Satellite terminal buildings (Ref Earthquakes and MSE, REID). The airport experiences literally over 100 quakes per year over 1.5M. Why was it not covered in the SAMP? If the category "Extraordinary Circumstances" is added as a criteria as a result of the NEPA comment period that ends January 10, 2025, will seismic considerations be addressed? (See https://www.federalregister.gov/documents/2024/12/11/2024-29088/national-environmental-policy-act-proposed-implementing-procedures-and-categorical-exclusions#addresses) 39

228-37. SEA obtains water from Seattle Public Utilities. Facilities located north of SR 518 obtain water from local water districts (King County Water District and Highline Water District). As noted in Section 4.3.9.3, neither Action Alternative would result in significant impacts related to water usage. A seismic hazard analysis is not required in accordance with FAA Orders 1050.1F and 5050.4B and is outside the scope of this EA.

228-38. General Response #5
General Response #6
As noted in the Impact Assessment for Aquatic Critical Areas in Appendix M of the Draft EA, during the project design and permitting phase, detailed geotechnical and hydrogeological assessments will be developed to characterize the potential for groundwater contamination of the wellhead protection areas (WHPAs) from the proposed projects. The potential of the proposed uses to release contaminants will then be assessed, and appropriate measures applied to minimize any risk of contaminant release to the WHPA. The Port will work with the relevant authorities to comply with all applicable requirements to avoid and/or minimize the potential for contamination.

228-39. A seismic hazard analysis is not required in accordance with FAA Orders 1050.1F and 5050.4B and is outside the scope of this EA.

228. Arlene Brown (continued)

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The number of recent earthquakes near Sea-Tac WA experiences per year is high and even small ones can impact contamination paths even if people do not notice the quake.

Below is data from the Earthquake Track site on 12/11/2023 at 10:34 pm data (courtesy of USGS) https://earthquaketrack.com/us-wa-Sea-Tac/recent#google_vignette

Sea-Tac has had: (M1.5 or greater)

0 earthquakes in the past 24 hours
1 earthquake in the past 7 days
18 earthquakes in the past 30 days
181 earthquakes in the past 365 days

The largest earthquake in Sea-Tac over the last 365 days was only 4.0 as shown below but we have had much larger.

this week: 2.4 in Tanner, Washington, United States
this month: 2.4 in Tanner, Washington, United States
this year: 4.0 in Bangor Trident Base, Washington, United States

If you read the following reference, it will become apparent why Seattle designed the recent the tunnel and viaduct to 9.0.

Ref Seattle Office of Emergency Management Seattle Hazard Identification and Vulnerability Analysis Seattle Office of Emergency Management Seattle Hazard Identification and Vulnerability Analysis, Earthquakes when designing and preparing responses, https://www.seattle.gov/documents/Departments/Emergency/PlansOEM/SHIVA/2014-04-23_Earthquakes(0).pdf

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An excerpt from above Seattle Office of Emergency Management is below:

An earthquake on the Seattle Fault poses the greatest risk to Seattle.

o The Seattle Fault Zone extends east-west through the middle of the city.

o A Seattle Fault quake could be as large as magnitude 7.51 , but less than 7.0Mm is more probable.

o The most recent Seattle Fault earthquake was about 1,100 years ago;

o The Seattle Fault has been active about three or four times in the past 3,000 years.

• Deep quakes are the most common large earthquakes that occur in the Puget Sound region. Quakes larger than 6.0Mm occurred in 1909, 1939, 1946, 1949, 1965 and 2001.

• Megathrust earthquakes are the greatest risk to the region as a whole. A megathrust earthquake could reach M 9.0+ and affect an area from Canada to northern California. Shaking in Seattle would be violent and prolonged, but not as intense as a Seattle Fault quake. This area has a megathrust earthquake about every 500 years.

Other relevant references are listed under References Earthquakes and MSE walls herein.

Energy Shortages Why does the SAMP state energy is not an issue when people are being forced to reduce usage especially during extreme hot or cold weather? Puget Sound Energy has

228. Arlene Brown (continued)

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created a "Demand on Response Program" due to energy shortage both due to severe cold and extreme heat. Both conditions occur far more frequently presumably due to climate change. The cut backs occur more frequently than my examples below suggest:

Ex 1 "Why PSE urged Western Washington to conserve energy amid severe cold" by KUOW, John Ryan, January 14,2024

Ex 2 "PSE asks customers to reduce energy during hottest day of the year", By Frankie Katafias, KIRO 7 News, August 15, 2023 at 6:07 pm PDThttps://www.kiro7.com/news/local/puget-sound-energy-asks-customers-reduce-energy-during-hottest-day-year/XQFWP5UT3BHKTCW3CEHF2DDLPY/

"We [PSE] sent an email to about 400,000 customers yesterday, as part of our Demand Response Program

Some businesses, especially artificial intelligence, are electing to build elsewhere due to our energy shortages. Energy is no longer plentiful here.

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Demographics The demographics section defines a tiny area and is not representative of the square miles of health issues including reduced mortality. It does not even remotely reflect the immediate neighbors plagued with noise and air pollution causing cognitive and physical health issues including early death. SAMP does not reflect the huge population adversely impacted. It goes beyond the cities adjacent to Sea-Tac. There are multiple locations such as Georgetown that are impacted my multiple sources of pollution, including another airport, that increase their risk.

40

Also due to topography the winds move the pollution outside even the 6-mile study for some health studies likely inadequate. The pollution collects when it tuns into the Cascades. I believe it is Enumclaw that the expert that was also a member of the Health Study told me in the year 2000. At the time we did not have the third runway and the pollution east of the airport where it gets trapped by the Cascades was worse than Normandy Park's (west and downhill of airport).

Using the WHO noise criteria that considers health also shows a much larger area is impacted.

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The Minneapolis-Saint-Paul International Airport study showed a much larger reduction of home values than expected is states " We break new ground by investigating whether residential noise complaints can offer insights on aircraft noise pollution and housing price impacts experienced by residents near Minneapolis-Saint-Paul International Airport outside of contour boundaries. "Our findings indicate noise complaints are a reliable measure of residential noise annoyance and have a significant adverse effect on home prices extending nearly twice as far (10 km) as contours." (See Friedt under References Noise, See also abstract after the references section.)

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228-40. General Response #2
General Response #5
General Response #15

228-41. General Response #2
General Response #8
General Response #13

228-42. General Response #20

228. Arlene Brown (continued)

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SAMP Chapter 5 Cumulative Impacts

Any lack of comments on a specific item should not be considered as concurrence. It is due to the shortness of the comment period. I am assuming others are covering certain issues.

5.1 Coastal Waters- Disagree with no adverse classification: When the west MSE wall fails due to the big earthquake, there will be coastal contamination via the creek from the inevitable landslide. I do not recall if the same is true of the north MSE wall. Failures of the S01 fuel farm and S06 deicers by Tyee well head recharge area and Des Moines Creek and could also reach Puget Sound. 43

5.1 Archaeological- Disagree with no adverse classification: The Burke Museum has managed to save at least one thing and we do not know what else might be in the area. The museum displays the bones of an extinct giant sloth that lived around 12,600 years ago and was the about size of a Mini Cooper. Ref https://www.historylink.org/File/9408, Ref Seattle Times Feb 14, 2017 https://www.seattletimes.com/seattle-news/science/a-giant-ground-sloth-was-found-at-sea-tac-airport-56-years-ago/) 44

5.1.1 Air- Past Violations Forgotten? . We have had violations for "other past airport" including in 2008. Are you limiting the "world" of violations to those only starting in to 2017? In addition, the current criteria are outdated. They do not regulate ultrafine particles yet. They harm people often irreversibly (premature death, cognitive decline, asthma, long list of other illnesses) 45

5.1.2 Biological - "In addition, other past, present, and foreseeably future projects....the combined effect is not anticipated to be significant." Is WRONG. Although the third runway did get rid of the endangered bald eagles, we still have other living things to consider. Wetlands moved to Auburn does not assist in handling our contamination in our fill, dirt, drinking water, etc. Therefore, the remaining ones are crucial. MSE wall failures and landslides may make it even worse and putting more hazardous chemicals in the path to Puget Sound makes that situation even worse. Continuing to build in official critical well recharge areas on airport property continues to make things worse. We lost bald eagles to the third runway, what other living things do we need to lose? 46

5.1.3 Climate- Air, water and energy changes not disclosed – The SAMP should be making a special effort to mitigate climate change issues made worse by the airport instead of ignoring obvious issues. Due to climate change, King County is now plagued with both energy and water shortages. In recent years we are regularly asked to reduce our use for days, weeks or months at a time depending on the situation. Droughts have become more common. Wild fire smoke can last months. We get smoke originating from California to Canada, not just Washington. Expensive HEPA air filters are a necessity, especially for sensitive groups, due to air pollution caused by aircraft, traffic, cement plant north of Sea-Tac and wild fires. Historically, the Port 47

228-43. As noted in Section 4.3.4.2, the FAA is responsible for determining if the project or activity has any reasonably foreseeable direct or indirect effects on Washington's CZMP. The Port is responsible for reviewing projects that will require a federal license or permit for compliance with the CZMP's enforceable policies and prepare a federal Consistency Certification during the permit process. The FAA determined that the proposed FAA activities would be undertaken in a manner that would not affect the coastal resources or uses of Washington State coastal zone and issued a Negative Determination. The Negative Determination was submitted to the WSDE Federal Consistency Coordinator on July 2, 2024. Pursuant to 15 CFR 930.35(c), WSDE is not obligated to respond to a negative determination and if they do not respond within 60 days, concurrence with the negative determination shall be presumed. WSDE did not have any questions or concerns about the Negative Determination, nor did they object to the determination.

228-44. The FAA and the Port coordinated with DAHP on the methodology for the evaluation of archaeological resources within the APE. Fieldwork was completed in accordance with FAA Orders 1050.1F and 5050.4B as well as the National Historic Preservation Act. A Monitoring and Inadvertent Discovery Plan will be prepared to

	identify the steps that would be taken if archaeological materials are inadvertently encountered during construction. An archaeological monitor will be on-site during ground disturbing activities for projects in C03, S10, T02, L03, L05, L07, and the southern half of C02. The FAA determined, and DAHP concurred, that a finding of No Adverse Effect was appropriate for the project. **228-45.** General Response #5 General Response #8 General Response #9b General Response #10 General Response #17 **228-46.** General Response #5 General Response #17 The FAA determined that the Proposed Action is not likely to have a significant impact on biological resources according to thresholds established in FAA Order 1050.1F. **228-47.** General Response #11 General Response #7

228. Arlene Brown (continued)

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underestimates pollution, ground traffic and air operations with the exception being the covid shut down.

5.1.4.1 Hazardous Materials

Not all hazards are identified in the SAMP. Some that were known years ago have been forgotten. Millions of cubic yards of fill was placed YEARS before the Pollution Control Board ruled on a fill criteria in 2004 that was looser than one might envision considering its proximity to aquifer , wetlands and creeks Ref. *Port of Seattle v. Pollution Control*, 151 Wn. 2d 568, 151 Wash. 2d 568, 90 P.3d 659 (Wash. 2004), The third runway embankment fill location is shown in SAMP Appendix A Figure 9 of Appendix M does not represent all significant projects that required fill. . These criteria when considered in the quantities used is almost incomprehensible considering nearby wetlands, creeks, Puget Sound and aquifer used by at least three different water districts, seismic hazards, etc. (See Exhibits 1 and 2).

Examples of how the Port handles hazards follows. When PFAS exceeded State Action levels for the Tyee well in 2022, the well was closed (well identified as SAMP Hazard H-75, PFAS database search on Highline source 4). This contamination resulted in Highline Water having to buy replacement water from Seattle. The A01 taxiway is in this well's critical recharge area and the S01 fuel farm just outside of it (SAMP Paramentrix map Figure 4-1). See Exhibit 2

Thie Highline Source 10 well well tested positive for PFAS in 2022 (yellow per dashboard) but they were not detected in 2023 (green per dashboard) . The SAMP C1 cargo building expansion is near Highline well head (source 10) critical recharge area.

SAMP Cargo C02 is in a different critical recharge area. It belongs to Seattle . Source 6 passed its PFAS test but the one just north of, Seattle Source 4 had some PFAS detected.

Note the trends – If it's a critical recharge area, build on it and/or beside it. Then perform hazardous operations and store hazardous chemicals there. This increases the probability of contaminating our drinking water, wetlands and creeks.

Will storage of all hazardous materials be required to prevent contamination in the event of a wildfire or 9.0 magnitude earthquake ? Even much smaller earthquakes, which are more frequent, can accelerate the spread of contamination and cause liquefaction.

48

5.1.4.2 "King County's ONLY REMAING ACTIVE LANDFILL" needs to expand . Note, the Solid Waste Cedar Hills Regional Landfill is in the midst of planning for expansion to handle capacity concerns identified in their 2019 EIS but it looks like a slow process. https://kingcounty.gov/en/dept/dnrp/waste-services/garbage-recycling-compost/solid-waste-facilities/cedar-hills, accessed 12/20/2024)

49

5.1.5.1 Energy Shortage That energy will be supplied to the airport as a priority is a safe assumption **BUT it will require residents to use less energy !!** Consumers are already having to

50

228-48. General Response #17
See response to Comments 228-23 and 228-34.

228-49. General Response #17
As noted in Section 4.3.6.3, King County's Solid Waste Division has identified that there is adequate capacity in the Cedar Hills Regional Landfill to continue accepting waste beyond 2028. In November 2022 the County identified a preferred alternative for landfill development. This development is estimated to increase Cedar Hills Regional Landfill life until early 2038. The Port's Waste Diversion and Recycling Program would apply during construction, and the selected contractor would be expected to meet the goal of diverting at least 90 percent of construction debris from the landfill. In addition, the Port would continue the existing recycling programs once the projects are operational. These measures would reduce the amount of waste disposed of in the landfill. Therefore, no significant impacts related to solid waste would be expected.

228-50. General Response #5
General Response #17
As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Orders 1050.1F and 5050.4B.

228. Arlene Brown (continued)

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cut our energy usage use on hot days and cold days in an attempt to avoid rolling outages. Puget Sound Energy has a new demand program related to this problem. 50

5.1.5.2 Natural Resources Note, we had fill shortages for the third runway that contributed to use contaminated fill. Although the number 17 million cubic yards is often quoted for the runway embankment, there were other related projects that needed about 9 million cubic yards. There were controversies of using leftovers from other construction projects I believe among the contaminated fill was from the Duwamish Super fund site that was used but not sure location. Long before the third runway 401 permit water criteria was finally approved fill in was on Sea-Tac. Also, if there is more on fill on top of contaminated fill, it is there forever. The contaminated Lora Lake apartments fill was removed as a result of formal proceedings but any storm water it touched created pollution (Ref *"Cleanup plan revised for Sea-Tac Airport sites in Burien and Sea-Tac", by B-Town Blog Staff April 29, 2015 . Also see References: Fill*) 51

5.1.8 Surface Transportation Just the widening of a portion of S 200 St has funneled even more aircraft noise into Normandy Park. In addition to the customary intersection type analysis , there needs to be a more complicated noise and air pollution analyses that takes into account whether there are absorbers like wetlands, forests or a line of trees or reflectors like tall buildings, solid high fences and walls. This fits with "air" or "noise" categories but it is here because it needs to be emphasized. It is shocking how much pollution travels including road the construction dirt. 52

5.1.9 Water Regulations are inadequate for the unique Sea-Tac location. Regulations did not foresee climate change, SEA's site challenges or the mentality that infinite growth is the only acceptable alternative. For the third runway, the WA legislature overrode some of what the Pollution Control Board ruled. They both ruled against the cities. Regulations would not allow you to build a small deck on your home within 50 feet of Miller Creek but they allowed building what, at the time, was a record breaking MSE wall. .

Who could envision regulations to cover a situation like this? How can BMP's exist for such an illogical building site? It would be crazy to put a major international airport in the tiny SEA footprint surrounded by creeks emptying into nearby Puget Sound, with well heads on the north, east and south sides for our drinking water, and piling at least 17 million cubic yards of contaminated fill on top a of what is best described as peat bog (They did replace a little bit of that peat directly underneath the record breaking west MSE wall) . 53

Are any of the approved tons of hazardous materials in the Third runway fill or the even less controlled fill for the other projects showing up in the storm water? Which ones?

Did the bulges in the north end fill after the 2001 Nisqually 6.8 earthquake create more contamination paths or disrupt the compaction? Exhibit 1

One small earthquake could easily set up more contamination paths and accelerate the already existing contamination in both water and dirt. Does Sea-Tac monitor movement?

228-51. See response to Comment 228-34. If fill is required for a project, it will be tested prior to use to ensure that contaminated soil is not utilized.

228-52. General Response #8
General Response #9b
General Response #12
General Response #13
General Response #17
General Response #18

228-53. The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

228. Arlene Brown (continued)

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A big quake will lead to MSE wall failures and landslides so contamination will occur even faster and travel further. We already have PFAS is multiple wells. Tests were not done to determine what other contaminants were present on the Tyee well when it was closed in 2022. We could lose at least one Seattle wells , four Highline wells for a big quake.

How much contamination from a future quake over 6 magnitude, which are more frequent than the big one, cause (Six quakes over 6 magnitude since 1909, Four since Sea-Tac opened in 1944)?

53

5.1.10 Conclusion One could easily build a case that the existing airport is already unacceptable. Climate change in combination with the third runway, modifications to taxiways and first runway, terminal changes, and cargo changes, etc. have already broken the camel's back. We need mitigation such as free air cleaners and free replacement filters for the HUGE impacted area (not the misleading 65DNL or soundproofing boundary). We need Highline's drinking water well restored.

This SAMP makes it even worse so I do not know what to call this. Reduced aquifer recharge, projects endangering already contaminated drinking water wells, other projects endangering the well that is not contaminated with PFAS, less wetlands, more contaminants to become part of inevitable landslide, ultra fine particle pollution literally killing people, sound absorbing forests destroyed, almost constant airplane noise in areas that had no noise before the third runway and even worse for those under the flight path, etc.

54

PROCESS: Communication, Schedule and Documentation Inadequate

Inadequate Notice: Many Impacted People Blissfully Uninformed about SAMP
My informal questioning of neighbors and people in shopping lines in stores and offices has led me to believe the majority of impacted people are completely unaware of SAMP.

Notification of SAMPs existence as well as comment periods inadequate. My search of my personal emails for the term "SAMP" found a brief email from the Port of Seattle sent in 2020 (copy available upon request). It was useless with respect to 2024. I thought I was signed up for ongoing notifications but apparently not, or it was buried in something else. For example, the Port of Seattle <portreply@data.portseattle.org " sent me on December 5, 2024 "Notice: December 10, 2024 Port of Seattle Commission Regular Meeting" which requires accessing a website to find the agenda.

The Port also sends me other topics such as December 4, 2024 "SEA's Mascot Takes Flight — Say Hello to Jett " and on December 18, 2024 " Join Us for a Community Planting Event!" neither of which I have any interest in and would love to avoid those emails.

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228-54. General Response #5
General Response #6
General Response #8
General Response #9b
General Response #10
General Response #11
General Response #12
General Response #13
General Response #18
See response to Comment 228-23.

228-55. General Response #3
General Response #4

228. Arlene Brown (continued)

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I did not know until December 8, 2024 a Normandy Park blog existed . It requires subscription to Facebook, Twitter or Instagram to be sent notices which is not a good way to reach me. The Normandy Park blog website listed a Des Moines City Council December 3, 2024 zoom meeting I would have attended had I known about it.

Des Moines City Council has a SAMP page that an attendee at the Wesley public meeting on December 6, 2024 mentioned.

The Next Door Neighbor app is how I learned about what SAMP when a neighbor was posting about the comment period underway. I know many of my neighbors do not use that app. The City of Normandy Park has posted items on the app.

It is doubtful any one social media or application is adequate to reach the impacted communities but using multiple ones ,and letting people know which ones they are would help immensely

Post Card- My only Formal Notice of this SAMP review
A post card arrived with a sentence "Sustainable Airport Master Plan (SAMP), a bar code and a website. On the other side was a one sentence description and a list of 4 open houses. All four open houses are in the same week in November, one conflicted a with SR 509 extension open house, and SAMP comment period also overlaps with the King County Internation Airport (KCIA) comment period that ends in December 31 (includes complaint process). Most people in the area are impacted by all three projects although not everyone may be aware of the interactions if not following closely.

Burien Open House, November 14, 2024 in Conflict with SR 509's Open House
I attended the Burien open house but ran out of time to attend SR 509 as well. I spent 20 minutes in torrential rain looking for parking since the gate was locked to the main parking area. At least two sporting events were already started and there was an event at the Performing Arts Center next door that added to the parking challenges. Had to park 5-10 minutes away

I was unable to locate a copy of the SAMP at the open house (I later viewed one at local libraries).

The pretty blue and white brochures available at meetings do not contain substantive information.

I was aware there was an opportunity to provide written comments but prefer the online and email methods so easier for you to read.

I was NOT informed that we could provide verbal comments either by the check in people or any signs outside the separate room where it was occurring. By chance , towards the end, I did learn it was possible to provide verbal comments so I provided "off the cuff" comments. Had I known in advance, I would have prepared myself an outline to ensure I hit my key points especially since there was a time limit.

55

228. Arlene Brown (continued)

Pg 23 SAMP 20241213

Experts were unaware of seismic and contamination information from the third runway era that should have impacted SAMP planning.

General attitude of Port and its consultants was that operations at SEA must continue to grow at all costs. No other feasible alternatives exist. 55

Wesley Homes Public Meeting December 6, 2024

Although I appreciate the Wesley Homes Des Moines Friday morning meeting, the meeting notice was only posted electronically on an app on with less than 48 hours' notice. Most residents rely more on the paper posters, monthly paper newsletters, and monthly paper calendars. I am not a resident but I check the app daily for a resident that no longer uses a computer. As usual the presentation focused on passenger operations but multiple people brought up cargo including noise. 56

Only remaining major newspaper providing little or no coverage

There is no mention of SAMP in Sunday Seattle newspapers on 12/8/2024 or 12/01/2024. The latter had an article on page "What Southwest's ' breakup' with Bellingham Signals' but it does not even have a sentence about SAMP. I do not recall any articles about SAMP in my paper Sunday newspapers nor do I recall any articles being highlighted in the digital articles sent tm via email to me as part of my 7 day a week subscription

The Post Intelligencer newspaper provided more airport coverage than Seattle Times no longer exists.

The inexpensive newspaper Highline News, which became the Westside News, provided extensive coverage but no longer exists. It was the prime source of airport news, local sports, local crime , etc. 57

Libraries – One reference copy insufficient

Library hours are much shorter than pre-covid. For example, Des Moines is not open on Sunday, open 10 Am or 11Am to 6Pm four nights a week, and Noon to 8pm two days a week One copy that can NOT be borrowed is too few. Need at least a second one that can be loaned for 36 hours.

Libraries do not have large monitors to aid in enlarging the tiny font maps. They also do not have two monitor stations (another disadvantage to the poor). They only allow two hours per day. Another disadvantage to the poor as well as those without internet at home for a week due to the bomb cyclone weather that began November 19, 2024

King County Libraries drastically reduced the number of free pages you can print. You can print ten black and white pages or three-color pages. They charge 15 cents per black and white page and 50 cents per color page. Buying a copy for $500 from the Port is also not realistic for community members even if not poor, especially considering the short time it will be of use. 58

228-56. The Wesley Homes public meeting referenced here was not part of the official NEPA public involvement process and was not conducted by Port or FAA staff. The FAA is unaware of the information that was shared or comments provided during the meeting.

228-57. General Response #3 A notice was published in the Seattle Times and Daily Journal Commerce in October 2024. The notice described the Proposed Action, provided the public meeting dates, times, and locations, informed the public on how to obtain a copy of the Draft EA, and initiated the public comment period. Availability of the Draft EA was advertised through newspaper advertisements, email, and social media in seven languages (English, Spanish, Vietnamese, Chinese, Somali, Amharic, and Korean).

228-58. General Response #3 The Draft EA was posted online, and a hard copy was available at seven libraries and the SEA Airport Conference Center. The seven libraries were the Burien Library, Des Moines Library, Valley View Library, Federal Way 320th Library, White Center Library, Tukwila Library, and the Vashon Library. The public outreach associated with this EA exceeded the requirements established by the FAA in FAA Order 1050.1F and the FAA has determined that the public engagement was sufficient.

228. Arlene Brown (continued)

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According to the librarians, people were disappointed there were no summary materials or flyers and it was just the one notebook that required staying in the library. I suggest you also include the pamphlets handed out at public meetings and prepare a package of the large board materials. Ideally printing board materials that are maps on 11 inches by 17 inches so font more legible and items such as blast zone on center runway will be visible.

Also suggest preparing a one-page poster of public meetings notices and requesting the libraries post it on their board that displays upcoming events. 58

Recommendation: The Port of Seattle needs to develop an EFFECTIVE multi-media communication strategy for items such as the SAMP that even works for the poor. The Port need to communicate where and how they will disseminate the information now that people do not rely on newspapers as much as they did in the past. The one post card was inadequate for many people.

I recommend the Port of Seattle arrange to send notices to specific blogs such as Burien and Normandy Park as well as apps such as Next-Door Neighbor to reach those that do not subscribe to the Port of Seattle. Also suggest asking each city to forward notices or in some way communicate the information with residents.

I also recommend refining the options on the Port of Seattle distribution sign up.

Making arrangements to place to post notices is also needed such as libraries, grocery stores and perhaps community activity centers. 59

Comment Period Too Short for Comprehensive Comments, The FAA denied the request for a 90-day comment period. 53 is better than 45 but this particular time of the year is challenging When considering comment period extension requests the FAA needs to consider many factors including, but not limited, to the following: overlapping comment period for with KCIA whose aircraft fly over the same people, overlapping with related transportation project (SR 509) intended to facilitate more flights, major holidays (Halloween, Thanksgiving and Christmas preparation), and major storms causing power and/or internet outages for a week such as our November 2024 Bomb Cyclone (November is usually our most wind damage month), magnitude of SAMP projects, number and scope of other airport recent projects funded and/or completed that are NOT within the SAMP, the impacts of the highly controversial third runway built in accordance with questionable engineering decisions made by the Pollution Control Board, WA Supreme Court and WA Legislatures that need to be considered when evaluating these projects because of the consequences if not considered (Endangering drinking water of multiple water districts and known airport pollution health crisis even worse?) 60

SAMP- Maps Time Consuming due to legibility and need to overlap
Font that is less than 2 millimeters on the map legends is very hard to read. Shading makes it difficult to identify streets or see blast zones except the A02 when color coded. If you blow some of them up on computer to review them, then words become too blurry to read. Many 61

228-59. General Response #3

228-60. General Response #4

228-61. The FAA does not have any requirements or guidelines as it relates to figures in an EA document. If appropriate, they are included to help the reviewer understand the information presented in the EA document. The figures in the Draft EA vary in size and magnification depending on the information that is depicted. Figures in the various appendices tend to provide additional detail. The Draft EA met the requirements of FAA Orders 1050.1F and 5050.4B.

228. Arlene Brown (continued)

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maps seem to have been cut and pasted into the documents with much larger margins than necessary making them smaller than they need to be. The third runway EISs used 11 inches by 17 inches for maps such as their Earth Hazards Exhibit IV.19-2. See SAMP Appendix A Wetland and Stream under Appendix M Water Resources for an example of legible maps on 8.5 by 11 paper you can read and can also still read if enlarged on computer. Figure 9 on PDF page 24 of 950 in Appendix A under Appendix M you can read street names, see blast zones, see some well head locations, fill areas, creeks, etc. all one page. 61

To make sense of the various Proposed Actions map with Legend A01 through S10 and their relationship to hazards, wetlands, critical recharge areas, creeks, coastal waters etc. requires printing out MANY hard to read maps (faded backgrounds) and trying to overlay them. For instance, the Exhibit 3-5 Contamination does not show any of the Proposed Actions. There are no seismic hazard maps so if you remember the Pollution Control Board ruled that is acceptable MSE wall fail in a big quake causing a huge landslide you may want to hunt for the MSE walls. I did find the third runway embankment fill but neither MSE wall" (pg 24 of 950 of Appendix A under Appendix M has fill specific to the third runway but not the other projects) . 62

For future documents

In addition to separate pdf files for each chapter or appendix also having one (or two due to size) pdf that combined them (or two) would have saved time by reducing search time. This works well for the NEPA document.

If you were to create an 11 inch by 17 inches, or larger, map showing all the Proposed Actions, fill areas, MSE walls, expected landslide footprint for the big earthquake, all the wetland and water features and well head critical recharge areas and hazards it would have saved me a lot of time. Then have a separate page for the legend with details on contamination hazards and what hazardous materials are stored in each of the proposed action items, i.e., combining key maps in Exhibit 3-5, 4-4, 4-6,4-7, Figure 9 in Appendix A under Appendix M but add MSE walls.

Also having maps with more noise contours showing additional levels including the WHO criteria and whatever the FAA is considering as a potential replacement for the current one Also pre-third runway would put the changes in context. 63

Note the "Available Upon Request" charts for Appendix L and Appendix M as well as the copy of public comment poster boards were loaded onto the SAMP website in response to my formal comments dated Nov 22, 2024 . They informed me on December 2, 2024, about 11 days before the end of the of comment period. There was no notice on the site that new items were posted so doubt many others benefitted by them but were very helpful to me (Thank you).

Note, I suggest planning ahead to avoid having Appendices labeled as letters that contain other Appendices also labeled with the same letters. I assume NEPA has formatting rules but I would think you could get permission to add a dash number after the letters so M becomes M-1 so the older underlying documents do not need to change.

228-62. Exhibit 3-5 is in Chapter 3, Affected Environment, which provides information on existing conditions. Exhibit 4-1 in Chapter 4, Environmental Consequences, provides the location of the contaminated sites with limits of disturbance for each NTP.

228-63. See response to Comment 228-61. The DNL 65 dB is the threshold the FAA uses for determining significant noise impacts. In addition, most land uses are considered compatible below the DNL 65 dB. Therefore, the FAA only depicts contours at 65 dB and above.

228. Arlene Brown (continued)

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In case you are wondering why I am commenting on process despite the many technical issues, I participated in the third runway process for years and see differences such as the SAMP communication challenges (No CASE, RCAA, ACC or newspapers). I also see some similarities with this SAMP. I am still lamenting the loss of seeing bald eagles and annoyed they were NOT mentioned in the third runway's EIS Endangered Species Chapter (The plan to move a nest was in the Construction Chapter). Likewise, the landslide scars were NOT disclosed in the chapter that covered landslide risks but were disclosed elsewhere (EIS was multiple inches thick). I cannot do justice to the adverse impacts having just learned about this SAMP in time to make the November 14 open house. Although I know all things do not get fixed but at least some things get improved. Significant seismic, hazard, air, water, wetland, noise and heath analyses, and in some cases tests, are needed before making recommendations on proposed actions and where to locate them. (Had I known I was going to lose my final version a few hours before I have to submit it today, I would have made a different choice) 64

45 or 53 Days for 31 Projects Lowers the probability of Comprehensive Comments on All Issues 65

References / Bibliography

References: Third Runway EIS's & related Key Decisions

Sea-Tac Airport Master Plan Update Draft Environmental Impact Statement (DEIS), 1995 (reference b in some third runway comments)

Engineer's Personal Assessment of the Sea-Tac Airport Master Plan Update Draft Environmental Impact Statement (DEIS) - Proposed Third Runway, The United States' Most Expensive, Limited Capacity Runway, incorporated into FEIS response appendix. (reference e in some third runway comments), (reference c in some third runway comments)

Sea-Tac Airport Master Plan Update Final Environmental Impact Statement (FEIS), 1996 (reference d in some third runway comments)

Draft Supplemental Environmental Impact Statement for the Proposed Master Plan Update Development Actions at Seattle-Tacoma International Airport (DSEIS), 1997

Port of Seattle v. Pollution Control, 151 Wn. 2d 568, 151 Wash. 2d 568, 90 P.3d 659 (Wash. 2004)

References: Noise

State of WA Puget Sound Regional Council **Final** Noise Decision on Noise Issues", dated 27 March 1996 (bolded by author to emphasize legal title – (reference e in some third runway comments)

228-64. These comments have been noted.

228-65. General Response #4

228. Arlene Brown (continued)

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Testimony at the Congressional Aviation Subcommittee Hearing by nationally known economist Dr. Lynn O. Michaelis, held March 18, 1996 (reference h in some third runway comments)

Testimony at the Congressional Aviation Subcommittee Hearing by air transportation expert, Dr. Stephen Hockaday, held March 18, 1996 (reference i in some third runway comments)
https://commdocs.house.gov/committees/Trans/hpw104-53.000/hpw104-53_0.HTM

Expert Noise Arbitration Panel Hearing December 1994

Puget Sound regional Council Resolution A-96-02, July 11, 1996 (third runway and noise) (reference t in some third runway comments)
https://Sea-Tacnoise.info/wp-content/uploads/PCHB/Vol5/BOX15/EXH1056037736.pdf

Perception vs. reality: The aviation noise complaint effect on home prices, by Felix L. Friedt [a], Jeffrey P. Cohen, Transportation Research Part D: Transport and Environment Volume 100 November 2021,
https://www.sciencedirect.com/science/article/abs/pii/S1361920921003096?via%3Dihub
(More recently, new guidance deems aircraft noise annoyance significant above Lden>45dB and Lnight>40dB(World Health Organization Europe, 2018).[6]

Brown, A., To Expert Arbitration Board c/o Jerry Dinndorf, PSRC, 18 February 1996. (cold climate homes, R 7-35 admits models wrong)

References: Miscellaneous

KCIA's Airport Rules and Regulations webpage and Minimum Standards Update (deadline for comments now October 9 - January 15,2025)
https://publicinput.com/m4012#RelevantAirportMaterials

SEPA DETERMINATION OF NON-SIGNIFICANCE (DNS) OF PROPOSED ACTION for Seattle-Tacoma International Airport (Sea-Tac Airport) C-1 Building Expansion Comment, March 18, 2020, by A. Brown , to Steve Rybolt

References AIR

Cutler & Stanfield comments on Air Conformity Determination (contains the Univ of Florida fill calculations).

Memorandum of Agreement or memo?, From Anita Frankel of EPA Region 10, To Lowell Johnson, FAA NW Mountain Region, Regarding requiring delay in construction of North Terminal to comply with Air Conformity, 23 August 1996

See also References -Health

228. Arlene Brown (continued)

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References: Fill

" Dust Emissions at North SeaTac Park", Puget Sound Air Pollution Control Agency Notice of Violation No. 35809, Registration No. P371603874-75, Regulation I, Section 9.15 (a) : Emission of Fugitive Dust without use of best available control technology, 8 August 1996

"Sea-Tac Third Runway to get its fill of dirt", Seattle Times 15 August 1996 pages A1, A19 (runway 14 feet below FEIS assumptions)

"Toxic runway Piles of dirt pose problems for Sea-Tac"., Seattle Weekly, By Roger Downey • October 9, 2006 12:00 am https://www.seattleweekly.com/news/toxic-runway/

"Cleanup plan revised for Sea-Tac Airport sites in Burien and Sea-Tac", by B-Town Blog Staff April 29, 2015 (Lora Lake Apts)https://b-townblog.com/cleanup-plan-revised-for-sea-tac-airport-sites-in-burien-and-Sea-Tac/

Runway ETA: Not soon, By LARRY LANGE, SEATTLE POST-INTELLIGENCER REPORTER, July 15, 2001 Note 3 Million cubic yards place on 12 St before fill criteria finalized https://www.seattlepi.com/seattlenews/article/runway-eta-not-soon-1059929.php

Attachment E, SECTION 401 CERTIFICATION SYNTHETIC PRECIPITATION LEACHING PROCEDURE WORK PLAN Water Quality Certification # 1996- 4- 02325 (Amended –1). September 21, 2001, http://www.ecy.wa.gov/programs/sea/seatac/AttachmentE.pdf

ACC Hearing Day 9 of 2002, page 136 Testimony admitting 4 of 7 sites failed total solids test so SLPD used to approve them despite high chrome and copper, 4 of 7 sites contaminated, http://www.rcaanews.org/ElizClarkTestimony.pdf

PUBL RR-523-97, Interim Guidance on the Use of Leaching Tests for Unsaturated Contaminated Soils to Determine Groundwater Contamination Potential, Wisconsin Dept of Natural Resources, March 1997 http://www.dnr.state.wi.us/org/aw/rr/archives/pubs/RR523.pdf

> "Leaching tests will generally be worthwhile only after a remedial action has been completed, or when the levels of contaminants determined in the site investigation are not expected to cause a groundwater threat. ...For example, hexavalent chromium will react with the acidic extracting fluid of some leaching tests to form trivalent chromium, a less mobile form of chromium. Therefore, that leaching test may underestimate the amount of chromium that would leach from soils contaminated with chromium.

Report #01-2 Criteria of Selecting Toxicity Characteristic Leaching Procedure (TCLP) and Synthetic Precipitation Leaching Procedure (SPLP) Tests to Characterize Special Wastes, Chih-Shin Shieh, *Florida Institute of Technology*, State University System of Florida, Florida Center for Solid and Hazardous Waste Management, University of Florida August 2001, http://floridacenter.org/publications/shieh_01-2.PDF

References: Earthquakes and MSE Walls

Stuedlein, Armin & Asce, M & Bailey, Michael & Lindquist, Doug & Sankey, John & Neely, William. (2010). Design and Performance of a 46-m-High MSE wall. Journal of Geotechnical and Geoenvironmental Engineering - J GEOTECH GEOENVIRON ENG. 136. 10.1061/(ASCE)GT.1943-5606.0000294.
https://www.researchgate.net/publication/228352371_Design_and_Performance_of_a_46-m-High_MSE_wall (Sea-Tac's MSE north and west wall photos and graphic with soil characteristics)

228. Arlene Brown (continued)

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New Horizons in Earth Reinforcement – Otani, Miyata & Mukunoki (eds) © 2008 Taylor & Francis Group, London, ISBN 978-0-415-45775-0 Sea-Tac third runway: Design and performance of MSE tall wall J.E. Sankey The Reinforced Earth Company, Vienna, Virginia, USA M.J. Bailey & B. Chen HartCrowser, Inc., Seattle, Washington, USA https://library.geosyntheticssociety.org/wp-content/uploads/resources/proceedings/B.04%20Sea-Tac%20Third%20Runway%20Design%20and%20performance%20of%20MSE%20tall%20wall.pdf

Pg 1 " Major embankment construction (13,000,000 m3) was necessary to accommodate the added runway on the western part of the airport; however, the presence of a stream and wetlands confined the expansion to the steeply sloping topography that bounded the area" ... "In summary, the physical features of the area were influenced by subsurface conditions containing peat, liquefiable sands and the potential for excess pore pressures in silt and clay soils. Subgrade improvement was considered to address these issues." *Arlene Brown note 13,000000 m3 is 459,090,667.38 cubic feet.*

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228. Arlene Brown (continued)

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228. Arlene Brown (continued)

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228. Arlene Brown (continued)

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228. Arlene Brown (continued)

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228. Arlene Brown (continued)

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Case 2:23-cv-00795-JNW, Document 43 filed August 11, 2023, Second Amended Class Action Complaint link https://www.hbsslaw.com/sites/default/files/case-downloads/seattle-tacoma-international-airport-sea-tac-pollution/2023-08-11-second-amended-complaint.pdf (excerpt Well recognized laws of trespass, nuisance, negligence, battery, and Article I, Section 16 of the Washington Constitution protect Washington residents and provide an entitlement to sue parties, like Defendants, who are responsible for harm—in the form of dangerous pollutants—caused to themselves and their homes)

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SAMP

Link to Boards shown at November 2024 Public Meetings
https://www.airportprojects.net/sampntpenvironmentalreview/wp-content/uploads/sites/45/2024/11/Port_of_Seattle_Boards_Production_Final_English_Web.pdf

228. Arlene Brown (continued)

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Noise – Impact housing costs Abstract from reference under Noise

Felix L. Friedt, Jeffrey P. Cohen,

Perception vs. reality: The aviation noise complaint effect on home prices,

Transportation Research Part D: Transport and Environment,

Volume 100, 2021, 103011, ISSN 1361-9209,

https://doi.org/10.1016/j.trd.2021.103011.

(https://www.sciencedirect.com/science/article/pii/S1361920921003096)

Abstract: Intercity air transportation has grown rapidly in recent decades and creates significant noise pollution that affects health. Previous research quantifies the losses that are capitalized into home values. Much research relies heavily on spatially restrictive noise contour plots to identify the house price discounts and determine economic damages. We break new ground by investigating whether residential noise complaints can offer insights on aircraft noise pollution and housing price impacts experienced by residents near Minneapolis-Saint-Paul International Airport outside of contour boundaries. Our findings indicate noise complaints are a reliable measure of residential noise annoyance and have a significant adverse effect on home prices extending nearly twice as far (10 km) as contours. Reevaluating economic damages based on our results indicates contour-based calculations severely underestimate aircraft-noise-pollution-induced losses incurred by homeowners and suggests $154 million of $167 million in post-abatement damages are borne by residents located outside the regulated Minneapolis contour area.

Keywords: Airport noise; House prices; Noise Complaints; Abatement policy

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Exhibits Pg 1 SAMP2 20241213 AB

Exhibit 1 Embankment or Slope After Nisqually 6.8 earthquake (Sheet 1 of 3)

Bank facing west towards S 156 Way above (Before existing wall built)

Below side view of bulges above

Photos by A. Brown either 1 or 2 days after quake

228. Arlene Brown (continued)

Exhibits Pg 2 SAMP2 20241213 AB

Exhibit 1 Embankment or Slope After Nisqually 6.8 earthquake Continued (Sheet 2 of 3)

Bank/Slope near Intersection S 156 Way and 12 Ave S

Strong hydrocarbon smell near bank bottom below (see next page for the bank view)

After Feb 28, 2001 Nisqually 6.8M quake (either 1 or 2 days after quake

228. Arlene Brown (continued)

Exhibits Pg 3 SAMP2 20241213 AB

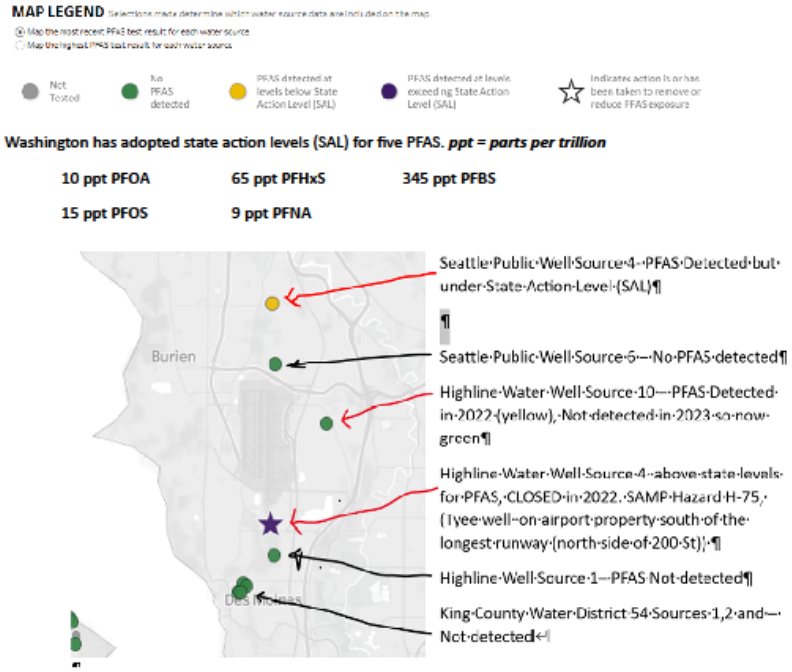
Exhibit 1 Embankment or Slope After Nisqually 6.8 earthquake Continued (Sheet 3 of 3)

Slope/Bank face nearest the strong hydrocarbon smell

228. Arlene Brown (continued)

Exhibits Pg 4 SAMP2 20241213 AB

Exhibit 2 PFAS Contamination of Wells on or Near Sea-Tac Airport Property



Washington has adopted state action levels (SAL) for five PFAS. *ppt = parts per trillion*

10 ppt PFOA	**65 ppt PFHxS**	**345 ppt PFBS**
15 ppt PFOS	**9 ppt PFNA**	

Data and map https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/pfas/dashboard **. Annotations on map by A. Brown. Map downloaded 12/9/2024**

New King County PFAS web site - Email announcement 12/10/2024, https://kingcounty.gov/en/shared-topics/health-safety/pfas-forever-chemicals

229. Elizabeth Burton

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] comment on SAMP EA

From Elizabeth Burton <burton555@yahoo.com>
Date Fri 12/13/2024 4:09 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Mohamed, Hamdi <Mohamed.H@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>

1 attachment (148 KB)
EB SAMP Comment 2024.12.13.pdf;

You don't often get email from burton555@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

This is a comment on the SAMP NTP EA, which I am also attaching as a PDF file.

December 13, 2024

From: Elizabeth Burton, Seattle, WA

To FAA and Port of Seattle Officials,

This letter provides feedback on the Draft Environmental Assessment (EA) of the SeaTac Airport Sustainable Airport Master Plan (SAMP) Near-Term Projects. The finding of non-significance regarding the SAMP's impact on climate is inadequate in many ways, as detailed below. The EA depends on flawed and misguided analysis and reasoning, including false and irrelevant statements; a faulty interpretation of cumulative effects; and unrealistic projections of minimization measures. 1

In light of these flaws, a full Environmental Impact Statement is required: one that relies on sound logic; avoids false, irrelevant and misleading statements; and includes a serious consideration of cumulative impacts. An alternative in alignment 2

1 of 8 12/13/2024, 5:13 PM

229-1. General Response #11

229-2. General Response #1

229. Elizabeth Burton (continued)

with Port, county, and state climate goals should be included.

The rest of this comment supplies support for these claims.

- **Chapters 1, 2, and 3: Failure to consider climate change in early stages of SAMP Process.**

The first three chapters of the EA exhibitl inadequacies with the determination of purpose and need; with the consequent rejection of certain alternatives; and with the assessment of existing conditions.

The SAMP process started with the Puget Sound Regional Council soliciting future capacity planning assumptions from regional airports, and the FAA approving the resulting forecast of increased need for flights. This process ignored the fact that a functioning airport depends on a livable climate. It did not consider that by 2024, the world would already have reached 1.5 °C of warming, or that at current rates of emissions, the global economy will shrink by one-third. It involved no input from climate scientists or public health professionals, and no consideration was given to the fact that increasing the number of flights would make port, county, and state climate goals impossible to reach. A responsible determination of purpose and need would include consideration of broader concerns, including the need to maintain a livable climate.

In 2018, consultants prepared Technical Memorandum No. 9 to provide specific ways the Port could incorporate sustainability into the SAMP development process. This statement from page 2-1 makes clear that implementation of the SAMP would leave the Port's climate goals out of reach:

> As master planning efforts must balance conflicting goals and objectives, this is especially relevant for key sustainability categories such as energy and greenhouse gas emissions. For example, if the Port is to meet its goal to double the number of international flights and destinations and, at the same time, reduce greenhouse gases by 50%, it will have to consider a broader range of options in addition to traditional capital development strategies in the SAMP.

3

229-3. General Response #7
The Purpose and Need explains the problem(s) being addressed and what the project is trying to achieve. As documented in Chapter 1 and the Purpose and Need Technical Report (Appendix B), there are five needs:

- Insufficient passenger processing facilities and gates to accommodate 56 million annual passengers at an optimal LOS.
- Insufficient facilities to meet projected cargo levels.
- Portions of the airfield that no longer meet current FAA airport design standards.
- Inefficient or inadequate taxiway layout.
- Lack of fuel storage to meet projected demand and the Port's SAF initiative

Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. It is important to note that operations are expected to increase with or without the project.

229. Elizabeth Burton (continued)

Because the need for a livable climate was omitted from the original purpose, Chapter 2 rejected alternatives that called for a reduction in flights, or for substitution of other modes of transportation to reduce the need for more flights - the kind of broader range of options mentioned by the consultants, above. The result is that the EA includes no alternatives that make it possible for the Port, the county, and the state to reach their GHG emission reduction goals. The EA should include at least one alternative that is in alignment with these goals. 4

In Chapter 3, existing environmental conditions should include the present state of the climate (1.5 °C of warming; 425 parts per million of carbon dioxide in the atmosphere); instead, the EA considers "existing conditions" to be current GHG emissions from SeaTac Airport. This makes no sense, since even maintaining current emissions is incompatible with protecting a livable climate. 5

- **Chapter 4: THE FINDING OF NON-SIGNIFICANCE IS BASED ON FALSE AND IRRELEVANT STATEMENTS.**

Section 4.3.3 of the EA presents estimates of anticipated greenhouse gas (GHG) emissions under action and no-action scenarios, and on page 4-26, presents the following conclusion:

> "The risks associated with climate change would be present regardless of the implementation of the Action Alternatives and would not be exacerbated. Therefore, the anticipated increase in GHG emissions due to the Action Alternatives in the context of the Airport's sustainability efforts and climate goals is not anticipated to result in an adverse impact on climate."

6

Below please find my objections to this conclusion.

EA claim: *"The risks associated with climate change would be present" whether or not the projects are implemented.* This statement is true of every conceivable project, regardless of the severity of the project's climate impacts; it is therefore clearly irrelevant to the determination of how significant those impacts are. For example, building and operating 500 coal plants would indisputably have a significant impact on the climate, but the risks associated with climate change would be present whether or not the coal plants were built. Similarly, on the basis

229-4. General Response #7

229-5. The disclosure of the existing GHG emissions as part of Chapter 3 is in accordance with FAA Orders 1050.1F and 5050.4B and FAA's Aviation Emissions and Air Quality Handbook, Version 3, Update 1.

229-6. General Response #11

229. Elizabeth Burton (continued)

of anticipated harm to the climate, the state denied permits to build a methanol plant in Kalama, Washington in 2021; it doesn't follow that refraining from building the plant resulted in the elimination of all risks associated with climate change. The statement that the risks associated with climate change would be present whether or not the SAMP projects are implemented should not be included in the EA; it is not relevant to the discussion, and is not a legitimate reason for a finding of no significance.

EA claim: *The risks associated with climate change would not be exacerbated if the projects are implemented.* This is false. According to the EA's projections, annual GHG emissions will be higher if the projects are implemented than if they are not implemented. The risks associated with climate change increase with every additional amount of greenhouse gas emitted into the atmosphere.

EA claim: *"Therefore, the anticipated increase in GHG emissions due to the Action Alternatives in the context of the Airport's sustainability efforts and climate goals is not anticipated to result in an adverse impact on climate."* The word "Therefore" is inappropriate and misleading: this statement does not follow from the previous statement, since - as discussed above - the first part of the previous statement [*The risks associated with climate change would be present regardless of the implementation of the Action Alternatives*] is irrelevant, and the second part of the previous statement [*The risks associated with climate change…would not be exacerbated*] is false. In addition, the statement itself - without the word "Therefore" - is contrary to fact: the emission of additional greenhouse gasses does, in fact, result in adverse impacts on climate. To not "anticipate" such adverse impacts does not constitute legitimate analysis; rather, it shows a willful disregard of reality.

It is irrelevant to include the phrase *"in the context of the Airport's climate goals."* Having goals does not decrease the Airport's climate impacts. The climate is not responsive to goals, only to actions. So the "context of the Airport's climate goals" is not relevant to the determination of significance, and should not be included in the EA.

In fact, implementation of the SAMP will guarantee that the Port will fail to meet its climate goals. The Port's guiding document, the Century Agenda, includes the goal of reducing scope 3 emissions 50% below 2007 levels by 2030. According to the EA, implementing the SAMP will result in annual emissions of over 7.3 million

6

229. Elizabeth Burton (continued)

metric tons of GHG by 2032 and over 7.8 million metric tons of GHG by 2037. These are not 50% below 2007 levels.

It is also not relevant to consider the *"Airport's sustainability efforts"* as somehow lessening the impact of the SAMP projects. Regardless of any reductions in GHG emissions resulting from the "Airport's sustainability efforts," implementing the SAMP projects will result in more emissions, more harm to the climate, and increased risk from climate change, compared to not implementing the projects. 6

- **Chapter 4: THE DISCUSSION OF "MINIMIZATION MEASURES" IS FLAWED.**

On page 4-26, the EA states:

> "The Port has undertaken a wide range of activities designed to reduce GHG emissions and prepare for the effects of climate change, independent of the Proposed Action."

As stated above, the vague and unspecified "wide range of activities" undertaken by the Port "designed to reduce GHG emissions" may or may not actually reduce emissions, and the existence of these activities does not alter the fact that implementing the SAMP projects will result in more emissions and thus more harm to the climate than not implementing them.

The EA continues: 7

> "Furthermore, the Port is playing a key role in efforts to facilitate the adoption and local production of SAF with airline partners. The Port has set the goal to power every flight fueled at SEA with at least ten percent blend of SAF by 2028."

Regarding SAF, the following statements are from the EA Appendix C, in an email from Kandace Krull of the FAA to Eric Saganic and Steve Rybolt, sent on November 2, 2023:

> "While SAF tanks and infrastructure are included in the Proposed Action, there is no requirement for the Port or tenants to utilize SAF. In addition, there are supply chain issues with obtaining SAF and [it] isn't clear when these issues will be resolved. As such, any use of SAF in the future would be speculative for both the No Action and Proposed Action."

229-7. General Response #6
General Response #11

229. Elizabeth Burton (continued)

Since the future use of SAF is speculative and its use will be voluntary, SAF cannot be considered a reliable factor in minimizing GHG emissions. It is entirely possible that the emissions reductions due to SAF will be zero. 7

As pointed out above, setting goals ["The Port has set the goal to power every flight fueled at SEA with at least ten percent blend of SAF by 2028"] does not affect the climate.

Thus, the finding of non-significance of climate impacts is backed by no legitimate reasoning whatsoever. 8

- **Chapter 5: THE EA CONSIDERATION OF CUMULATIVE IMPACTS IS FLAWED.**

The FAA requires that cumulative impacts be considered when determining significance. The CEQ defines cumulative impacts as:

> "... effects on the environment that result from the incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative effects can result from actions with individually minor but collectively significant effects taking place over a period of time." 9

This is exactly the right context in which to consider climate change, which is a global phenomenon, caused by many decades of GHG emissions from actions taken all over the world. The cumulative effects of past actions on the climate are best measured by taking stock of the current state of the atmosphere and of the climate. As pointed out above:

- As of December 11, 2024, the atmosphere has a CO2 concentration of 427 parts per million, according to NOAA's Mauna Loa observatory
- Antarctic ice core data suggest the world has already reached 1.5°C of human-induced global warming

However, in measuring the effects of past actions on the climate, the EA restricts its attention only to emissions from projects built during a 5-year period in a limited geographic area close to the airport. This is ludicrous. It considers similarly

229-8. As noted in Section 4.3.3.1 of the EA, the FAA has not established a significance threshold for greenhouse gas emissions.

229-9. General Response #17

229. Elizabeth Burton (continued)

restricted locations and time spans for present and future effects. This is not at all useful in accessing the actual impacts the SAMP will have.

FAA Order 1050.1F, section 4-3, states that in determining significance, both short and long-term impacts are relevant. Here are a couple of medium-term impacts that were not considered, though they will definitely affect life in the Pacific Northwest:

- Although the Intergovernmental Panel on Climate Change had previously concluded with "medium confidence" that the Atlantic Meridonial Overturning Circulation (AMOC) will not collapse abruptly before 2100, more recent scientific research suggests the serious possibility that the AMOC may pass an irreversible tipping point in the next few decades, leading to devastating and irreversible climate impacts for countries around the world, including an upheaval of marine ecosystems and fisheries.

- The Network for Greening the Financial System, a group of global banks that provide environmental and climate risk modelling in the financial sector, released a report on November 5, 2024, stating that the physical shocks caused by climate breakdown - flooding, droughts, temperature rises, and mitigating and adapting to extreme weather - will decrease global economic growth by one third. Some experts say the even though this analysis uses the latest data and models, it is actually still a huge understatement of the impact climate breakdown will wreak on economic growth, since it fails to take into account the impact of climate tipping points, sea temperature rises, migration and conflict as a result of global heating, human health impacts, or biodiversity loss.

9

Collectively, these flaws are serious enough to warrant a more rigorous Environmental Impact Statement.

10

Thank you for your consideration.

Footnotes:

- 1.5 °C of warming by 2024:
  Antarctic ice core data suggest we've probably already hit 1.5°C of manmade

229-10. General Response #1

229. Elizabeth Burton (continued)

warming, Nature Geoscience (peer-reviewed), November 12, 2024

- at current rates of emissions, the global economy will shrink by one-third: NGFS Climate Scenarios for central banks and supervisors - Phase V, November 5, 2024

- Atmospheric CO2 at 427 parts per million: https://www.co2.earth/daily-co2; website accessed Dec. 12, 2024

230. Laura Hartema

Outlook

[EXTERNAL] Public comment on Port of Seattle's SAMP Environmental Assessment (EA)

From Laura H <lovethisday2005@yahoo.com>
Date Fri 12/13/2024 11:02 AM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Mohamed, Hamdi <Mohamed.H@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Hasegawa.t@portseattle.or <hasegawa.t@portseattle.or>; bitalac.emily@epa.gov <bitalac.emily@epa.gov>; dave.upthegrove@kingcounty.gov <dave.upthegrove@kingcounty.gov>; Laura Hartema <lovethisday2005@yahoo.com>

1 attachment (164 KB)
SAMP_PublicComment_Hartema_12_13_2024.pdf;

You don't often get email from lovethisday2005@yahoo.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hello,

Please see the attached letter for your review and to include as public comment regarding the Port of Seattle's highly inadequate SAMP EA.

Please verify your receipt of this submittal.

Thank you,

Laura Hartema

Laura Hartema, author of memoir, BERING SEA STRONG.

Love This Day Blog/Website
Facebook
Twitter
Instagram
Book Trailer

Check out my article in Grundens' "Fishing Stories."

Read an excerpt of my book in Salon.com.

230. Laura Hartema (continued)

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

December 13, 2024

RE: Public comment on SAMP Environmental Assessment (EA)

Mr. Rybolt and other reviewers of the SAMP EA.

Hello. I'm a local ecologist and citizen of Des Moines, WA, and have been leading *Friends of Des Moines Creek* in volunteer restoration since 1999. Living within 1.5 miles of the airport, I firsthand know the increasing negative impacts of Port development and associated activities including noise, pollution, wiping out 100's of acres of trees, reducing our stream/wetland buffers and intact bird and wildlife corridors, reduced property values and harming health. Below I discuss the many issues with the NEPA *draft Environmental Assessment (EA) for the Sustainable Airport Master Plan (SAMP) Near-Term Projects* by Landrum & Brown (October 2024). It is inadequate, not expansive enough in impacts area nor timeline, and does not effectively address immediate and cumulative environmental and health impacts of any portion of the SAMP's 30+ proposed projects. I request you require an Environmental Impact Statement (EIS) report that includes full and robust review of cumulative impacts to communities, health and climate before any portion of a SeaTac Airport expansion is considered. 1

This EA lacks much, but I will mostly focus on The Cumulative Impacts in Section 5. To start with the Conclusion on pg 5-18; it is dismissive, and insulting. Their take is, since the areas adjacent to the airport and overburdened neighboring communities and their scarce gems of critical areas and forests keep getting hammered and expanded upon (by the Port and industrial/commercial/ business/infrastructure and road encroachment due to the Port), then you can keep doing more of the same. This is wrong. The 30+ projects proposed by the Port, in addition to past projects in the last decades, and upcoming "known" near and long-term projects *that have been excluded from the report, do* indeed, amount to *significant* impacts in themselves and cumulatively. These projects absolutely and significantly harm our natural resources, health, and quality of life to name a few.

Many of the points in the Cumulative impacts section and the table say impacts are "not likely" or are "not significant with mitigation." Stating so doesn't make it true. The cases are weak and light on details and facts. So many elements requiring mitigation means significant impacts. *It needs a full EIS review.* 2

Past and future actions such as those listed in and excluded from Table 5-1 are being "judged" and permitted in segments, independently of the other; combined impacts matter here. The timeline needs to encompass all past projects of the airport since 1996 rather than the "past five years" (2017 to 2021), already outdated by four years considering we are weeks from 2025, as well as present and

230-1. General Response #1 The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

230-2. General Response #1
General Response #5
General Response #17

230. Laura Hartema (continued)

future actions. Excluded from the SAMP are projects with major impacts: 1) the current SR-509 alignment (Which impacts *the highest quality wetland* in Des Moines Creek and assists the Port; and 2) a major recent project, the International Arrival Facility with 10 additional gates completed in 2022. 2

It is fact that Port owned properties have removed 100's of acres (likely more) of forest canopy, vegetation and open spaces and tens of thousands of trees to build industrial/commercial/business parks and pollution generating impervious surface area. Most of these parcels are *not* under a flight path and include areas in intact stream and wetland corridors that link to Puget Sound such as the Des Moines West Business Park that removes over 30 acres of habitat between Des Moines and Barnes Creek. Valuable habitat has been disrupted and replaced with disjointed detention ponds. The Port, yet again, proposes to remove critical tree canopy and vegetation, increasing the *urban heat island effect* on our communities under climate change. Those cumulative and future impacts need to be presented in an EIS. Additionally, the impact area should be expanded. This is only a small portion of the harm. 3

Air Quality

It is offensive to say air quality impacts are not significant by the proposed expansion and associated activities. My own mother lives under the runway at Wesley Retirement Community. Her eyes water and she coughs from airplane fumes. Year round, her deck, railings, chair cushions and screen, though under an awning, is blanketed with ultrafine particles that can only be attributed to airplanes and is a violation of the Clean Air Act. These particles settle into her apartment and cover every surface. The noise is so extreme, it is difficult to have a conversation or hear the television with the door open. This sensitive community of our elders, our parents, deserve the best care and protection. Instead, the airport continues expansions and impacts such as these, lessening our years, because it is also fact, we will die earlier due to airport noise and pollutants.

Equally insulting, the EA says another freeway (such as SR-509) and additional roads/entrances/ intersections/infrastructure serving the expansion, with the assumed need of more vehicles coming and going to the airport, will "reduce vehicle miles traveled" and "reduce pollutant levels" and not make air quality worse. Ridiculous conclusion. *We need an EIS.* 4

Biological/Water Resources

Hundreds of acres of *permanent* losses of wetlands, streams, and mature trees and green spaces are unaccounted for in the EA, even in as little time as the past decade. Over time, ongoing impacts from stormwater *will* further degrade water quality and contribute to an increasing, overall loss of natural habitat. Nothing backs the characterization of non-significance other than the Port got away with it in the past, so they do it again.

You cannot keep filling functional wetlands and streams, artificially draining and rerouting flows, and throwing in another ineffective detention or biofiltration pond to do the bare minimum and call it non-significant. You cannot continue to permanently remove the few remaining natural resources and the values and function they provide to fish and wildlife, water quality, clean air, OUR community, OUR health, and OUR quality of life. They are permanent losses and NOT mitigatable by artificially 5

Hartema, 2/4

230-3. General Response #1
General Response #11
General Response #17
General Response #18

230-4. General Response #1
General Response #8
General Response #9b
General Response #9c
General Response #10
General Response #19b
The additional surface traffic associated with the Action Alternatives was included in air quality analysis, greenhouse gas analysis, and the surface transportation analysis in accordance with FAA Orders 1050.1F and 5050.4B and the FAA Aviation Emissions and Air Quality Handbook.

230-5. General Response #1
General Response #17
General Response #18
As noted in Section 4.3.14 of the Draft EA, all impacts to water resources will be mitigated in accordance with all federal, state, and local requirements. The existing stormwater and industrial treatment facilities will be expanded to accommodate the increase in impervious surfaces. The Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Orders 1050.1F and 5050.4B.

230. Laura Hartema (continued)

creating them elsewhere, leaving our communities noisier and more polluted and unhealthy. Avoid the impacts.

All the pollution generating impervious surface area drains to and impacts four watersheds (Des Moines, Miller, Walker, and the Green River) and their creeks, wetlands and lakes, the Duwamish River, and Puget Sound. It is fact and no exaggeration that increased impervious surface area and road runoff contains 6-PPD-Q from tires (vehicles and planes) and kills salmon. The fish will increasingly be impacted and shouldn't have to be on an ESA list before they're protected. The Port proposes to remove quality, forested habitat and expand pollution generating impervious surface area by 75 acres (EA has conflicting total acreage), equivalent to sixty football fields. This is only a tiny part of it. The EA doesn't include all the impacts from additional roadways like the SR-509 project with its increase in traffic or the international terminal already built. You can't mitigate or filter away risk and impact on our remaining fragile natural resources, soils, fish, wildlife, water, air and people and already overburdened communities due to the airport expansion and infrastructure that serves it. These impacts are severe, large and permanent= significant and shouldn't be allowed. *These serious impacts demand an EIS.* 5

Noise

The DNL metric is archaic and does NOT represent the negative impacts of noise on our communities. I live within 1.5 miles of the airport, so know firsthand. Levels of noise, the duration of noise, the frequency of noise, the time of the noise, and exceedance of those levels have increased dramatically since the third runway was constructed. All this plus the area impacted by the noise will expand to greater than shown. Thresholds the Port selected are inadequate and ignore research and what we know about noise impacts.

Also, where are the cumulative effects of increased cargo operations, night flights, and associated ground transportation and infrastructure changes? More noise, congestion, stress, and less peaceful sleep are the result. Noise level exceedances and reporting are not enforced and need to be. The Port can and should do better. The EIS needs to bring this into the forefront and have a true evaluation that goes beyond outdated metrics with little practical meaning. Where is the data? *It needs an EIS for the public to understand impacts.* 6

Socioeconomic

Home values, health, welfare and quality of life significantly plummet in communities neighboring airports and expansion such as this. Give us an EIS that your statement of "no impact" holds any truth outside of increased economics for commercial/industrial/business park properties. Expansion erodes our cities' tax base, burdens our communities and we are left with the negative byproducts. 7

The Port already has over 2,000 acres of pollution generating impervious surface area, negatively impacting our overburdened communities and fragile, natural resources. We *don't* need airport expansion for an artificial higher demand of 40% that the Port advertises and encourages. We *don't* 8

Hartema, 3/4

230-6. General Response #1
General Response #12
General Response #13
General Response #14
General Response #17

230-7. General Response #1
General Response #20

230-8. General Response #7c
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

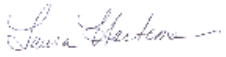
230. Laura Hartema (continued)

need to double the number of international flights and encourage growth so the Port can say they need to reduce delays. We *don't* need three times the packages and cargo delivered on a daily whim. Instead, we *need* the Port to keep the number of flights and operations and capacity to what is manageable for the size airport area we have now. What we *need* is for the Port to stop expanding and permanently degrading our environment and communities. What we *need* is health. Healthy, clean air and water quality, green spaces with native trees and vegetation, improved habitat for fish and wildlife, and suburban communities free from excessive traffic, noise and pollutants. 8

If the Port keeps on the same path, fewer will visit the Emerald City, because there will be fewer green spaces and trees, less habitat, more impervious surface area, noise and pollution. It will no longer be what we've been trying so hard to preserve. We *need health* of our communities, for our welfare and quality of life. 9

Please demand a necessary, full EIS so we can understand the facts, real impacts, specific mitigations and monitoring needed, and compensation owed to our fragile environment and communities permanently and negatively impacted by Port/airport activities and associated development. Afterall, we all know they are anything *but* SUSTAINABLE as the name mocks. 10

Sincerely,



Laura Hartema
lovethisday2005@yahoo.com

cc: Emily Bitalac, US Environmental Protection Agency, Environmental Engineer
Senator Maria Cantwell
Senator Patty Murray
Representative Pramila Jayapal, District 7
Representative Adam Smith, District 9
Port of Seattle Commission President Hamdi Mohamed
Port of Seattle Commission Vice-President Toshiko Hasegawa
Port of Seattle Commissioner Ryan Calkins
Port of Seattle Commissioner Ryan Cho
Port of Seattle Commissioner Fred Felleman
King County Councilmember Dave Upthegrove

Hartema, 4/4

230-9. These comments have been noted.

230-10. General Response #1

231. Laura Imbach-Mills

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Issues and Comments on the Draft Environmental Assessment

From Laura Imbach-Mills <lmills3350@gmail.com>
Date Fri 12/13/2024 9:57 AM
To SAMP Public Comments <SAMP@portseattle.org>

1 attachment (3 MB)
attachment 1.pdf;

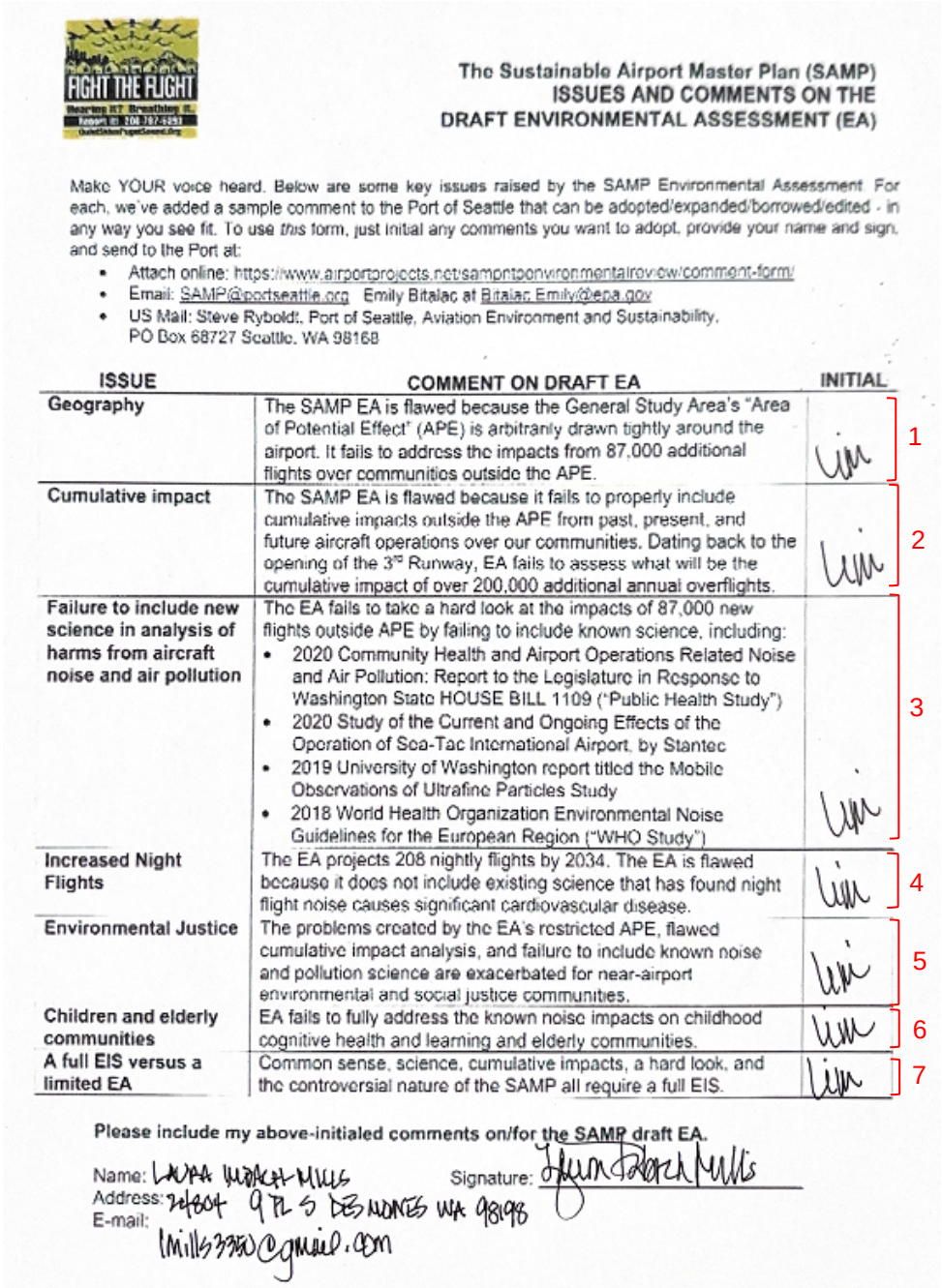
[You don't often get email from lmills3350@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: External email. Links or attachments may be unsafe.

Sent from my iPhone

1 of 1 12/13/2024, 11:24 AM

231. Laura Imbach-Mills (continued)



FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampnpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	LIM	1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	LIM	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	LIM	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	LIM	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	LIM	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	LIM	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	LIM	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: LAURA IMBACH-MILLS Signature: Laura Imbach-Mills
Address: 24804 9 PL S DES MOINES WA 98198
E-mail: lmills3350@gmail.com

231-1. General Response #2

231-2. General Response #17

231-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

231-4. General Response #14

231-5. General Response #15
General Response #17

231-6. General Response #14
General Response #16

231-7. General Response #1

232. Brian Jacobson

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP Comments

From Brian Jacobson <BJacobson5@msn.com>
Date Fri 12/13/2024 10:37 PM
To SAMP Public Comments <SAMP@portseattle.org>
Cc Bitalac.Emily@epa.gov <Bitalac.Emily@epa.gov>

1 attachment (26 KB)
SAMP Letter.pdf;

You don't often get email from bjacobson5@msn.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Ms. Bitalac,

Attached is a letter regarding the SAMP.

Regards,
Brian Jacobson

1 of 1 12/15/2024, 3:40 PM

232. Brian Jacobson (continued)

December 13, 2024

27010 8th Ave. S
Des Moines, WA 98198

Dear Ms. Bitalac,

I am writing to express my concern with the Sustainable Airport Master Plan recently shared with the community. I have lived in Des Moines for 35 years. I taught and coached at Mount Rainier High School under the SeaTac flight path for most of this period. Over this time, I lived through the constant disruptions of airplanes flying overhead and the challenges of working with students when airplane noise would force me to pause and wait for a plane to fly over.

My wife and I purchased a home in the Woodmont Country Club in 1995. We were drawn to this organized community club that was formed in 1915 with traditions that have continued through the decades and with members whose families stretch all the way back to its incorporation in 1915. We continue to live in Woodmont and believe historic communities such as ours are rare and special. A few years after making our home here and beginning to raise our family, the third runway was constructed, extending the flight path much closer to our community. This has created a regular disruption that has continued uninterrupted. 1

It is disappointing to learn that the SAMP only considers a small area around the airport to be impacted by planned growth. The anticipated increase of 87,000 flights will have a significant impact on communities such as ours. I am aware of studies in recent years that make known the multiple impacts anticipated changes have on communities, resulting from noise and ultra fine particles, to name a few. Much of the science available today was not known when previous studies and changes were made at the airport. We are also disappointed to learn that night flights are expected to increase in the future. Noise that interrupts sleep can have a significant impact on health and we hope past agreements regarding night flights can continue to be honored. 2 3

I am asking that a full EIS be completed to take into account the health impacts from proposed airport development, as well as the impact further development will have on historic communities like ours that existed long before Seatac was built. 4

Respectfully,

Brian Jacobson

232-1. These comments have been noted.

232-2. General Response #2 Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 (increase of 8,755 operations) and 7.4% higher in 2037 (increase of 35,018 operations). The proposed projects would occur on airport property.

232-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14

232-4. General Response #1

233. Stuart Jenner

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Stuart Jenner comments on SAMP 2024

From Stuart Jenner <stuartjenner@comcast.net>
Date Fri 12/13/2024 5:06 PM
To SAMP Public Comments <SAMP@portseattle.org>

1 attachment (2 MB)
SAMP Comments Stuart Jenner Dec 13 2024.pdf;

You don't often get email from stuartjenner@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Hi, attached are comments about the SAMP planning documents.

Stuart Jenner
200 SW 178th street
Normandy Park, WA 98166

Phone available on request

1 of 1 12/13/2024, 5:07 PM

233. Stuart Jenner (continued)

233-1. General Response #3
General Response #4

233-2. General Response #1

SAMP Comments 2024

Stuart Jenner, concerned citizen and Seatac Airport neighbor

December 13, 2024

This is a rough draft, written in great haste. Some of the content is duplicative. Some is sarcastic. Some is no doubt wrong, or not based on complete information of what's in the 4000 + pages. Oh well. There's no search function that appears to work for the documents. Trying to make sense of several hundred pages a day is hard. Did you know War and Peace is around 972 pages to 1400 pages, depending on the edition? Could you read War and Peace 3 or 4 times in a month and half and make sense of it? That's the ballpark of the number of pages. I got through maybe one third of them. Would neutral observers guess that the people who set this deadline have a great deal they don't want readers to see or understand?

Structure of this writeup:

- Introductory comments
- What is sustainability?
- What would a sustainable airport look like? What projects would we be working on?
- Comments on specific projects

Introductory comments

Dear Port Commissioners, and FAA and Port readers of SAMP comments,

I base the following comments on reading about 1/3 of the pages on the SAMP web site. What I'm sending is the worst writeup I've ever done: it is a rough draft, it has some repetition, there are some comments I made where I later found what may be partial answers to comments ..... but in the time you have given us to comment, 12 years of your work that we are supposed to respond to in 53 days, 4000 pages that we had 27 days to go through after the last of the open houses that really were necessary in order to even begin making sense of the docs, this is better than no response at all.

PLEASE GIVE US MORE TIME for the SAMP comments.

Please then INSIST on an Environmental Impact Statement.

After attending two of the open houses, looking over a part of the materials from the project web site, and doing some additional research, I have major concerns that both you commissioners and the community near the airport are going to be blindsided. An Environmental Assessment is not sufficient to assess the cumulative impact of the near term projects, or for that matter the longer-term impacts of what you're doing.

I wrote an article for a local blog about the SAMP proposals and the open houses. Please read it, https://burien.news/perspectives/editorials/opinion-algorithms-airports-and-anxiety-the-curious-case-of-a-sustainable-airport-master-plan/

especially noting the following:

1

2

233. Stuart Jenner (continued)

1. It is ridiculous to assert passenger traffic can go up nearly 50% with no environmental impacts. 3
2. Two employees at the meeting said there's no impact because a computer model they use says there's no impact. I tried to evaluate the model. It appears impossible for citizens to review. We can't check the code, the calculations, or even know what factors the model uses. There appear to be attempts at outlining numbers in some of the SAMP appendices, but a suggestion: create a video where whoever is inputting the numbers explains how it works, how what if analysis works, and what the ranges are. 4
3. This seems like a situation where the judge, jury and party that brought the matter forward are all the same. Is there any objectivity? Who decides what evidence is deemed worthy of consideration, what criteria is used to evaluate the evidence, and the weights used to say one item (handling more passengers) is more important than another (health of residents). Or the cost of delays compared to the tens of billions I bet all these projects will ultimately cost, even with lowball mitigation numbers that often get shoved onto the community. It is hard to take this process seriously! 1.5 dB is not significant because the area is already at a certain noise level? 5

   Even if this process is ridiculous, at some point, other readers can hopefully use these points at a time and place of their choosing.
4. Since the Port web site was not operational for the majority of the very short review period, I could not check some key information that is missing from the SAMP papers. This info provides context. This makes writing a solid set of comments very difficult. 6
5. The problem sets up the answer. 7

   The problem in the SAMP pitch book is defined as "we will need to limit capacity. We are running out of room / flight operation capacity / fuel capacity whatever."

   What other problems should or could we be trying to solve?

   How about "we're increasing the amount of CO2 pollution we inject into the air and waters around Puget Sound. We're increasing the acidity of the waters. We are putting people at health risk. We need to reduce the health damages to people."

   How about "we the airport are a major contributor to traffic congestion, which ends up necessitating the construction of billions of dollars worth of roads."

   Or this "we are hindering the development of alternatives to Seatac, such as additional airport capacity in the region, through the way we get airlines and others on board with our plans, the way we tie them into our cost structure."

   Why does Seatac have to be a lemming, just following the same rut as every other airport?
6. Repeatedly, the baseline shifts. When the Port was seeking permits to build the third runway, the promise was "the only time we will use it is in bad weather when flights would be delayed." Well now, that turns out not to be the case. Instead, it is used constantly. The comparisons are NOT to what the Port promised, they are using baselines far in excess of what the Port said would be the use. 8

233-3. As noted in Table 4-1 in the Draft EA, enplanements are forecasted to be 2% higher with the Proposed Action compared to the No Action in 2032 and 8% higher in 2037.

233-4. Protocols developed for the air quality analysis (Appendix C), greenhouse gas analysis (Appendix C), and noise analysis (Appendix J) detail the information that was entered into the models (AEDT and MOVES). The Existing Conditions and Future Conditions Traffic Analysis Report in Appendix L provides details on the information what was utilized for the surface transportation model. Detailed information on the specific models can be found on their respective websites.

233-5. General Response #5 The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts.

233-6. Though the Port website was still being rebuilt at the start of the public comment period, all documents related to SAMP (including master plan documents) were available on the project website, which was separate from the Port website. The Port website was

	back to full functionality on November 22, 2024. **233-7.** The planning process identifies and documents deficiencies (needs) at an airport and evaluates alternatives to address the needs. Environmental considerations are included as part of the planning process. This information is utilized to initiate the NEPA process. NEPA is an independent, Federal decision-making process requiring public disclosure of critical planning and environmental information regarding the proposed action and its reasonable alternatives. NEPA does not require the selection of the alternative with the least impacts. The act does require the approving FAA official to consider the potential environmental impacts and public concerns when making decisions about proposed airport actions. **233-8.** General Response #19a

233. Stuart Jenner (continued)

7. It is extremely hard to tell what information is current. Some documents are dated 2023. Even worse, see page 9 on this document written in 2019.

https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/09/N01-Scoping-Report.pdf

One of the points says:

> 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

My question is "what's the current situation in December 2024?"

And, what is the cause of the delays? Could it be there are too many small planes? Or could the problem be from the way the gates were not properly built at one of the terminals? I understand there's a lawsuit about that, with Port staff and construction companies each blaming the other.

A comment: the third runway was never designed to be used at the same time as the other two runways. So yes, if you're going to use all three runways at the same time, there's going to be "inefficiency."

8. Making sense of the proposals is very hard to do on a part time basis

   At the open houses it was not possible to have discussions with staff about every slide. Every slide was very complicated. Two hours goes by very quickly for 30 slides, especially when the staffers are talking with someone else, or when they don't know the answer to a question and have to go find someone else.

9. Demand is a function of price.

   This is basic economics, but it is something infrastructure providers often seem to forget. The other day, I talked with some people who flew to Spokane, rented a car, drove to Walla Walla, then back to Spokane to fly back to Seattle. I asked them why they didn't fly from Walla Walla instead of Spokane. The answer was simple "the flights cost too much. Spokane was cheaper."

   The point: when you're running out of space, whether it is for planes, for cargo, parking or other items, why don't you adjust the price?

   That leads to the next point:

10. The costs of these projects is not listed.

    A year ago, I talked with a Seatac airport planner about the crunch for passenger arrivals and departures. He said they were working on a plan for a type of bridge. I said oh that's interesting, how strong will it need to be in order to handle the weight of electric vans and cars, since they

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233-9. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B and utilized the best scientific data and methods available to the FAA at the time the analyses were completed. As explained in the Constrained Operating Growth Scenarios Report in Appendix A, implementation of the Proposed Action will increase SEA's ability to accommodate increased aircraft operations and passengers at an acceptable level of service by adding gates and passenger processing facilities. This higher growth rate is expected to occur for about three years. However, SEA will again experience constrained growth rates as airfield and airspace constraints become the primary constraining factors, which will be exhibited through departure delay.

233-10. The boards from the public open houses were posted on the project website to give people access to them outside of the open houses.

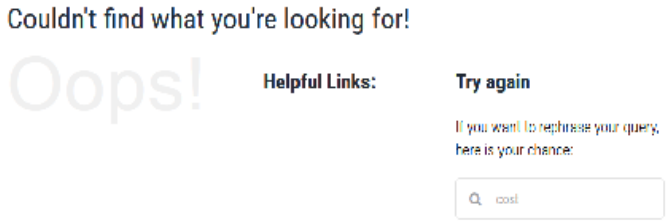
233-11. General Response #7c Neither the Airport Sponsor nor the FAA controls how much airlines charge for the service. Airport fees are required to be fair, reasonable, and not unjustly discriminatory

	233-12. The cost is identified in Technical Memo #7 of the SAMP (https://www.portseattle.org/plans/sustainable-airport-master-plan-samp) and is estimated to be $4.5 billion.

233. Stuart Jenner (continued)

weigh more than regular cars? He gave a blank look. I changed the subject, thinking "these people are totally impractical."

I did a search on the SAMP site. See what the result is for a search on the word "cost?" It is a faint "oops". This is why it is so unfortunate we can't see the regular Port web site, because surely there must be some discussion of costs, right?



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11. It is very hard to tell what the environmental impacts are on soil, air, water, and noise.

Soil as an example:

When the Port was seeking permits for fill on the Third Runway retaining wall, they attempted to use tests for soil that were wildly inaccurate. They wanted to test for lead, arsenic and other contaminants with tests that would say 50 times the permitted levels were ok. So, if the permitted limit was one part per million, and the contaminant level was 49 parts per million, the sample would still be considered "clean" because the tests couldn't detect any problems below 50 ppm.

I am guessing there will need to be a considerable amount dirt moved around, with new fill brought in. But that is not at all clear in the documents on the airport sites web site.

13

12. A 53 day comment period is exceptionally short to read, conduct supplemental research, think, and then write. Making this period even shorter: the bomb cyclone knocking out power and internet for many area residents for several days, Thanksgiving family time, and the time waiting for open houses that should have provided an introduction not being held into several weeks into the comment period. Same with presentations to the city councils.

    I am jealous of how different the process is for light rail expansion. In West Seattle, one four station project that has been extensively discussed and presented got a 90 day comment period. This project is MUCH simpler than what Seatac is trying to do. They don't have over 4000 pages to go through. https://www.soundtransit.org/system-expansion/west-seattle-link-extension . Why can't we have a 90 day comment period?

14

13. The Port of Seattle's web site was not restored until late November. I mentioned this to a port employee. His response was to criticize ME, blame ME, in a bullying manner imply that I am to

15

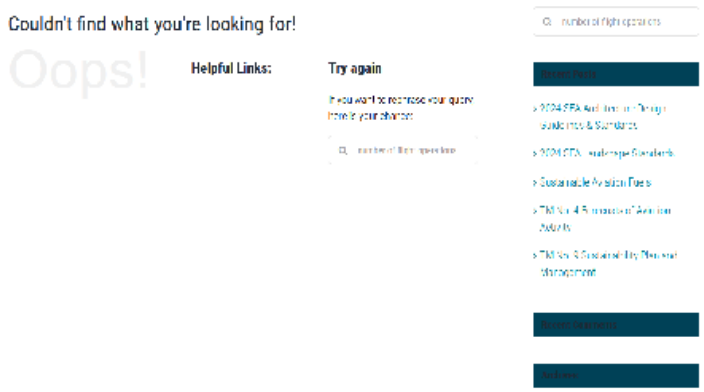
233-13. General Response #8
General Response #13
Chapter 4 of the EA identifies the potential impacts with the implementation of either Action Alternative. As explained in Section 4.3.6, all work within an area of contamination would be conducted in accordance with the Port's Construction General Requirements for handling contaminated soil. All material excavated during construction would be tested prior to disposal. If any unanticipated hazardous materials, waste, or contaminated soils are encountered during construction, the contractor would be prohibited from disturbing such hazardous materials or contaminated soils until directed by the Project Manager. Soils determined to be contaminated and requiring removal would be hauled and disposed of as contaminated materials, in accordance with federal, state, and local requirements. Therefore, no significant impacts to, or from, hazardous materials are anticipated. Impacts on water resources are discussed in Section 4.3.14 and summarized in Table 4-2.

233-14. General Response #3
General Response #4

233. Stuart Jenner (continued)

blame because "all the info was on the SAMP web site which was not down." No. That's wrong. Searches on the SAMP web site for many topics yield no results. Examples: historical airport activity, use of third runway, environmental history, flight data, air traffic numbers, number of flight operations – none of these searches give any results on the SAMP site. (Page 15 has a few data tables on flight ops, but they only go back to 2011.)
https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Appendix-A-Forecast-and-Operational-Assumptions.pdf
There's nothing on SAMP about historical pollution.

On the SAMP site, I did see some links to documents on the right hand side in "related posts". See screen shot.



I clicked on the "forecasts" of aviation activity. It is from 2015, nine years ago!

https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/09/TM-No-04-Forecasts-of-Aviation-Activity.pdf

I went through some of the other links. The air cargo assessment is TEN years old. And yet the URL says uploaded in Sept 2024! What's the point of having data that's so old? Where's the new data?

https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/09/TM-No-03-Air-Cargo-Market-Assessment.pdf

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233-15. Though the Port website was still being rebuilt at the start of the public comment period, all documents related to SAMP EA (including master plan documents) were available on the project website https://www.airportprojects.net/Sampntpenvironmentalreview/, which was separate from the Port website. The Port website was back to full functionality on November 22, 2024.

Appendix A of the Draft EA contains the 2023 Aviation Forecast Update, the Constrained Operating Growth Scenarios (COGS), the FAA approval of the 2023 Forecast Update, and the Environmental Review Airside Modeling Documentation (TAAM). The forecast was updated in 2019 and 2023 to capture the changing conditions at the Airport. As a result, the COGS were also updated in 2019 and 2023.

As explained in the attachment to the TAAM analysis in Appendix A, the 2019 TAAM analysis was reviewed and it was determined the runway use assumptions, taxi distance, and day night split would remain approximately the same. Therefore, it was determined to continue using the runway use, taxi times, and operations by time of day developed using the 2019 COGS for the 2023 COGS in the EA noise and air quality analysis. As noted in Sections

	1.5 and 4.1, the analysis in the EA relied on the 2023 COGS. The analysis completed for the EA utilized the best scientific data and methods available to the FAA at the time the analyses were completed. All information was validated to ensure it was still accurate and reliable.

233. Stuart Jenner (continued)

14. The set up of the open houses was mixed: partly helpful, partly confusing. It was better than nothing. But it was very hard to get the big picture from looking at 31 or so different easel panels. It would have greatly helped to have one overall presentation that people watched, then break out to the tables. Also, it would have helped to have one overall QA, then later have breakouts, for three reasons:

    A. Several consultants and employees did not have answers to specific questions, and did not offer any way to get follow up answers. In an open QA, the speakers are more likely to be on the spot and have to answer follow up questions.
    B. Port employees and consultants at the open houses in some cases contradicted each other. It was hard to tell who was right. Or maybe they are all wrong?
    C. Port employees and consultants are not on the record for any statements. In some cases, they created impressions or made statements that upon further review were false.

    An example is a conversation I had with a senior Port employee. I decided not to name him in this writeup because I did not take notes in real time, I did not record what he said, and I have desire to embarrass him. In our conversation in an open house, distinct impression I got was the claim there are no significant air quality impacts, because that's what the "AEDT" model used by the FAA states. He went on to state that I could critique the AEDT model, get a break down of the results, pick it apart to analyze how users could get to conclusions, and that the model had been first created 70 years ago so it was industry standard.

    After the open house, I looked up the model. It turns out first, there are a lot of critiques of the models produced by AEDT. Second, the software costs over $1000 to use – there are no trial versions - and that only people with a government email account (.gov) can access the support docs. The software is not 70 years old

        - These comments by employees or consultants, hard to tell who's who, support my point: individual answers to questions are very easy to misunderstand, and when there's no recording or witnesses, it is a case of he said / he said.
        - This does not build trust or positive working relationships. It does not build credibility for the planning documents.

15. There are no international comparisons or benchmarks in the SAMP plan. After reading a report from Library of Congress about practices in other countries, I can see why no one would want comparisons.

https://tile.loc.gov/storage-services/service/ll/llglrd/2019713400/2019713400.pdf

My wish: the approaches in here could be adopted as a part of SAMP. But, this is a big document and in the time I have, I can't go through and pull out every idea.

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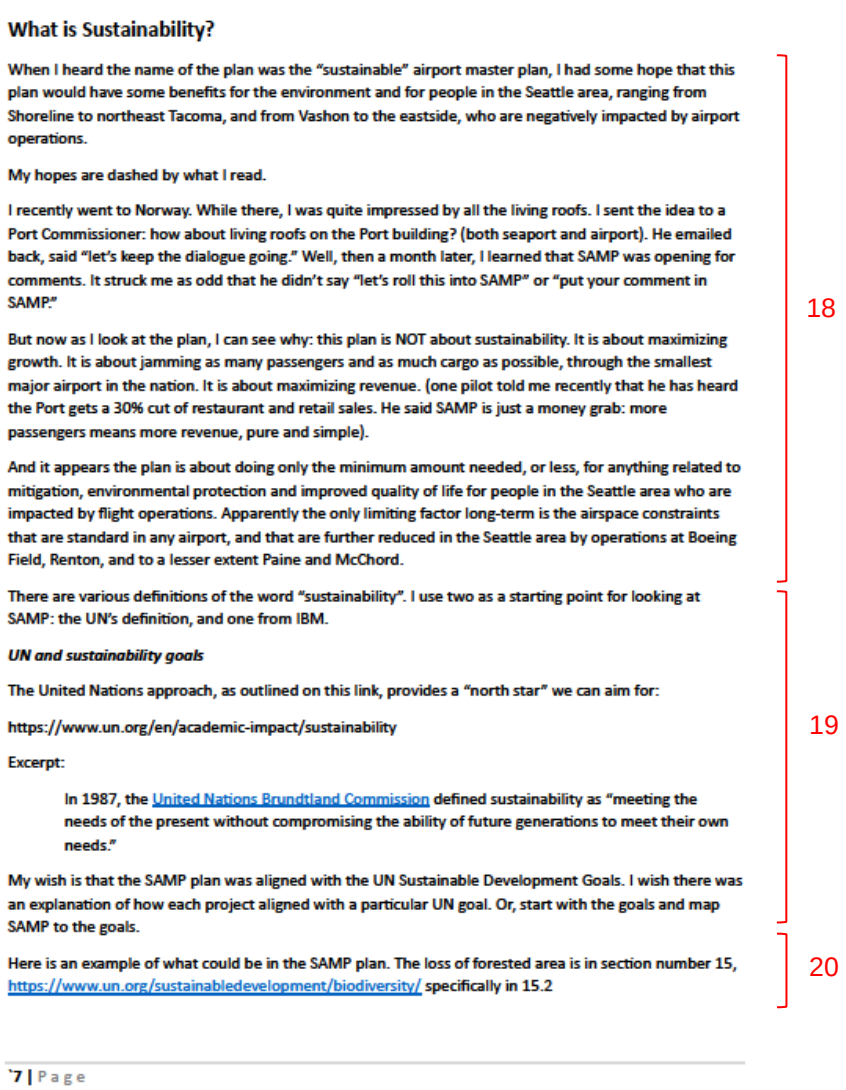
233-16. According to FAA Order 1050.1F, public meetings or hearings are not required for EAs but may be considered in some situations. The FAA determined, in consultation with the Port, that public meetings would be the best format for gaining public input for this project. There is no set format for a public meeting. The open house option was selected because it allows people to drop in at any time, set their own pace to review the information, and provides the opportunity to talk one-on-one with people familiar with the project. The casual format of an open house allows for more direct connection with attendees, which in turn allows them to feel more comfortable offering their input than they would in a formal setting with many people.

Information on AEDT, including a technical manual and a user manual, is available on a public website that does not require a government email account to access (https://aedt.faa.gov). Information on the MOVES model is available on EPA's website (https://www.epa.gov/moves).

233-17. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B.

233. Stuart Jenner (continued)



What is Sustainability?

When I heard the name of the plan was the "sustainable" airport master plan, I had some hope that this plan would have some benefits for the environment and for people in the Seattle area, ranging from Shoreline to northeast Tacoma, and from Vashon to the eastside, who are negatively impacted by airport operations.

My hopes are dashed by what I read.

I recently went to Norway. While there, I was quite impressed by all the living roofs. I sent the idea to a Port Commissioner: how about living roofs on the Port building? (both seaport and airport). He emailed back, said "let's keep the dialogue going." Well, then a month later, I learned that SAMP was opening for comments. It struck me as odd that he didn't say "let's roll this into SAMP" or "put your comment in SAMP."

But now as I look at the plan, I can see why: this plan is NOT about sustainability. It is about maximizing growth. It is about jamming as many passengers and as much cargo as possible, through the smallest major airport in the nation. It is about maximizing revenue. (one pilot told me recently that he has heard the Port gets a 30% cut of restaurant and retail sales. He said SAMP is just a money grab: more passengers means more revenue, pure and simple).

And it appears the plan is about doing only the minimum amount needed, or less, for anything related to mitigation, environmental protection and improved quality of life for people in the Seattle area who are impacted by flight operations. Apparently the only limiting factor long-term is the airspace constraints that are standard in any airport, and that are further reduced in the Seattle area by operations at Boeing Field, Renton, and to a lesser extent Paine and McChord.

There are various definitions of the word "sustainability". I use two as a starting point for looking at SAMP: the UN's definition, and one from IBM.

UN and sustainability goals

The United Nations approach, as outlined on this link, provides a "north star" we can aim for:

https://www.un.org/en/academic-impact/sustainability

Excerpt:

> In 1987, the United Nations Brundtland Commission defined sustainability as "meeting the needs of the present without compromising the ability of future generations to meet their own needs."

My wish is that the SAMP plan was aligned with the UN Sustainable Development Goals. I wish there was an explanation of how each project aligned with a particular UN goal. Or, start with the goals and map SAMP to the goals.

Here is an example of what could be in the SAMP plan. The loss of forested area is in section number 15, https://www.un.org/sustainabledevelopment/biodiversity/ specifically in 15.2

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233-18. When the Port initiated the Sustainable Airport Master Plan process in 2013, they identified three goals for the Plan (Tech Memo #1):

- Identify the facility requirements that would enable the Airport to satisfy air transportation demand through the next 20 years in a safe and efficient manner.
- Identify a long-term plan to achieve the Century Agenda and complement the Aviation Division Business Plan.
- Identify measures that enable the Port to build, manage, and operate facilities in ways that meet sustainability goals and objectives.

The SAMP includes a whole chapter on the Port plans to incorporate sustainability into planning, development, and operations (Tech. Memo #9). Sustainability is not a requirement of NEPA or FAA Orders 1050.1F and 5050.4B. It is considered when identifying ways to mitigate or minimize impacts. Therefore, the EA does not have a separate sustainability section.

233-19. This comment has been noted but is outside the scope of the EA. Neither

233. Stuart Jenner (continued)

> **15.2** By 2020, promote the implementation of sustainable management of all types of forests, halt deforestation, restore degraded forests and substantially increase afforestation and reforestation globally

So, where's the maintenance of forests, or increased care of forested area, or restoration, IN THE SAMP PLAN? Nowhere. The SAMP plan is all about cutting down trees, clearing land, and building parking garages and warehouses.

My hope is that the next iteration of the airport plan will be very different: that it will align with UN goals. The sustainable development goals are lengthy and complicated, but could form a great framework for Seatac.

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IBM points to broader definitions of sustainability and suggestion for what SAMP could include

IBM has an interesting page on sustainability in business, which is essentially what the airport is (a business).

> Sustainability in business refers to a company's strategy and actions to reduce adverse environmental and social impacts resulting from business operations in a particular market. An organization's sustainability practices are typically analyzed against environmental, social and governance (ESG) metrics.

https://www.ibm.com/topics/business-sustainability

This leads to questions: how does the Port reduce adverse environmental and social impacts from operations beyond the minimum required by law (laws the Port has often worked to undermine or ignore, as with efforts to use very polluted construction fill in the construction of the Third Runway)?

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Sustainability Topics and Suggestions

Here are some specific topics and suggestions. These relate to multiple areas of the SAMP plan, so it works better to outline them here than to try to shoehorn them into a specific area.

A1. Air Pollution: Airplanes

What could the airport do to improve air quality or at least reduce emissions?

PSCAA wrote a report in 2019 stating 10% of the regional GHG emissions are from Aviation. There is a not a breakout by source, but since SEA is the biggest airport by far, I think it is logical to assume nearly all of the 10% is from SEA. The biggest overall bucket is from transportation, which includes getting people to/ from the airport. Another bucket is for cutting down trees, which is also a part of the SAMP plan. So add all these together and we have an airport with a huge negative impact on regional GHG emissions.

Here's a graph from page 15.

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NEPA nor FAA Orders 1050.1F and 5050.4B require the consideration of how a project will meet the UN Sustainable Development Goals. Refer to Tech. Memo #9 for the Port's plan on how to incorporate sustainability into planning and development.

233-20. General Response #18

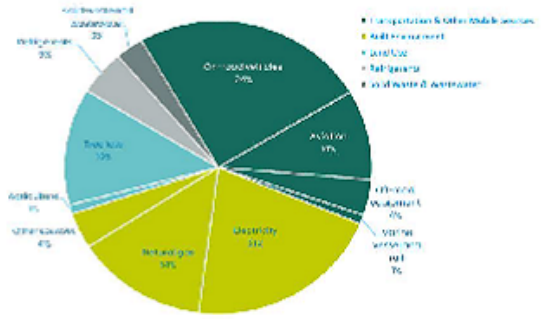
233-21. This comment has been noted but is outside the scope of the EA. Neither NEPA nor FAA Orders 1050.1F and 5050.4B require the consideration of how a project will meet the UN Sustainable Development Goals. Refer to Tech. Memo #9 for the Port's plan on how to incorporate sustainability into planning and development.

233-22. General Response #5
General Response #8
General Response #11
Aircraft and engine technology development and operational improvements in addition to sustainable aviation fuels are methods under development to reduce GHG emissions.

233. Stuart Jenner (continued)

233-23. General Response #9b

Figure 4. Pie chart of GHG emissions sources for PSCAA counties in 2019



Source:

https://www.pscleanair.gov/DocumentCenter/View/5361/2019-Four-County-GHG-EI-FINAL?bidId=

SAMP ignores that (or if it is present, it is buried in the 4000 pages).

Is anyone trying to reduce the amount of GHG? One could hope "sustainable" aviation fuel does so, but that appears to be a minor part of the SAMP projects. And the projections are mixed. The US Department of Energy has some nice-sounding SAF aspirations.

https://afdc.energy.gov/fuels/sustainable-aviation-fuel

But a think tank's authors are skeptical about how well SAF can really work.

https://www.wri.org/insights/us-sustainable-aviation-fuel-emissions-impacts

excerpt:

> The guidance, finalized on April 30, opens the door to tax credits for fuel made from corn ethanol or vegetable oils — despite strong evidence that these crop-based "biofuels" actually *increase* net emissions while diverting valuable cropland away from food production.
>
> This would be a sharp turn in the wrong direction. U.S. domestic flights were responsible for 150 million metric tons of carbon dioxide emissions ($MtCO_2$) in 2019, representing almost 3% of the country's total emissions. With air travel projected to grow rapidly, aviation emissions are expected to roughly double by 2050, both in the U.S. and globally. And that's before factoring in a heavier reliance on unsustainable biofuels.

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As I asked in my article, do ultrafine particle levels get included in the AEDT model? What are the levels they consider acceptable? What are the levels we have now, and what will be the new levels?

23

233. Stuart Jenner (continued)

The same question applies to CO2. If you want a healthy Puget Sound, then checking the CO2 in the airport vicinity is very important. Emails with King County, not attached here but received December 10, outline how CO2 does lead to the formation of carbonic acid in Puget Sound, with ripple impacts on fish and salmon.

A related issue for air pollution is what do we need to do for mitigation and air cleanliness indoors? Are the HVAC systems in schools sufficient to handle the increase from a 50% increase in flights, a major increase in cargo, and a major increase in road traffic? I use 50% metaphorically, it obviously depends on what year we're talking about, but it is notable to me the analysis ends in 2037, instead of outlining what the maximum is/ will be.

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A2: Suggestions for Addressing Air Pollution

1. Carbon capture and removal

Please look into carbon capture and carbon removal. Deploy vacuums that clean air from the taxiways and runways. Use land for this process instead of more cargo facilities.

This type of carbon capture and removal may not be feasible in the next few years. But the airport plans are so jammed that if land is not set aside NOW, it will be very difficult for it to EVER happen.

This idea is prompted by carbon capture startups profiled in this recent story.

https://www.wsj.com/us-news/climate-environment/carbon-dioxide-removal-innovation-5ea77d3d?st=9X6nkn&reflink=desktopwebshare_permalink

excerpt:

> Companies looking to offset their own emissions to meet climate pledges are entering deals with carbon-removal startups, purchasing "credits" for each metric ton of CO_2 the projects promise to remove. The U.S. government is offering incentives to spur the market, including a tax credit in the Inflation Reduction Act of up to $180 a ton of CO_2 removed.
>
> Carbon-dioxide removal, which is known as CDR, is different from carbon capture in that it aims to reduce what has already accumulated in the atmosphere, rather than catch CO_2 before it is released from power plants or other industrial facilities.

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2. Trip reduction

Many businesses have trip reductions as a condition of getting permits for growth. Example: the University of Washington. They could not build unless they significantly raised prices for parking and held traffic to a steady level, even while enrollment and employment was growing. They have met their goals.

Does the airport have any goals?

Not that I can tell from SAMP. Instead, there's more parking for employees and more parking for travelers.

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233-24. General Response #8
General Response #11

233-25. General Response #11

233-26. General Response #7c
General Response #7d
The additional surface traffic associated with the Action Alternatives was included in air quality analysis, greenhouse gas analysis, and the surface transportation analysis in accordance with FAA Orders 1050.1F and 5050.4B and the FAA Aviation Emissions and Air Quality Handbook.

233. Stuart Jenner (continued)

The airport could institute similar policies to the UW. It frankly might be a lot cheaper to rebate travelers who comes to the airport by bus than to build parking.

Also, NOW is the opportunity to rework departure and arrivals so that buses have a much easier time getting to / from the terminals. Flixbus, Metro, Pierce Transit, Amtrak buses and more should all have much easier access. So should vans carrying passengers.

Unfortunately, the SAMP plan ignores the cumulative GHG and other impacts of traffic of people getting to / from the airport.

Also, I can't see any aspirations or solid goals in the SAMP plan that aims to reduce congestion. A friend of mine asked one of the employees or consultants about the new proposed north terminal and parking. She said the exits off 518 are already a mess, how is this going to work? She got a blank "I don't know." The plan to have a new north terminal is hard to evaluate, but at first glance, more parking is just going to lead more congestion exiting 518 and 509. More trips leads to more air pollution, both at the airport and in getting to the airport.

It is hard to imagine how any significant increase in traffic going through the very narrow funnels at the airport could NOT increase delays exponentially. The current cell phone lots are at capacity, and there are cars that are dangerously parked on the sides of roads while the drivers wait for a call.

The SAMP plan ignores traffic realities, congestion, air pollution from vehicle traffic and the need to plan NOW for better outcomes of people getting to the airport (and no, it won't be light rail, it is a slow route because of all the at grade crossings, and there are no luggage racks).

Pay for buses to the airport so people don't need to park.

Adjust the parking garage area and entrance areas so buses and vans can have a much easier time getting to the terminal, and exiting the terminal.

We need trip reduction, both in percentage and in absolute terms, to be a major part of any "sustainable" airport plan.

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B1. Air Pollution: Cargo Traffic to/ from the airport

I shudder at the cumulative impacts of 509/167 expansion, cargo expansion and all the warehouses the port is building.

These need to be studied as a part of the master plan expansion. There are significant environmental impacts. They need to be mitigated, not ignored or wished away.

B2. Air Pollution: Cargo Traffic Suggestions

First, transparency. What percentage of the air cargo is actually origin and destination in the state of Washington? Vs what percent is just passing through?

Second, price for true costs.

The Seattle Times story on Amazon to Anchorage has this stunning statistic: Amazon is going to have two cargo flights per day from Seatac to Anchorage.

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233-27. The additional surface traffic associated with the Action Alternatives, including cargo traffic, was included in air quality analysis, greenhouse gas analysis, and the surface transportation analysis in accordance with FAA Orders 1050.1F and 5050.4B and the FAA Aviation Emissions and Air Quality Handbook.

The Air Cargo Growth Potential and Facility Requirements Assessment in Appendix B provides the details on cargo operations that are demand pull (local demand pulls shipments inbound to fulfill in-market demand, Sea-Tac Market (local market and geography provides unique logistics), and supply push (local production pushes shipments outbound to fulfill out-of-market demand).

233. Stuart Jenner (continued)

Why Seattle? Google maps shows flying to Portland from Anchorage is actually five minutes faster. And there are many airports situated in areas with lower cost land and labor, which in turn should reduce costs for warehousing items.

Amazon is all about "cost." I wonder if they got landing fee discounts (in which case, the Port would not just be 'meeting' demand, it would be 'stimulating' demand.)

When Amazon doesn't have to pay a cost for the problems caused by cargo flights, then flying from SEA is cost effective. If Amazon instead had to pay a price for noise, for polluting the air in residences and schools, etc, then their cost would go up and they would choose to fly from elsewhere, such as Denver where the airport is so big, neighbors are not impacted.

Third, discourage planes that are relatively noisy and relatively polluting. There are ways the airport could do this if they wanted through policies and priorities. Instead, the Port is marketing the daylights out of Seatac to cargo carriers.

The reality is: building lots of warehouse space drives demand for flights. Some may call that economic development, but there are costs that always seem to be ignored.

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C1. Noise Pollution

There is noise from planes, and also noise from truck and car traffic.

The SAMP plan is fundamentally flawed at ignoring the joint interactions of the combined noise of passenger and cargo traffic on roads getting to and from the airport.

The SAMP plan misses the reverberation that will occur from sound waves hitting warehouses, not trees and unbuilt land. This is an increase in noise not modeled by AEDT.

The SAMP plan misses the reflected and amplified noise from increased numbers of flights on roads.

The SAMP plan is fundamentally flawed at only using dnL contours, and not looking at other metrics. This is a choice of the Port. They could choose supplemental metrics, such as number of days with a certain number of noise events above 55, 60 and 65 db.

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Aspiration: What could the airport do to improve REDUCE noise from current airplane levels?

Minimum: What can the airport do to keep noise at current levels, and not increase it?

Reality on noise:

At one of the poster boards, I heard an employee or consultant giving a discussion of DNL, the mathematical smoothing algorithm used to compute the contours of noise impacted areas.

Unfortunately, averages don't really tell much. It is peak noise that can impact quality of life, sleep, and learning in school, including learning outside of a school building. If an area has 15 events per hour (so one every four minutes) that peak at 80 decibels, the "average" will not likely be "high enough" for mitigation. But these events will certainly have an impact. And unfortunately, cargo planes are very large,

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233-28. Other than to ensure safety, neither the Airport Sponsor nor the FAA controls where, when, or how cargo carriers operate. The *Airport Noise and Capacity Act* (ANCA) of 1990 requires public-use airports that receive FAA grant funding like SEA to remain open to all aircraft operators, and use of the airport may not be restricted or limited in any way. Public-use airports cannot deny access to a carrier if the aircraft they propose to use can safely operate at that facility.

Federal Aviation Regulations prohibit airports, such as SEA, from creating and enforcing rules that are not federally approved. New noise rules and airport access restrictions must be evaluated and proposed to the FAA in accordance with 14 CFR Part 161- Notice and Approval of Airport Noise and Access Restrictions (Part 161).

The volume of cargo air service at an airport is a direct reflection of the population, incomes, economic activity, and geographic location of communities. SEA, like most hub airports, engages in air service development to attract new routes. However, regardless of marketing efforts, the cargo air service needs to have a sufficient consumer base and cargo facilities to be sustained.

233. Stuart Jenner (continued)

tend to be older, and are more likely to fly at night time when the impacts on health are much greater than during the day. 29

C2. Noise Pollution: Suggestions

It is "nice" to think some of this is done in Part 150, but really, it should be in the master plan.

First, transparency. Send out mail ahead of time saying "here's what's causing the noise between 10 pm and 6 am. It is the flight to Taipei, the red eye flights leaving at midnight by Jetblue, etc." Would the airplanes fly as much if they knew they would be visible, not anonymous? Would airport "demand" be the same? You may find that transparency reduces demand, which then reduces the need for as big an expansion of gates, and as much new construction as proposed.

Second, plan on noise mitigation, such as insulation, AHEAD of time for everything near the airport: multifamily, single family, commercial, churches etc.

Third, try using materials in construction that absorb noise and don't reflect it.

The NY Times has had several stories in recent years about the impacts of urban noise. Several of these have had suggestions. This one discusses materials. The main point of the story is about residential noise reduction, but the applicable point to SAMP is construction materials matter.

https://www.nytimes.com/2015/12/13/realestate/soundproofing-for-new-york-noise.html

Fourth, stop the pretense that noise does not have health impacts. It does. As mentioned in comments by section below, these claims in the SAMP planning document are especially infuriating. The NY Times discussed the reality of noise impacts. 30

https://www.nytimes.com/2023/06/14/us/noise-san-diego-health-effects.html

> We've all been annoyed by the stomping of our upstairs neighbors, a blaring ambulance that rouses us from sleep, a dog barking while we're on a Zoom call.
>
> But could these quotidian sounds ever cross over from merely irritating to actually dangerous?
>
> My colleagues have just published a fascinating project exploring how unpleasant noise can take years off your life, a largely unrecognized health threat that's increasing the risk of hypertension, stroke and heart attacks for Americans.
>
> When we hear the whooshing din of a freeway or the thundering of a low-flying plane, the sound alerts the stress detection center in our brain, which then sets off a cascade of reactions in our body that, over time, can take a serious toll on our health.
>
> While we think we get used to these ambient noises after a while, the data actually shows the opposite: Repeated exposure makes people more sensitive to noise, lowering our tolerance for unpleasant sounds and essentially making the bad effects worse.
>
> "Noise is worth worrying about," Emily Baumgaertner, who led the reporting, told me. "The relationship between noise and health looks fairly linear on a plot. The louder your environment is, the higher your risk of heart disease, heart attack and even heart-related death."

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233-29. General Response #12
General Response #13
A surface transportation noise analysis is not required in accordance with FAA Orders 1050.1F and 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise.

233-30. General Response #6
General Response #12
General Response #13
General Response #14

233. Stuart Jenner (continued)

Noise levels are measured in decibels, and according to the World Health Organization, average road-traffic noise above 53 decibels, or average aircraft noise above about 45 decibels, is associated with adverse health effects. Roughly one-third of the U.S. population lives in areas with average noise levels at least that high.

This story also points to the realities of noise harming people:

https://www.nytimes.com/interactive/2023/06/09/health/noise-exposure-health-impacts.html

To simulate relentless nights, scientists played dozens of sporadic recordings of passing trains and planes overhead in healthy volunteers' bedrooms — recordings taken of real disruptions from people's homes. They found that the next morning, the volunteers had higher adrenaline levels, stiffened arteries, and spikes in plasma proteins that indicate inflammation.

When researchers analyzed the brain scans and health records of hundreds of people at Massachusetts General Hospital, they made a stunning discovery: Those who lived in areas with high levels of transportation noise were more likely to have highly activated amygdalas, arterial inflammation and — within five years — major cardiac events.

And also (emphasis added in yellow)

According to the World Health Organization, average road traffic noise above 53 dB or average aircraft noise exposure above about 45 dB are associated with adverse health effects.

30

These parts of the story relate to socio economic inequities that are completely ignored in the SAMP section on socio economics.

Who is most at risk?

As with so many health issues, poor people and communities of color are more likely to experience excessive noise exposure because they often have fewer housing choices and are more likely to live near high-traffic roads, raucous waste dumps and industrial areas.

According to a study of more than 94,000 schools, students in those estimated to be most highly exposed to road or aviation noise were significantly more likely to be eligible for free or reduced-price meals and to be Hispanic, Black, or Asian/Pacific Islander. Such excess noise in schools is associated with heightened stress hormones, lower reading scores and even hyperactivity among children.

Nighttime noise shows similar inequities. Census data shows that city communities with almost no low-income residents averaged 44 dB at night, compared with about 47 dB in those where half of residents fall below the poverty line. Neighborhoods with almost no Black residents averaged about 42 dB at night, compared with about 46 dB in communities that were three-fourths Black.

The difference of a few dBs might not seem like much, but for every one dB increase, the risk of developing cardiovascular disease climbs by roughly another percentage point, according to a

31

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233-31. General Response #14
General Response #15
General Response #16

233. Stuart Jenner (continued)

preliminary analysis of more than 100,000 U.S. nurses. And as dBs climb, so too do associations with death because of cardiovascular disease and heart attack.

It is folly for the Port to assert an increase of 1.5 db in an area that's within the 65 dnL contour is "not significant." Of course it is significant! Read the health studies. Or even better, try having the Port commission meetings outdoors, at the Des Moines Field House, or the Mt Rainier High School tennis courts (where a piece of an airplane once landed). How well could you communicate? What would your blood pressure be?

Sixth, assign costs to this noise. SAMP economics and cost-benefit ratios, to the extent they exist, are based on ignoring the costs associated with noise.

Seventh, create COMBINED noise maps that use CURRENT data and have forecasts for the COMBINED impacts.

Create a model like this image from the Office of Spatial Analysis and Visualization at the Bureau of Transportation Statistics, U.S. Department of Transportation, and forecast it for the growth in traffic when 509 has the full amount of cargo traffic on it that will result from all the warehouses that are opening.

https://maps.dot.gov/BTS/NationalTransportationNoiseMap/

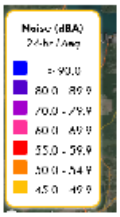

Image 1: Aviation only

32

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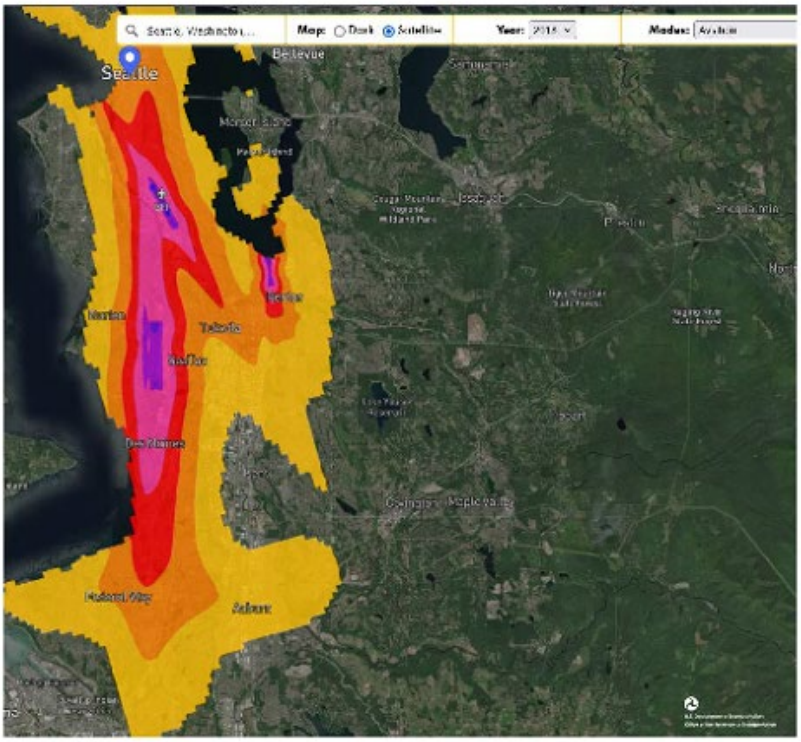
233-32. General Response #12
General Response #13
General Response #14
General Response #17
A surface transportation noise analysis is not required in accordance with FAA Orders 1050.1F and 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise.

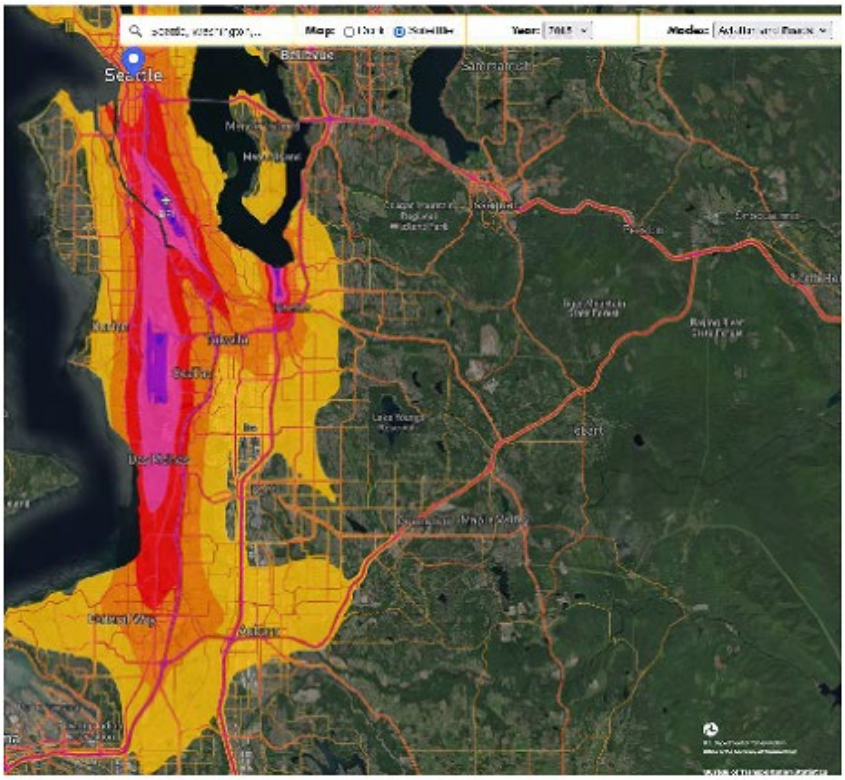
233. Stuart Jenner (continued)



32

Image 1: Aviation and roads

233. Stuart Jenner (continued)



32

I read about this in this story:

https://www.nytimes.com/2023/06/09/health/noise-sound-exposure.html

The story notes of the model:

> ...(it) accounts only for transport-related noise — and, like all modeled data, it is based on approximations — so it pales in comparison with on-the-ground measurements.

Eighth – Absorb noise through building techniques

233. Stuart Jenner (continued)

After the massive glass walls of the main terminal were constructed, the noise levels west of the airport increased. Cause/ effect? It is hard to know. But, the walls were not built to absorb noise. They instead reflect and amplify noise because of the materials and also the height.

Several people asked some 15 years ago for noise walls on the west side that could absorb noise. The response from the Port was to pooh pooh these requests, or shove them off into Part 150. Well, Part 150 is NOT about construction. When all the buildings are in design mode, a central design goal SHOULD BE to set them up so they absorb noise and do not amplify it.

33

There are ways to design buildings so they reduce noise instead of increasing it. For examples, look at this story from the Wall Street Journal on

I mentioned cargo earlier. How about noise absorbing warehouse designs, lots of trees planted as buffer zones, and noise walls for the warehouse traffic

Techniques could include the shape, size, siding materials, angle and other attributes of the buildings.

Nine - Absorb noise through a Hush House

Several years ago, State Rep (now Senator) Tina Orwall, former Burien mayor Rose Clark and I brainstormed on hush houses. Tina did some follow up. These structures absorb noise from airplane engines that are being tested. At the time, we were told "there's on space to put one. Every inch is occupied."

34

Well, now it turns out there are construction projects proposed that could be a hush house, but instead are other items. The cargo space could just as easily be relocated for a Hush house as it is for a terminal.

Choices, choices. Where there's a will, there's a way. Please fit in a hush house, or else agree that there will never be engine runups at the airport.

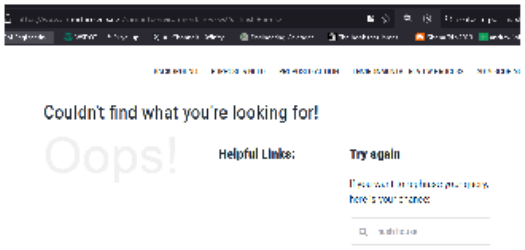
It is very hard to tell what alternatives in the SAMP planning were considered but did not make the cut for projects. An example: a "hush" house.

This is another 'oops' in a search on the SAMP site

233-33. General Response #6
General Response #13
As noted in Section 4.3.13.3 of the Draft EA, NTPs C02 and C03 (offsite cargo) include setbacks and screening to reduce impacts.

233-34. General Response #6
General Response #13
The FAA will forward your comment to the Part 150 team.

233. Stuart Jenner (continued)



A hush house is a building where planes can be brought that need engine testing. The tests are very Very VERY **LOUD!** A hush house absorbs the sound. Several years ago, Tina Orwall, Rose Clark and I tried to get the Port to consider a hush house. Well, we were told "there's no space." But now it turns out there is space, where the Fedex facility is that will be replaced by the terminal and parking. This is a choice, it is a lost opportunity to reduce noise pollution, and evidently it was not considered. Why?

Ten: more ways to absorb noise

Absorb noise through current retaining walls and the planned enhancements, such as the blast pads

The concrete walls at the north end reflect noise. Modify them. Put the art elsewhere. Noise reduction is more important.

The concrete blast pads are going to reflect noise. How can they be designed to reduce noise?

And for that matter, blast pads probably mean more take offs and landings. The port said at the time of third runway permitting that the runway would only be used for landings in bad weather. Putting blast pads at both ends looks like bait and switch. Put the project into parts, evade scrutiny, sandbag the total cost, rinse, repeat.... And you think people trust you?

Absorb noise through berms, walls, pylons that break up sound waves or have sound coming from them that counteracts the sound waves.

The rationales the Port gave in the past for why sound walls are not feasible are negated by the Port's plans.

Absorb noise through roofs of current and proposed buildings

I mentioned living roofs earlier. Living roofs can capture noise, not reflect and amplify it. They do this by absorbing energy and sound waves.

34

233. Stuart Jenner (continued)

D. Water quality - general

The Port has had extensive monitoring for compliance with pollution permits. Is there anything possible to go beyond the legal minimum? What impacts will more impervious surface have on the required capacity for storage ponds? Will the SAMP projects preclude future water quality improvements by taking away space? 35

D1. Water quality – aquifers

Maps show the projects are partly built over Highline well fields. What are the impacts of building on top of aquifers? Will clearing land and putting in buildings impact well recharge? How prudent is it to dig the basement needed for the parking garage when the digging is over an aquifer? Is the Port paying for insurance in case something goes wrong? 36

E. Other Suggestions – considered but don't make sense

I wish the port planning process involved a search for best practices of design, a reality check on the impacts of growth, and a chance for problem/solution thinking. Some examples that may not make sense, but might trigger ones that do: 37

1. Solar power as a possibility

   I wish there was some analysis of solar power.

   I have already suggested living roofs and noise absorbing materials. Using roofs for these purposes may preclude solar power.

   Also, roof top solar may not be possible because the air pollution from planes and vehicles could impact the efficiency of solar panels. Keeping the panels clean could take more time and resources than the power is worth.

   But, I wish this could be looked at.

   And maybe the giant glass walls could have solar built into them, especially on the sides that don't face the runways.

2. Geothermal as a possibility

   Tyee High School is being rebuilt in the city of Seatac. The school is going to be heated in part by geothermal wells.

   I don't know if it is realistic because the holes needed for geothermal could interfere with the operations of the wells, and possibly their recharge.

   I wish this could be explored.

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233-35. The Action Alternatives include improvements to both the Stormwater Drainage System and the Industrial Wastewater System to capture and treat the additional stormwater runoff associated with the increase in impervious surface. The Impervious Area Impacts and Mitigation Measures memo in Appendix M details all these improvements.

233-36. None of the proposed projects are located within a Critical Aquifer Recharge Area. As noted in the Impact Assessment for Aquatic Critical Areas in Appendix M, during the project design and permitting phase, detailed geotechnical and hydrogeological assessments will be developed to characterize the potential for groundwater contamination of the wellhead protection areas (WHPAs) from the proposed projects and appropriate measures would be included to minimize any risk of contaminant release to the WHPA. The Port will meet all state and local regulations during and after construction.

233-37. General Response #6 The Port will consider sustainable design features through its Sustainable Evaluation Framework as projects move forward.

233. Stuart Jenner (continued)

3. **Wind power**

The airport is on a hill. Can winds from the west drive any type of wind power? I do not mean the tall turbines one sees in the wind farms, I mean something smaller scale but still helpful.

37

Comments on specific sections of SAMP

Again, this is a rough draft, written in haste, without time to tie together a lot of loose ends. A hairball response to a hairball govt planning doc. ☹

Overall URL I used.

https://www.airportprojects.net/sampntpenvironmentalreview/materials-2/

Chapters 1 and 2

https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Chapter-1-Purpose-and-Need.pdf

https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Chapter-2-Alternatives.pdf

I remember when the third runway was being built. It was going to solve all the delay problems from weather. It was only going to be used in landings in "bad weather." Many neighbors said bait and switch, you'll use it for a lot more. Turns out they were right. And turns out breaking the project into pieces was a long term strategy. What a scam. Blast pads, high speed exits, taxiways, all needed because of the ignorance, lies or incompetence of the airport planners.

Not considered is price adjustments for travelers using Seatac. A friend recently flew from Seattle to Spokane, then drove to/from Spokane to Walla Walla, then flew back to Seattle, all during a 48 hour period. I asked them why they didn't just fly from Walla Walla back to Seattle. The answer: "Cost. Walla Walla to Seattle is a lot more than Spokane to Seattle." People do look at cost. Your "analysis" ignores this. Raise the price, demand drops. If seattle Spokane had been $100 higher, they would have taken the train, a bus or driven themselves.

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Appendix A

https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Appendix-A-Forecast-and-Operational-Assumptions.pdf

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233-38. General Response #19
General Response #19a
NEPA does not require that all unconnected development proposed in one area be analyzed under one environmental document. Facility requirements are identified during the planning process. Projects that are not ready to move forward, either due to lack of funding or the need for additional planning, are not included as part of a NEPA review until they are ready to move forward.

233. Stuart Jenner (continued)

Missing: a lot of historical information on fleet mix, destinations, and especially local vs non local traffic.

Missing: anything on Cargo

Sept 2023 was a year ago. Why didn't they at least have complete 2023 data?

This is an incredibly complicated document, too much to review in too short a time. 39

Chapter 3: affected environment

https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Chapter-3-Affected-Environment.pdf

First, I see the word "draft" in the footer. So is this a final document or a draft? 40

3-8 air quality – how are we doing compared to the standards? 41

The field of study is too small. The only maps shown are the airport vicinity. The air pollution goes over a much wider area. This is a screen shot from Purple Air, on a day when there was an air inversion: December 4, 2024. 42

You can see the air quality readings: **they have the same shape as the contour maps for noise**. The air quality is much worse in the areas of the flight paths than in non flight areas. This particular day, the air quality in Normandy Park was very poor. The air tasted like jet fuel at locations near First Avenue South and 178th. 43

Purple Air only captures some data. I don't think they have Ultrafines. So this is a starting point.

2 29 pm

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233-39. Appendix A has the approved 2023 Aviation Forecast Update, Constrained Operating Growth Scenarios, and Environmental Review Airside Modeling Documentation (TAAM). The forecast includes a discussion on the fleet mix, destinations, and cargo. The 2023 Aviation Forecast Update included the actual data for 2022 and estimates for 2023 based on eight months of actual data. The year 2022 was chosen as the existing year because it was the last full year for which a complete inventory of annual statistical data was available for SEA after the construction schedule was revised and the forecast was updated.

The Advanced Planning Terminal Needs Assessment Report and Air Cargo Growth Potential and Facility Requirements Assessment are in Appendix B.

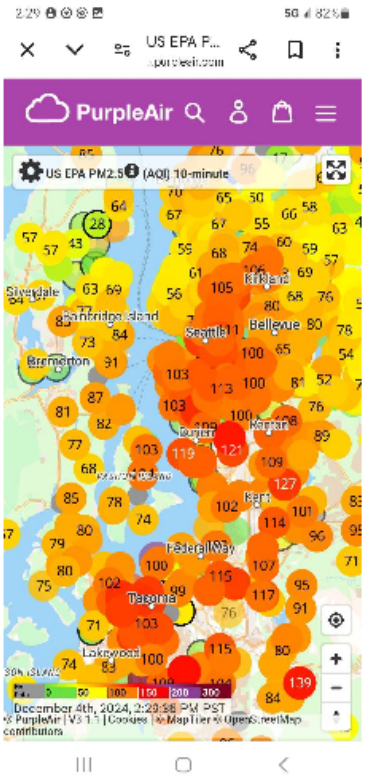
233-40. The document released for public comment was the Draft EA. The FAA considered the expected project impacts and public comments when determining whether to issue a Finding of No Significant Impact/Record of Decision and Final EA or to prepare an EIS.

233-41. SEA is located within King County, Washington, in an area considered in attainment for all criteria pollutants.

233-42. General Response #2

233-43. General Response #5
General Response #8
General Response #9b

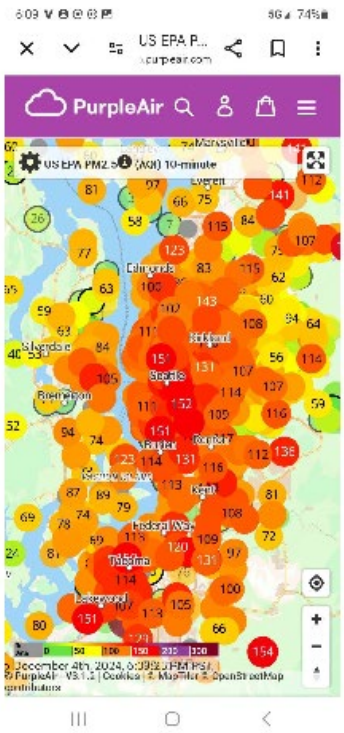
233. Stuart Jenner (continued)



6 09 pm – two screen shots

43

233. Stuart Jenner (continued)



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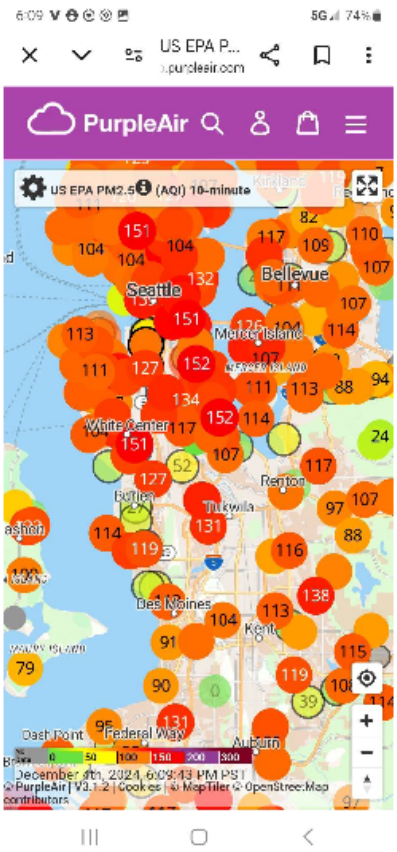
233. Stuart Jenner (continued)



Read here about the superinversion on Dec 4. This is what fixed the pollution, making it much easier to see where it is located than we could usually see.

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43

233. Stuart Jenner (continued)

https://cliffmass.blogspot.com/2024/12/when-will-superinversion-end.html?m=1

There's a table of existing conditions. How does this compare to futures? Impossible to tell or find. 44

Demographics

I have some later content on demographics on page 31 or so of this document. Sorry, not enough time to edit in the way I would like.

This is another example of the SAMP documents having tons of data that obscures a key point: the income of people who live near the airport is at the bottom level of incomes in the Seattle area.

Census blocks – page 56 and following – far too small an area to consider. Look at the demographics of the Highline School District. 70% Free Reduced Lunch. That's dramatically poorer than the rest of King County. That's the minimum size of the region that should be considered.

These residents are not the users or beneficiaries of air travel. It is completely irrelevant to them that they will have more options to fly to Tokyo or Seoul via Alaska. 45

See this chart from a story in the Seattle Times posted on Dec 12, 2024

https://www.seattletimes.com/seattle-news/data/these-are-seattles-highest-and-lowest-income-neighborhoods-2/

Here's a close up of the airport area. You can see nearly all the nearby census tracts are in the bottom or second from bottom category. Air travelers are much more likely to come from the north Seattle, and eastside areas because simple: that's where the money is. Or the travelers are tourists, or people passing through Hub Seatac. If people are spending thousands on a trip, they can afford to kick in a little more for real mitigation.

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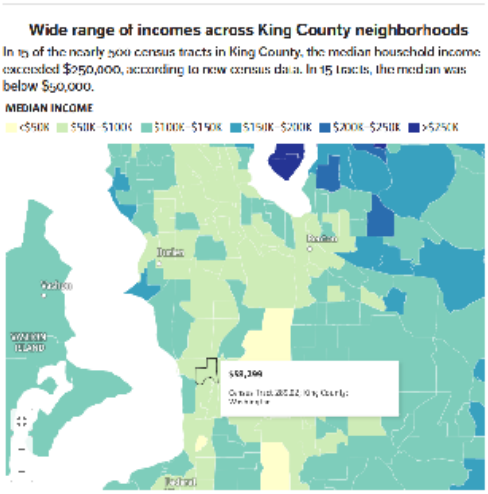
233-44. The Affected Environment, Chapter 3, provides the existing conditions. Chapter 4, Environmental Consequences, provides the future data for the Action Alternatives and the No Action Alternative. The analysis completed in the Draft EA compared the future Proposed Action to the future No Action to identify the expected environmental consequences of implementing the Proposed Action.

233-45. General Response #2
General Response #6
General Response #15

233. Stuart Jenner (continued)



45

Here's the bigger picture:

233. Stuart Jenner (continued)

45

Appendix K

https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Appendix-K-Socioeconomics-Environmental-Justice-and-Childrens-Health.pdf

page 4 - low income definition is too low. Free reduced lunch is a better proxy for poverty. Use those income levels. The Highline district is over 70% FRL. Schools closer to the airport are higher. $3975 per month from here

https://www.dshs.wa.gov/sites/default/files/ESA/csd/documents/Basic%20Food_Q_and_A.pdf adds to $47,700 / year. That's a lot higher than $41,625. By using a lower number, you undercount the number of people in poverty who are impacted, and thereby make the projects look like they don't disparately impact lower income residents. There are various definitions of poverty, and I think 47K is probably too low.

Following pages: by using only the dnl contour, you miss a lot of others who are also impacted.

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46

233-46. General Response #15

233. Stuart Jenner (continued)

I see tables of ethnicity, but where's the data on income? MISSING. 47

Then somehow we jump to a report about all the "wonderful benefits of the Airport" created in 2018, using data from 2017. So, what has happened in 2018, 2019, 2020, 2021, 2022, and 2023? Why not have current data? Maybe because the data doesn't matter? Or because there have been zero positive outcomes since 2017 for residents of the area even though the numbers have increased for travelers, which should mean fewer area residents in poverty? 48

There are lots of big numbers. Hard to know how they were computed. But focusing on numbers I do have some experience with, let's look at Normandy Park.

Page 38 has the number of passengers, but not number of flight operations. That's one thing I ran out of time to find on the Port's web site since the site was down for many weeks. 49

Missing: any analysis showing how the near doubling of passengers has led to any type of benefit to nearby neighbors. Did incomes nearly double? No. Jobs? Can't tell. Page 45 capital spending – did it happen? Did it create long term lifts in income? By now we should be able to tell. 50

Page 49 shows cherries are the leading export. Presumably they come from eastern Washington on roads. Why not fly them out of Moses Lake or Spokane? Well, I once heard that the Port blackmailed the cargo companies that the cherry producers use and said if they didn't ship out of Seatac, they would encounter difficulties in accessing other Port services. I don't know if that rumor is true, but the guy who told it to me knew a lot. 51

Page 52 of 69 – nearly 2/3 come by car (personal, rental, ride share). But this is visitor mode. There are also all the workers. What's the combined figure for people coming to the airport?

All these numbers, very hard to figure out what the point of them is in the context of SAMP. There are certainly no assertions that building 31 projects means bigger dollar figures. As if dollars are the only outcome that matters. 52

Page 60 – tax revenue, missing: property tax. It must be rolled into "other." So, what's the impact? Well, for one, the hotels near the airport do pay some tax. So that's a plus. But, the houses and apartments within several miles all have depressed values relative to comps farther away. So, that's a minus. To get a net, we need to have the plus minus the depressed values. Then we have a total – a net total. 53

So, this section is at best incomplete, more accurately, it is misleading and does not give the full picture. 54

Also, one wonders. When the Port built the rental car structure, the car companies had to move from locations where they paid tax to the facility that is tax free. The income actually DROPPED from property tax. So, why doesn't the Port acknowledge this? There's no income from the garage to the Highline School district, fire, city, police, anything.

Same is true for the warehouses on buy out land. No tax revenue, but the cities, fire district etc have to provide services. If there's a fire at the Outdoor Research warehouse, the Port won't send over a fire truck from the airport. The South King fire district has to do the job, even though the Port doesn't pay them a nickel (source: a city council member in the area). 55

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233-47. General Response #15

233-48. The 2017 data was the most recent and best data available at the time the study was completed. The information presented in this analysis is sufficient for the FAA to accurately assess the impacts of each alternative.

233-49. Information on operations and passenger data that was used for the analysis in the Draft EA is in Appendix A.

233-50. Section 4.3.11.1 of the Draft EA discusses the socioeconomic impacts and benefits for the No Action and Action Alternatives.

233-51. Neither the FAA nor the Port has any control over which airport cargo operators select to transport goods.

233-52. The Existing Conditions Report and Future Conditions Traffic Analysis Report in Appendix L provide information on trip generation to SEA.

233-53. General Response #20

233-54. The socioeconomic analysis documented in Chapter 4 meets the requirements of NEPA and FAA Orders 1050.1F and 5050.4B. The analysis provides sufficient information for the FAA to accurately assess the impacts of each alternative.

233. Stuart Jenner (continued)

Page 61 – city of residence

It is laughable to read "real benefits to neighboring Communities" because of the lack of supporting evidence. The claim is there are 100 workers from Normandy Park at the airport. Where? What are their jobs? The estimated labor force for Normandy Park is 3710. NO WAY that's true. Look at Census quick facts

https://www.census.gov/quickfacts/fact/table/normandyparkcitywashington/PST045223

6,527 population. The census states that the "labor force" is 59.2% or 3,864. But not everyone works. Being in the labor force is not the same as actually having a job. There are a lot of parents who are full time parents. There are a lot of part time parents/ part time workers. And there are a lot of people of working age who simply don't work for whatever reason.

So it makes it hard to take the assertions seriously.

Page 62 – I have no idea how this is calculated: "Of total jobs in Normandy Park, 18% were supported by Sea-Tac."

Then page 66 is even more confusing. It says 200 jobs in Normandy Park. 200? Or 100? $0.1 million in local taxes? HOW? Normandy Park is mostly funded by property tax, with a tiny amount of sales and B and O.

1 in 17?

This whole study seems to throw out a whole bunch of contradictory numbers in the hope that something will stick with readers.

Then the closing comment on the Normandy Park page about new signage attracting visitors from the airport for recreational attractions is also laughable. But has it worked? Do tell.

The overall conclusion follows from the 2017 study, but completely ignores the part of Appendix K on socio economics.

If a student turned this in as a thesis at a college, I think they'd flunk. Deservedly.

56

Chapter 4 - Environmental consequences

https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Chapter-4-Environmental-Consequences.pdf

This is very frustrating to read.

First, there should be baselines to past and current years, not just 2032. The port staff at meetings asserted "there are no higher impacts if we build or don't build." Well that assertion is NOT supported in the data – for one, there's no information about how operations would possibly work if there were the current number of gates, vs 19 more. But also, it is impossible to tell how the projection for 2032 is

57

`30 | Page

233-55. State regulation RCW 84.36.010 exempts all property belonging exclusively to the United States, the state, or any county or municipal corporation from taxation.

233-56. The socioeconomic analysis documented in Chapter 4 meets the requirements of NEPA and FAA Orders 1050.1F and 5050.4B. The analysis provides sufficient information for the FAA to accurately assess the impacts of each alternative.

233-57. NEPA is a procedural, rather than substantive, law that requires federal agencies to assess the potential environmental effects of their proposed actions prior to making decisions. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the impact assessment and preparation of environmental documents. The analysis completed in the Draft EA compared the future Proposed Action to the future No Action to identify the expected environmental

233. Stuart Jenner (continued)

arrived at. What percent growth per year from 2022, or 2023, or 2024? Or from when the Third runway opened in 2008, or when SAMP planning kicked off (whenever that was). 57

Page 8 – environmental justice. "not significant" – "with mitigation."

Not defined here. Not sure what mitigation they're talking about. HEPA filters for 10,000 residents? Indoor filtration that's the same as what the airport staff gets? We heard once that the port staff has much better air filtration than passengers in the airport get.

I think the writers missed a contradiction. Will there be mitigation or not? Alt 2 (and 3) say mitigation is needed. But then the mitigation column has "none" for mitigation! Ooops. Looks like someone else needs more time too.

NVIRONMENTAL IMPACTS (CONTINUED)

Alternative 2: Proposed Action (compared to No Action)	Alternative 3: Hybrid Terminal Option (compared to No Action)	Mitigation
Socioeconomic Two business (Doug Fox Lot and PACCAR Aviation) and one intersection (24th Avenue South from S. 150th Street) would be closed. No adverse impacts to economic resources are expected.		
Environmental Justice Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts, and roadways that do not meet mobility standards as a result of the Proposed Action. However, none of the impacts were found to be significant with mitigation and none are considered disproportionate and adverse	Same as the Proposed Action	None

58

Significant to residents is very different than significant to consultants from Ohio who are not impacted. Maybe they should move their offices to 200th and 16th south, then see what they think is significant.

"no impacts to children's health?" NO WAY. Ask any pediatrician about childhood asthma in the Seatac area. Ask what the impact is of disturbed sleep. There's no supporting evidence for this assertion. 59

`31 | Page

consequences of implementing the Proposed Action in accordance with NEPA and FAA Orders 1050.1F and 5050.4B. The No Action assumes that the proposed project is not built and provides the operations for the current airport configuration.

233-58. General Response #6
General Response #15

233-59. General Response #16

233. Stuart Jenner (continued)

Then there's more on mitigation. I have no idea what an NTP is. But overall, it sounds like the Port is going to try to shift the bill to some other entity, likely a city, and get them to pay for the traffic coming to/ from the airport. I can't tell how much of this is due to cargo, how much to passengers.

But isn't it interesting there are not efforts to reduce trips in the first place?

TABLE 1-2: SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS (CONTINUED)

Resource Category	Alternative 1 No Action	Alternative 2 Proposed Action (compared to No Action)	Alternative 3 Hybrid Terminal Option (compared to No Action)	Mitigation
Surface Transportation	In 2032 / 2037, 10 roadway intersections would fail to meet mobility standards. These degradations would be due to background growth in traffic and / or travel pattern changes modeled in the Planned Action.	In 2032 / 2037, 26 roadway intersections would be impacted (all of which could be mitigated). With implementation of mitigation, there are no considered significant impacts.	Same as the Proposed Action	Mitigation includes bringing the impacted traffic intersections in line with the mobility standards and may include installation of traffic signals, intersection approach modifications, and the addition of turn lanes. The Port could share payments of improvement costs equal to percentage of total intersection trips generated by NTPs in jurisdictions

60

Water resources

Hey guys, did you know there are wells near Seatac that are used for drinking water by the Highline water district? I would assume some people at the Port do, since they are paying money to clean up a mess from fire fighters. But maybe this part was written by the Ohio people who don't know the area. To brief them: the wells have been around a very long time, since before the airport. The wells are for drinking water, and also, there are storage facilities, maybe even the wells, that are used for backup by the Seattle water system. I do not see the word "well" or any mention of aquifer recharge in table 4.2, page 10 of 92. "Well" this is why we need an EIS, so we don't miss key details like drinking water.

61

Air quality

Pages 11 to 15.

Ahem, cough cough, what about the long term impacts? Not just construction, but whatever happens in 2032, 33, 34 and so on? What's the amount we're locking into for the air pollutants in 2040? 2050, the year when supposedly we go carbon neutral?

I don't know if the list here is complete or not. In an EIS, we'd have professionals who can double check.

This is extremely hard to check. There's no supporting data of what the car mix will be for example, or again, whether the Port could pay people not to drive.

But, IF car emissions are going to drop, it will be because of electric vehicles. EVs need chargers. Chargers? Oh, those things. Where are they going to go at SEA? There's no plan.

So, you assume one thing, but don't have the enabler needed to get there.

62

`32 | Page

233-60. NTPs are the Near-Term Projects (proposed project). As noted in Section 4.3.12, the Action Alternatives will result in significant surface traffic impacts that can be mitigated below the level of significance. The Port will be responsible for either paying for or constructing all required mitigation. The Port will continue to look for ways to reduce vehicle trips to and from SEA.

233-61. General Response #1 Wellhead protection areas are discussed in Section 4.3.14. As noted in the Impact Assessment for Aquatic Critical Areas in Appendix M, during the project design and permitting phase, detailed geotechnical and hydrogeological assessments will be developed to characterize the potential for groundwater contamination of the wellhead protection areas (WHPAs) from the proposed projects. The potential of the proposed uses to release contaminants will then be assessed, and appropriate measures applied to minimize any risk of contaminant release to the WHPA. The Port will work with the relevant authorities to comply with all applicable requirements to avoid and/or minimize the potential for contamination.

233-62. General Response #8
General Response #10

233. Stuart Jenner (continued)

Page 22 – 25

How computed?

The whole premise is all this construction reduces delays, which means less idling of engines, which should mean fewer emissions, right?

Or am I missing something?

But the tables show that emissions are going up. Something seems off.

Is SAF going to have any impact? You want to build SAF facilities, but it looks like they are irrelevant. 63

Page 26 – where's the sustainability? Hard to know if SAF is actually going to do any good. See previous comment earlier in this doc about SAR. Main focus of the paragraph seems to be construction, not longer term operations. 64

At this point, the numbers and words all start blurring together. They seem very very very very repetitive, and it is hard to tell what's realistic, what's fantasy, what's in between.

Page 38 – PSRC – talks about neighbors not encroaching on airports. How about the reverse: is it a goal that airports not encroach on neighbors? Would that perhaps mean not shoving a 7 story parking garage in a residential neighborhood?

Re the cities, such as Burien and Des Moines: there's more to impacts than where the activities occur. The reality is more warehouses may not be in SAMP. But they are a major part of the Port's expansion, and they have a major impact on traffic, land use opportunities and more. 65

This page is mediocre.

39 – natural gas

Aren't we trying to get rid of natural gas? King county and Seattle are suing in order to get the state initiative about natural gas thrown out. 66

Page 43

With no action, night time arrivals go down in 2037 compared to 2032? But daytime go up? Doesn't make sense.

No data to see how this compares to the present, or to the past. 67

`33 | Page

233-63. General Response #8
As noted in Section 4.3.1, the increase in emissions is due to the increase in aircraft operations and taxi times, phasing-out of the Boeing 737- 700/800/900 aircraft and the phasing-in of the 737-7/8/9 MAX aircraft, and the increased vehicle trips projected as part of the Action Alternatives. As explained in the NEPA Air Quality Protocol and NEPA Greenhouse Gas Protocol in Appendix C, neither the air quality nor the greenhouse gas analysis included the use of Sustainable Aviation Fuel or other biofuels or electric ground support equipment or new technology such as electric aircraft. These items were not included due to modeling limitations and/or the speculative nature of the development of the technology.

233-64. General Response #11

233-65. As noted in Section 4.3.8, the Action Alternatives would occur on airport property and would be consistent with local land use plans. The State Growth Management Act, RCW 36.70.547, protects airport operations from inconsistent or incompatible land uses being developed adjacent to the airport.

233-66. This comment is noted.

233-67. The day and night operations were calculated using operational output from the Total Airspace and Airport

233. Stuart Jenner (continued)

TABLE 4-31: ANNUAL-AVERAGE DAY OPERATIONS

Alternative	Arrivals Day	Arrivals Night	Departures Day	Departures Night	Total Operations
2032 No Action	531.98	108.88	542.11	92.21	1,279.18
2032 Action Alternatives	544.56	108.31	550.04	100.25	1,303.16
2037 No Action	552.22	99.62	548.85	100.34	1,300.98
2037 Action Alternatives	587.38	112.49	588.93	109.18	1,398.98

Notes: Totals may not sum due to rounding
Daytime = 7:00am – 9:59pm, Nighttime = 10:00pm – 6:59am.
Source: Aviation Forecast Update, prepared by Port of Seattle / Leigh Fisher, 2023, Sustainable Airport Master Plan – Near-Term Projects, Constrained Operating Growth Scenarios, Seattle-Tacoma International Airport, Landrum & Brown, July 2023.

67

This part is massively confusing. Who says? Why 1.5? How about 0.9995, or 1.67? How is this level arrived at?

And what about the people who are at 63.2 currently moved to 64.7 with the 1.5 increase? These numbers are arbitrary, hard to evaluate, and difficult to take seriously. This is why an EIS is needed. See NY Times stories earlier.

Next section:

4.3.10.1 Significant Impact Threshold

According to FAA Order 1050.1F, a noise impact is significant if the alternative would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No Action for the same timeframe.

68

Why the conditional of "would"

There would be a total

Would be in 2032? Would be in 2025? What's the date? Or would be if the comp plans are adjusted, as they must be per state regulations to have more housing in the urban areas? Another confusing sentence by the Port.

This is stunning:

There would be a total of 9,855 housing units, of which 4,694 are sound insulated,

I thought all the houses in the noise contours were insulated by now. Or maybe some were, but since the insulation has failed, they no longer count as "insulated?" More confusing numbers. SHAMEFUL.

So is the fact that only 2 of 10 schools are insulated. How many children are in the 8? Are they private so not eligible?

`34 | Page

69

Modeler (TAAM) airfield simulation modeling (Appendix A).

233-68. General Response #1
General Response #12
General Response #13
As noted in Section 4.3.10 in the Draft EA, the Action Alternatives would not increase noise by 1.5 DNL or more for a noise sensitive area at or above the 65 DNL or that would be exposed at or above the 65 DNL level due to a 1.5 dB or greater increase (people within the 63.5 – 65 DNL) when compared to the Future No Action.

233-69. General Response #13
The Port has an active sound insulation program. The number of structures that are insulated each year is dependent on resources and funding.

The Port and FAA entered into a Memorandum of Agreement with Highline School District (HSD) in 2002 to provide $100 million in funding for sound insulation of 15 schools, several of which are located within the 65+ DNL noise contour within this EA. The District has used this funding to complete most of the schools; one school is in progress and others remain eligible for reimbursement of soundproofing costs when the District is ready to undertake the work. Please raise any further questions in the Part 150 process.

233. Stuart Jenner (continued)

See page 22 above – this info is related.

Page 52 – Tax Base

This has a lot of wild conjectures that fall apart under a close review.

As mentioned earlier in this writeup, more noise = lower property values = less tax base. The Port does not pay any property tax on land it owns, such as warehouses in Des Moines. They may pay lease hold excise tax, but if they do, none of that flows to the school district, fire, city or county. It only goes to the state. And a "user fee" that the Port collects at the rental car facility is not lease income, is it? Is the Port perhaps structuring payments from tenants so that the income is not called lease income, and therefore doesn't result in a payment to the state? 70

54 – what are the air quality standards? How close are we to exceeding them? If they are exceeded, does the EPA plan to cancel flights? At what year do we exceed them? And what's the level at EACH of the contours: 76, 70, 65, etc.

How many days per year can the levels be above the limits without saying it is a problem?

This section is long on conjecture and short on detail. Need EIS to dig into this. 71

55 – again we have this straw man that no action 2032 can be achieved without the 19 more gates, blast pads, taxi shortcuts and all the other projects.

Table 4-34 has got to be one of the most confusing tables in the entire document.

How can low income population of 58K be more than the total population of 31K?

Where are the 6K projected to go under no action 2032 and 2037? How can the population for low income go from 58K to 52K? MAKES NO SENSE. 72

Page 58 – disproportionate, significant threshold – was this section written by the former Harvard President who couldn't tell whether antisemitic words on her campus violated speech codes? I can just hear her saying 'it all depends on the context.' No, there are absolutes. I can hear doctors saying "your child has asthma." That's what results from airplane emissions.

Needed: EIS. Hopefully then we can get medical facts on the table. 73

I have no idea if the traffic mitigation is reasonable. But it sounds like the Port is only going to pay a portion of the traffic impacts that in reality are entirely due to the airport expansion. In other words, you're creating unfunded mandates and re prioritizing the transportation spending of three cities by creating a situation where you create a problem but don't pay for it, indeed won't pay a dime unless the cities pony up. At least that's what it sounds like. 74

35 | Page

233-70. See response to comments 233-53 and 233-55.

233-71. General Response #1 The air quality standards are the National Ambient Air Quality Standards (NAAQS) set by the EPA for six criteria pollutants. The proposed project is an attainment area, meaning the area meets the NAAQS (Section 3.3.1).

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King County are maintained by the Puget Sound Clean Air Agency (PSCAA). The PSCAA is responsible for ensuring that King, Kitsap, Pierce, and Snohomish counties meet the NAAQS and will continue to monitor ambient air emission levels to confirm continued compliance with NAAQS.

After extensive coordination with the PSCAA, the FAA shared the initial air quality modeling results with the PSCAA on December 7, 2023, to get feedback on the potential for the project to cause an exceedance of the NAAQS (Appendix C). The PSCAA determined that the project would not result in an exceedance of the NAAQS. After submitting the preliminary results using AEDT version 3e, the FAA released AEDT version 3f, which introduced several improvements and refinements to air emissions calculations. The air quality modeling was

	updated utilizing AEDT version 3f and the results showed a decrease in all emissions except for SOx. Based on the guidance provided by the PSCAA and the reduced emissions calculated by the updated model, the FAA determined that the Action Alternatives would not result in a significant impact on air quality in accordance with the thresholds established in FAA Order 1050.1F. **233-72.** General Response #15 As explained in the Constrained Operating Growth Scenario (Appendix A), the No Action would experience a constrained operating environment estimated to start in 2027. Though there would be an increase in operations with or without the project, the increase would be smaller with the No Action given the constrained environment. **233-73.** General Response #1 **233-74.** The FAA and the Port coordinated with WSDOT and local jurisdictions where the Action Alternatives would result in surface transportation impacts to develop mitigation. The Port will adhere to the terms of the Agreements reached with each jurisdiction when implementing the mitigation outlined in Section 4.3.12 of the EA.

233. Stuart Jenner (continued)

Light pollution – hard to assess. The light from the airport means we have much brigheter sky 24 hours a day than the rest of the area. 75

71 – impacts on neighbors: very hard to tell if these assertions are valid. But reality check: removing trees does reduce absorbed CO2. Too bad the port isn't looking into trip reduction instead of building an 8 story garage (7 plus basement). This sounds significantly taller than the Boeing parts warehouse. Again, it is really hard to evaluate these conjectures and assertions. Needed: scale model, not just drawings. 76

72 – there are other impacts to aquifers besides contamination, including recharge. The plans do not explain impacts that could interfere with aquifers. 77

73 – wetlands recharge wells for drinking water. This is totally ignored. Need EIS. Or if there isn't one, and there are damages to the wells and water, then there will no doubt be lawsuits. I hope this warning in this write up is used in court as evidence that the Port willfully disregarded warnings and is therefore liable for building a desalination plant or whatever else is needed to keep the Highline Water District operational. Maybe 2055-65 or so? 78

79 – well impacts are on the south too

81 – very hard to understand west side impacts 79

88 – no mention of Highline Water district 80

90 – impossible to evaluate. Need EIS. Need to look at impacts of water onto 509. This section seems to require going back to page 86, then to 81. 81

Page 91 – oh, finally we get a mention of the Highline wells. Ignored: cumulative impacts of weight, vibration from operations on the aquifers, recharge of the aquifers etc. There's more to this than contamination. EIS needed. 82

So next I have to look at Appendix G, on historic resources, for other environmental programs?

Appendix G is 132 pages and does not seem to relate to environmental programs. I guess the hope is no more sloths turn up. 83

2021 – you've had this for three years+, why wasn't it released earlier? 84

Appendix J

https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Appendix-J-Noise-and-Noise-Compatible-Land-Use.pdf

307 pages???

This is all about models. It is not about the real world.

Needed:

--Real noise monitoring (preferably not placed next to metal roofs, the way Landrum and Brown did a few years ago on Vashon, ruining the noise readings in a Part 150 study). 85

`36 | Page

233-75. Although new light sources would result from the construction of the Action Alternatives, no significant increase in light intensity is expected to occur due to the presence of existing light-emitting sources such as buildings, parking areas, and public roads that would make the new light sources indistinguishable from the ambient light.

233-76. General Response #18

233-77. None of the proposed projects are located within a Critical Aquifer Recharge Area. Neither Action Alternative is expected to result in impacts to aquifers.

233-78. As noted in the Impact Assessment for Aquatic Critical Areas (Appendix M), during the project design and permitting phase, detailed geotechnical and hydrogeological assessments will be developed to characterize the potential for groundwater contamination of the wellhead protection areas (WHPAs) from the proposed projects. The potential of the proposed uses to release contaminants will then be assessed, and appropriate measures applied to minimize any risk of contaminant release to the WHPA. The Port will work with the relevant authorities to comply with all applicable requirements to

	avoid and/or minimize the potential for contamination. **223-79.** Tables 4-45, 4-46, and 4-47 provide the details on the impacts illustrated in Exhibit 4-7. The Westside Maintenance Campus, Miller Creek detention pond, and utility work will have impacts to wetlands on the west side. **233-80.** As noted in Chapter 3, the Highline Water District has two wells within the General Study Area. Therefore, any discussions about Highline Water District would occur as part of the groundwater section (Section 4.3.14.5). **233-81.** General Response #1 Though five of the proposed projects are near a floodplain, none of the projects would directly impact a floodplain nor would the adversely affect beneficial floodplain values. **233-82.** General Response #1 See response to comment 233-77. **233-83**. This footnote incorrectly references Appendix G when it should have referenced Appendix F. This footnote has been corrected. These are proposed minimization measures and are not required given that the impacts were determined not to be significant (General Response #6). **233-84.** As noted in Section 1.2.2, COVID and a partial spending deferral by the Port

	delayed the EA schedule. As a result, analyses that were completed prior to 2022 were verified or updated to account for the change in project schedule. **233-85**. General Response #12 General Response #13 The Port of Seattle operates a system of 24 noise monitors located throughout the greater Seattle area. Most of the monitors are placed within 5 miles of the airport. The rest are placed farther out to capture aircraft overflight noise for various arrival and departure flight paths. Data from the noise monitoring system provides a general perspective on aircraft noise and is just one component of a comprehensive suite of tools the Port uses to understand aircraft noise impacts. Modeling is used to determine existing and future conditions in accordance with FAA Orders 1050.1F and 5050.4B.

233. Stuart Jenner (continued)

--data on time above 55 db. See earlier stories, 55 db is the point at which noise starts to be a problem. How many times per day, per week, does this happen? 85

Page 65 – (or 74 of 307) – looks like the Port is going to renege on the voluntary agreement limiting use of the third runway in the night time hours. When the planes are landing from the south heading north, I see 25% of commercial jets and 8% of cargo are going to land on 34L. For planes coming from the north heading south on 16L, I see 63-64% of commercial, and 15% of cargo, will be landing on the third runway. At least there won't be night time departures, if this table is to be believed. 86

66 – runups – in what? Don't see any mention of a hush house. 87

Skimming through, looking for 2037 departures and arrivals. How much will be on the third runway? 88

Looks like someone left off a line on page 99.

What's missing? COMMERCIAL JETS . I guess the commercial jets only take off, but never land? They aren't in the table! So that means no landings? 89

Makes me wonder what else is missing, what else is mis stated, what else is just plain wrong in the 5000 pages you expect us to make sense of, 12 years of your work, in 45 days /scratch that , 53.]

Maybe this whole thing is written by AI? That hallucinate? There certainly seem to be a lot of hallucinations in the SAMP plans. 90

Rows sum to 100, but there are no sums for the vertical columns.

TABLE 7-30: GENERALIZED RUNWAY END UTILIZATION SUMMARY – FUTURE (2037)
PROPOSED ACTION

Aircraft Category	Runway End 16L	Runway End 16C	Runway End 16R	Runway End 34L	Runway End 34C	Runway End 34R
Daytime Arrivals						
Regional Jets	5.00%	1.00%	65.00%	26.00%	1.00%	2.00%
Cargo Props	23.08%	1.45%	45.70%	26.45%	1.00%	1.55%
General Aviation	26.00%	1.50%	43.50%	26.50%	1.00%	1.50%
Other	14.11%	1.22%	56.37%	26.22%	1.00%	1.78%
Military	26.00%	1.50%	43.50%	26.50%	1.00%	1.50%
Missed Approaches*			77.33%	22.67%		
Daytime Departures						
Commercial Jets	45.64%	25.36%			0.64%	28.36%
Cargo Jets	58.00%	13.00%	--	--	0.50%	28.50%
Regional Jets	44.00%	27.00%	--	--	1.00%	28.00%
Cargo Props	35.47%	32.84%	2.69%	1.80%	13.12%	14.08%
General Aviation	34.50%	33.50%	3.00%	2.00%	14.50%	12.50%
Other	39.78%	29.88%	1.33%	0.89%	8.99%	21.12%
Military	34.50%	33.50%	3.00%	2.00%	14.50%	12.50%
Missed Approaches*	--	--	77.33%	22.67%	--	--
Nighttime Arrivals						

Page 117 – all the inputs. Where is the double checking with real world noise monitors? With air pollution monitors? 91

Then page 125 – we jump to a doc from Sept 2023? What's the context? How does this fit? 92

37 | Page

233-86. The proposed nighttime usage of Runway 16R/34L is consistent with how the runway was utilized in 2022 (Table 7-2).

233-87. The proposed project does not include the construction of a Ground Run-up Enclosure. Construction of a Ground Run-up Enclosure was included as part of the 2012 Part 150 Noise Combability Program. The Part 150 Update is a separate process being completed by the Port. The FAA will provide your comment to the Part 150 team.

233-88. Tables 7-23 and 7-30 provide the runway end utilization projected for 2037. It is consistent with 2032.

233-89. Information on daytime arrivals for commercial jets and cargo jets was mistakenly omitted from Table 7-30. This information has been added to the table and is consistent with the data provided in Table 7-23.

233-90. Though the Draft EA went through extensive review prior to being released for public comment, it is unrealistic to expect that the document would not have any errors. The public comments received on the Draft EA have resulted in minor edits that improved the accuracy and thoroughness of the EA. However, the ultimate conclusions of the Draft EA have not changed.

233-91. General Response #8

	General Response #12 Modeling is used to determine existing and future conditions for both air and noise in accordance with FAA Orders 1050.1F and 5050.4B. **233-92.** General Response #12 The Noise Modeling Protocol was completed in September 2023 after the forecasts were updated and the Noise Technical Report was completed in March 2024 after the analysis was completed.

233. Stuart Jenner (continued)

Page 117 mentioned updates to AEDT released in December. September is before December. So how does this fit together?

I am not going to waste your time trying to make sense of contradictory documents that are jammed together. I skimmed to page 190 of 307. There's nothing that shows validation with actual readings or that explains why something written in Sept is not obsolete because of December model updates and evidently some substitutions of other planes.

93

The content that follows is very technical. I can't evaluate whether there are major omissions, like the missing Commercial Jets, or whether it is all valid. I can't evaluate in particular whether there's something missing, where after things are done, we find out there was something we missed, and you then say too bad, so sad, you losers didn't do your homework, you trusted us and sorry.....

Then we have yet another document thrown as, with no context. It appears to be about construction.

And then another one on construction.

94

Nothing on roads. Nothing on operations. Nothing on ways to reduce noise from operations through design choices.

95

Appendix C

https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Appendix-C-Air-Quality-Climate.pdf

I see ultrafines are 'not known so not considered." What a wimpy excuse. This is one of the biggest reasons of all why an EIS is needed. Excerpt:

.

1.4.5 Ultrafine Particles (NEPA)

UFPs are defined as particles with a diameter less than 0.1 micrometers (PM0.1). The existing science is not fully mature, and the measurement and understanding of UFPs and their related health risks has not been clearly defined. Currently UFPs are not regulated by the USEPA or the state either through rate of emissions or concentrations (other than being a subset component of PM 2.5) and are therefore not typically considered in formal environmental assessments or reviews.

Furthermore, since UFPs are not specifically listed as a criteria pollutant, air toxic, or HAP, an analysis of UFPs will not be considered a requirement of NEPA or the CAA. Therefore, no analysis or discussion of UFPs will be included in the NEPA evaluation.

Reality: first, you have no citations. Second, just like PFAS, something not regulated can turn out to be a big problem. Hagens Berman, are you checking to see if the Port has filtered UFPs inside the terminal for

96

`38 | Page

233-93. General Response #12
See response to Comment 233-48.
The Noise Modeling Protocol was completed in September 2023 and identified the use of AEDT Version 3e for the analysis. The FAA released an updated version of AEDT in December 2023 (Version 3f). The FAA and the Port decided to update the noise modeling using AEDT Version 3f. The February 8, 2024 memorandum at the beginning of the Noise Modeling Protocol documented this change in model use and any other changes required with the use of the newer model. The rest of the Protocol remained the same.

233-94. General Response #12
The Noise Modeling Protocol provides the information that was entered into the model and details on how the noise modeling would be completed. The Construction Noise Technical Report provides the construction noise modeling methodology and results.

233-95. General Response #6
General Response #13
A surface transportation noise analysis was not completed in accordance with FAA Orders 1050.1F and 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise.

233-96. General Response #8
General Response #9b
General Response #10

233. Stuart Jenner (continued)

workers and for travelers? If yes, then the statement above in the Appendix C is a fraud. If not, then the Port is negligent at not protecting health and safety. I can hear the TV ads now "if you traveled at Seatac airport in such and such a time, you may be eligible to join a class action lawsuit because just like the shipyards that used asbestos knowing there were health risks, the airport is ignored the health risks of ultrafine particles."

From Wikipedia:

https://en.wikipedia.org/wiki/Ultrafine_particle

some notable sentences:

Although they remain largely unregulated, the World Health Organization has published good practice statements regarding measuring UFPs.[3]

Owing to their large quantity and ability to penetrate deep within the lung, UFPs are a major concern for respiratory exposure and health.[5]

Exposure to UFPs, even if components are not very toxic, may cause oxidative stress,[14] inflammatory mediator release, and could induce heart disease, lung disease, and other systemic effects.[15] [16][17][18] The exact mechanism through which UFP exposure leads to health effects remains to be elucidated, but effects on blood pressure may play a role. It has recently been reported that UFP is associated with an increase in blood pressure in schoolchildren with the smallest particles inducing the largest effect.[19] According to research, infants whose mothers were exposed to higher levels of UFPs during pregnancy are much more likely to develop asthma.[20]

96

All the rest

Overwhelming.

Need more time.

You will reap what you sow.

97

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233-97. General Response #3
General Response #4

234. Roger Kadeg

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Comments on FAA EA of draft SAMP NTP

From rkadeg@comcast.net <rkadeg@comcast.net>
Date Fri 12/13/2024 1:34 AM
To SAMP Public Comments <SAMP@portseattle.org>

1 attachment (365 KB)
SAMP EA Comments.docx;

You don't often get email from rkadeg@comcast.net. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Gentlemen / attention Mr. Steve Rybolt –
Attached is a Word document containing my comments on the FAA's Draft Environmental Assessment under NEPA for the SAMP Near Term Projects. As previously discussed, I do have concerns and believe it would be in the best interest of the public and the Port to press for a full EIS for the 31 proposed projects. I anticipate I will receive specific responses to individual comments and subpoints, as required under NEPA and understand these comments will be published in the comments section of any subsequent EA version. I also anticipate that the concerns will be considered and addressed in the forthcoming associated SEPA under preparation. I hope you find my efforts of value, and thank you for the opportunity to provide input.
Sincerely,
Roger Kadeg
15248 29th Ave. So.
SeaTac, WA 98188

1

1 of 1 12/13/2024, 11:35 AM

234-1. General Response #1

234. Roger Kadeg (continued)

Comments on FAA's draft EA of Airport SAMP Projects – Roger Kadeg, SeaTac Resident

Comment – General

In 2018 the Washington State Legislature asked the Department of Commerce in March 2018 to implement the provisions of (Proviso) Section 127(63) of Engrossed Substitute Senate Bill (ESSB 6032) which commissioned the department to contract with a consultant to study the current and ongoing impacts of the Seattle-Tacoma international airport on the cities of SeaTac, Burien, Des Moines, Tukwila, Federal Way, and Normandy Park. Specific instructions in the bill stated this was *"not to be construed as anti-airport in any fashion"*. This was approximately a $600,000 study. The cities had citizen representatives as well as their manager or appointed staff representative that sat on a technical advisory committee. The Port of Seattle declined to participate on this committee, evidently for political reasons. It did, however, provide all data as requested. This investigation resulted in a major final report:

"Study of the Current and Ongoing Effects of the Operation of the Seattle-Tacoma International Airport – May 29, 2020; prepared for Washington State Department of Commerce as authorized by ESSB 6032; prepared by Stantec." (see https://seatacnoise.info/wp-content/uploads/9-1-20-SeaTac-Legislative-Report-FINAL.pdf) This report is 40 pages plus 455 pages of supporting appendices.

The supporting data for the investigation was collected before the Covid 19 pandemic hit, and the subsequent analysis and evaluations were also completed prior to the pandemic. Thus, the conclusions in this study are reflective of current airport operations, which have largely returned to or slightly exceed pre-pandemic levels. Stantec is self-described as a global leader in sustainable engineering, architecture, and environmental consulting. They have considerable expertise in the design, management, modernization, construction and evaluation of airports, as well as environmental assessments. The Port has contracted with them on previous projects.

For reasons unknown, either the consultants that prepared the FAA EA are unaware of this study or chose to ignore it. I could not find it as a cited reference in any sections or appendices of the draft EA. This is a major failure as several conclusions in the DOC study conflict with conclusions in the EA. Thus, one group of internationally recognized experts disagree with individuals who prepared the EA, noting there are significant impacts to existing baseline conditions, let alone significantly increased airport operations involving a new terminal building, revised roadways, a vastly expanded fuel depot, and 19 new additional gates – a total of 31 new projects. The study also identified several areas where more information/data was necessary to make a judgement or conclusion. Yet, the draft EA made a determination of no significant impact without supporting data for many of these. These conflicts must be resolved. An EIS is necessary to evaluate and reconcile the details and must include an ecological and human health risk assessment to evaluate uncertain items.

2

Comments – Human Health Impacts

1.) The draft EA fails to adequately address the known and additional human health impacts of the airport and proposed 31 projects. Residents in various public meetings from 2015 on have

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234-2. General Response #1
General Response #5
General Response #8
General Response #9b
General Response #10
General Response #14

234-3. General Response #1
General Response #5
General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14

234. Roger Kadeg (continued)

pressed the Port over personally observed health concerns/impacts related to airport operations and overflights. In response, the state legislature passed House Bill 1109 that included a proviso requesting that Public Health – Seattle & King County produce a) airport community health profiles for a one-mile, a five-mile, and a 10-mile radius of the airport; b) a comprehensive literature review assessing the strength-of-evidence for health effects of airport operations; c) a summary of findings of the University of Washington School of Public Health study on ultrafine particulate matter; and d) recommendations to address health issues related to the impact of the airport on the community. The results of these investigations were published in a report:

Public Health Seattle and King County, *Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109*, December 1,2020. (see https://apps.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf)

This detailed scientific study identified numerous causal and suggestive adverse health impacts associated with airport operations, as well as others that required further investigation/data. It contains 207 supporting technical references.

In 2024, Dr. Kris Johnson of Public Health Seattle and King County prepared a power point presentation for the public that augmented and briefly summarized the findings of the above study:

Kris Johnson, PhD. *Community Health and Airport Operations-Related Noise and Air Pollution*, February 15, 2024. Power Point Presentation (see https://wstc.wa.gov/wp-content/uploads/2024/02/2024-02-15-BP16-Airports-CommunityHealth.pdf)

Among the important points, compared to the rest of King County, residents living near the airport are: 43% more likely to experience premature births; the rates of hospitalization from cardiac disease were higher (double for those living within one mile of the airport); and the death rates are 40% higher for those living within one mile of the airport, and 26% higher for those living between one and five miles from the airport. A key table from the presentation:

What health outcomes are likely caused or caused by airport operations–related pollutants?

Organ System	Noise Pollution	Air Pollutants	Lead
Cardiovascular	Causal	Causal: [$PM_{2.5}$, UFP, Ozone, CO]	Causal
Respiratory	Not examined	Causal: [$PM_{2.5}$, UFP, Ozone, NO_2, SO_2, HAPs]	Not examined
Reproductive & fertility	Not examined	Likely causal: [$PM_{2.5}$]	Causal
Birth outcomes	Suggestive	Likely causal: [$PM_{2.5}$, UFP]	Suggestive
Cancer	Not examined	Causal: [HAPS, $PM_{2.5}$]	Likely causal
Brain/Nervous system	Causal	Likely causal: [$PM_{2.5}$, UFP]	Causal
Metabolic system	No causal evidence	Likely causal: [UFP, Ozone, $PM_{2.5}$]	Not examined

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234. Roger Kadeg (continued)

From these scientifically based investigations, it is clear current airport operations, especially aircraft emissions, are likely associated with serious adverse health impacts. The proposed 31 projects in the SAMP near term will increase airport operations/capacity by approximately one-third or more. It is important to note that typical dose/response curves for contaminants/toxics are not usually linear, but rather exponential. Thus, one could expect any adverse effects associated with emissions would increase even more significantly. 3

Given the above, for the EA to make a blanket determination that there are no significant unmitigated impacts to the proposed 31 projects is a deliberate choice to ignore the results of important scientific- based studies commissioned by the Washington State legislator on behalf of concerned citizens. Many of these residents have experienced personal health impacts. At a bare minimum, an EIS is necessary to further evaluate conditions and identify appropriate responses. Obviously, this must include an exhaustive human health risk assessment, with further data collection as necessary.

2.) Given the above studies and associated human health impacts, it is reasonable to assume that biota are also experiencing adverse effects associated with aircraft emissions. Therefore, the above requisite EIS should also include biological evaluations and an ecological risk assessment. 4

3.) The Mobile ObserVations of Ultrafine Particles (MOV-UP) study was a two-year project funded by the State of Washington to study air quality impacts of air traffic for communities located near and below the flight paths of Seattle-Tacoma International Airport. The University of Washington research team that led the study coordinated with local governments and solicited feedback from community members. A study advisory group made up of representatives from government agencies, cities and community organizations advised the study design and methods.

University of Washington Department of Environmental & Occupational Health Sciences. Larson, Timothy; Seto, Edmund, et al. *Mobile ObserVations of Ultrafine Particles: The MOV-UP study report.* Seattle; 2019. See also 48 references contained in the Bibliography of this report. (See https://deohs.washington.edu/sites/default/files/Mov-Up%20Report.pdf)

An excerpt from the findings: *Our findings are consistent with previous literature on roadway and aircraft-related ultrafine particle pollution. Monitoring campaigns conducted in airport communities near Los Angeles, Atlanta, Boston, New York, and Amsterdam have all identified elevated levels of UFP that aircraft have caused. The Los Angeles studies in particular found elevated concentrations of UFP underneath the aircraft landing paths of the LAX airport, and that concentrations of UFP at ground level near the airport runway tend to consist of smaller 10 – 20 nm size fractions. Moreover, our estimates of the emissions factor of particles from the aircraft-related Ultra-UF feature are consistent with previous studies that range in magnitude from 10^{14} to 10^{17} particles/kg fuel. Also consistent with previous literature, we estimate a larger UFP impact related to aircraft landings as compared to aircraft take-offs. This is consistent with previous studies directly testing the emission factors from jet engines at different load conditions and reporting much higher emissions at 30% load.* 5

Clearly, this investigation has identified the presence of UFPs associated with aircraft emissions at SEA, exposing the resident population. Furthermore, Figure 20 from the report (*Figure 20:*

3

234-4. General Response #1
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. Section4.3.2 of the EA provides the results of the biological resources analysis. As noted, the proposed project would not result in significant impacts to biological resources in accordance with the thresholds established in FAA Orders 1050.1F and 5050.4B.

234-5. General Response #1
General Response #8
General Response #9b
General Response #10
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

234. Roger Kadeg (continued)

Spatial distribution of A) Ultra-UF feature from our mobile sampling and B) Aermod air quality model for UFP emissions from landing aircraft for the meteorological conditions observed during the study) shows the spatial distribution of UFPs is similar to the range of observed health impacts, with increased impacts the closer one resides to the airport, especially over the landing/take-off zones. It also similarly correlates with the Washington Department of Health *Washington Environmental Health Disparities Map* (See https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map) Like point 1. the proposed 31 projects in the SAMP near term will increase airport operations/capacity by approximately one-third or more. The typical dose/response curves for contaminants/toxics are not usually linear, but rather exponential. Thus, one could expect any adverse effects associated with UFP emissions would increase even more significantly. An EIS is warranted to evaluate these findings, incorporating a human health risk assessment.

Selected Supporting References UFP Health Issues

Li Ning et. al., *A Work Group Report on Ultrafine Particles (AAAAI) - Why Ambient Ultrafine and Engineered Nanoparticles Should Receive Special Attention for Possible Adverse Health Outcomes in Humans,* J Allergy Clin Immunol. 2016 Apr 6;138(2):386–396.

Constantinos Sioutas, Ralph J. Delfino, and Manisha Singh. *Exposure Assessment for Atmospheric Ultrafine Particles (UFPs) and Implications in Epidemiologic Research.* Environmental Health Perspectives, Vol.113, No. 8, 947-955 Aug. 2005

Elmer Diaz et. al., *Summary of Health Research on Ultrafine Particles*, Washington State Department of Health, Environmental Public Health Division, Office of Environmental Public Health Sciences, DOH 334-454, November 2019 (See this report for over 200 references https://doh.wa.gov/sites/default/files/legacy/Documents/4000//334-454.pdf)

AVL List GmbH (Company) *Unseen but Dangerous: Understanding the Health Risks of Ultrafine Particles in Ambient Air,* AVL News and Publications, Expert Article, Oct.8, 2024

Oberdörster, G., Oberdörster, E., & Oberdörster, J. (2005). *Nanotoxicology: An emerging discipline evolving from studies of ultrafine particles.* Environmental Health Perspectives, 113(7), 823-839. (notes cardiovascular, respiratory, and neurological diseases)

Li, N., Sioutas, C., Cho, A., Schmitz, D., Misra, C., Sempf, J., Wang, M., Oberley, T., Froines, J., & Nel, A. (2003). *Ultrafine particulate pollutants induce oxidative stress and mitochondrial damage.* Environmental Health Perspectives, 111(4), 455-460.

Hong, G., Jee, Y. (2020). *Special issue on ultrafine particles: where are they from and how do they affect us?* Experimental & Molecular Medicine, 52, 309-310 (found ultrafine particles can cause significant damage to the respiratory system and are associated with increased risk of bronchial asthma, chronic obstructive pulmonary disease (COPD), and lung cancer).

Schraufnagel, D.E. The health effects of ultrafine particles. Exp Mol Med 52, 311–317 (2020). https://doi.org/10.1038/s12276-020-0403-3

4

5

234. Roger Kadeg (continued)

Google generated AI summary

Ultrafine particle (UFP) emissions can significantly impact human health by causing respiratory issues like asthma and COPD, cardiovascular diseases like heart attacks, and potential systemic inflammation due to their ability to penetrate deep into the lungs and bloodstream, affecting individuals with pre-existing conditions disproportionately; environmentally, UFPs can contribute to cloud formation and alter climate patterns due to their small size and ability to stay suspended in the air for extended periods.

Key impacts on human health:

Respiratory problems: UFPs can readily deposit in the lungs, triggering inflammation and exacerbating existing conditions like asthma, chronic bronchitis, and COPD due to their small size allowing deep penetration into the airways.

Cardiovascular diseases: Studies link UFP exposure to increased risk of cardiovascular issues like heart attacks and stroke by inducing oxidative stress and inflammation within the blood vessels.

Systemic effects: Due to their ability to enter the bloodstream, UFPs can potentially affect other organs beyond the lungs, impacting the immune system and potentially contributing to systemic inflammation.

Vulnerable populations: Children, older adults, pregnant women, and individuals with pre-existing lung or heart conditions are particularly susceptible to the adverse health effects of UFP exposure.

Environmental impacts:

Cloud formation: UFPs can act as condensation nuclei, facilitating the formation of clouds, potentially impacting precipitation patterns and climate change.

Reduced visibility: High concentrations of UFPs can contribute to haze and reduced visibility in urban areas.

Impact on ecosystems: Deposition of UFPs on plants and other surfaces can potentially affect their growth and health.

Key points about UFPs:

Size matters: UFPs are extremely small particles (less than 100 nanometers in diameter), allowing them to bypass the body's natural defense mechanisms in the respiratory system.

Research limitations: While significant evidence exists regarding the harmful impacts of UFPs, further research is needed to fully understand the mechanisms of their health effects and develop effective mitigation strategies

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5

234. Roger Kadeg (continued)

Comments – Purpose and Need/Alternatives

Under purpose, the Port/FAA state: *"The Port of Seattle (Port) and FAA determined that addressing these long-term airfield / airspace limitations is outside of the scope of SAMP and that a more comprehensive airfield and airspace planning study is needed to understand if additional actions would be required before the Long-term Vision [LTV] could be fully implemented."* Thus, by segregating these "limitations" to the LTV by definition they have effectively precluded any reasonable consideration of partial use of existing alternative airfields and/or new airport construction from this EA. According to one Port Commissioner at the public information meeting on 11/16/24, there are at least 12 major U.S. airports that currently have working arrangements for use of military base airports/airstrips. Why not SeaTac? 6

Under Alternatives, for use of alternative airfields, they further state *"Neither the Port nor FAA have the authority to require users to use another airport. In addition, none of the other existing airports, either individually or collectively, could accommodate the current or projected passenger and cargo demands within the needed timeframe."* With this statement, the FAA is eliminating consideration of the development of a working relationship with any other regional airport, and forcing the entire projected near-term regional demand increases onto SeaTac alone. It also eliminates from consideration the off-loading of some of the demand to Seattle Paine Field International Airport, Joint Base Lewis McChord or other facilities. With the passenger terminal already in operation at Paine Field, some off-loading is already occurring. No rational argument is presented why this cannot be further investigated/expanded. Furthermore, no documentation is included that supports the conclusion that demands could not be satisfied as stated. To force the adjacent municipalities to bear the entire burden of expansion impacts of the entire Puget Sound Basin is not equitable and will be one of several levers that will subject the FAA into potential litigation. 7

As to new airport construction, the EA states "*Does not meet the stated need for serving 56 MAP at an optimal LOS at SEA.*" Logical fallacy. Of course, if one requires the 56 MAP with optimal service to occur at SEA, it will not be at another airport. 8

Comments – Water Quality/Sediment Quality – Pertaining to uncontained surface runoff (non-point source pollution) and collected/discharged runoff (point source pollution) and associated soils and sediments.

The EA depends upon outdated/antiquated scientific approach and technology, developed several decades ago. It is assumed that there is no significant impact of collected discharges if the Port complies with a numeric value/standard for *selected* parameters as reported in their NPDES monitoring permits (typically a suite of 126 "priority pollutants" and selected trace metals, or occasionally RCRA listed wastes). It is essentially a check a box approach. This approach was verified by several Port representatives in the 11/14/24 public information meeting. It fails for both obvious and subtle reasons. The NPDES permit alone does not guarantee that the released effluent is safe/non-toxic for either human or ecological contact/uses, nor does it in and of itself guarantee there will be no significant impacts, as discussed below. It also does not address any non-point/uncaptured runoff or intrusion to 9

6

234-6. General Response #7
General Response #7a
General Response #7b

234-7. General Response #7b

234-8. General Response #7a

234-9. In addition to the testing of treated stormwater for the contaminants regulated under the NPDES permit, the Port conducts acute toxicity testing, sublethal testing, and in-situ toxicity testing (Appendix D). Acute and sublethal testing is completed during the last winter and last summer prior to the submittal of the NPDES permit renal application. No acute toxicity has been demonstrated. In addition, no evidence of sublethal toxicity has been identified.

The Rainbow Trout Early Life Stages *In-Situ* Monitoring Testing has been conducted every fall and spring since 2011. Applied under the appropriate conditions, this testing is an effective instream biological monitoring tool for assessing the potential effects of stormwater discharges on the receiving environment. The Des Moines Creek Lower site (after receiving treated stormwater runoff) has substantially higher hatching, post hatch survival, and cumulative survival rates compared to the Des Moines Creek Upstream site (located upstream). The test results support the theory that the

234. Roger Kadeg (continued)

groundwater. If one disagrees, I propose a simple test. Simply take a drink of the treated effluent, offer to a favored pet, or shower/bathe in it. Point made!

A. If one does not test for the contaminant (frequently), one cannot assume that it is not present, not of concern, or not significant, if there is a reasonable basis for its potential presence. The EA goes well beyond this logic for the endangered biota presence, requiring a check-off of endangered species that could not be present. Yet the Port does not test for and the EA does not address certain other toxic components (both to humans and/or biota) that are expected to be present or might be present. One specific example are chemicals known as PFAs/PFOs. (See summary below). This large class of compounds is widely identified at airports (fire fighting foams) and in water treatment facilities. Washington has recently restricted the use of certain PFAs, but for decades foams were used at SeaTac for training and testing exercises, and as noted they are persistent. It is well known that these components are not removed and/or transformed in conventional wastewater treatment facilities, and some may be created from other organic components. Furthermore, any replacements/substitutes for PFA/PFO compounds presently in use have not been addressed. Soils disturbance or increased operations will increase the loading of these toxic contaminants. Their reported concentration for toxicity is extremely low, at part per trillion levels. Numerous standards useful for evaluation have already been adopted (see below). EPA and Washington State have also established standards for PFOs in soil/sediments for the protection of groundwater and direct contact. The EA fails to address this pathway of potential significance as well.

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B. A second important example re: point A. are the organic additives in tire rubber, one specific family the $C_{18}H_{22}N_2O_2$ class of compounds (6PPDs). The University of Washington in collaboration with several others has conducted groundbreaking research that attributes this class of compounds (and potentially others) to significant kills of juvenal salmonids in Puget Sound urban creeks, including Miller Creek Basin. Toxic levels are comparable to some of the most toxic regulated compounds (0.1ppb). These critical investigations are not addressed, and these compounds are not monitored – but adverse impacts are well documented in these studies. Increased operations will increase the loadings of these toxic contaminants. Every time a plane lands, tire residue is left on the runway. In addition, supporting ground vehicles and activities occur on a continuous basis. These previously observed impacts have not been adequately addressed in the EA. There is no supporting documentation/testing that periodic runway removal efforts are effective. Observed impacts suggest otherwise. These exposed contaminants potentially severely curtail current salmonid restoration efforts in the adjacent creeks downstream beyond the reported blockage. It is impossible to determine if the current efforts or proposed state best management practices recommended for 6PPDs are effective 1. If their implementation is "*considered*" rather than required, to "*the extent feasible*" – inferring optional and 2. There is no testing or monitoring for this class of compounds. An EIS employing an ecological risk assessment is at a minimum necessary to make any determinations.

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addition of SEA's treated stormwater has a beneficial effect for Des Moines Creek. Section 3.3.7.2 of the EA provides the location of known PFAS contamination at the Airport and Section 4.3.6.2 and 4.3.14.5 discuss potential impacts.

234-10. The existing science on 6PPD-Q is not fully mature, and the measurement and understanding of 6PPD-Q and its related risks has not been clearly defined. Currently 6PPD-Q is not regulated by the EPA or the State of Washington either through rate of emissions or concentrations and is therefore not typically considered in formal reviews. Furthermore, an analysis of 6PPD-Q is not a requirement of NEPA or FAA Orders 1050.1F and 5050.4B. The Port has started a potential treatment study and has identified potential treatment that would meet proposed State of Washington standards.

234. Roger Kadeg (continued)

(See https://kingcounty.gov/en/legacy/services/environment/watersheds/central-puget-sound/miller-walker-creeks/-/media/environment/watersheds/central_puget_sound/miller_walker_creeks/Kolodziej_Miller_Creek_CSI_011723_trim.ashx?la=en&hash=9AE0F04E797EED95CCBC72D0395004E4)

C. The evaluation also fails to consider the forms of the potential toxics being monitored. Specifically, for trace metals, the toxicity (and hence potential significance) is directly related to the form (i.e. speciation/valence) of the specific metal in question. One example is Chromium. Chromium speciation is the process of separating and quantifying the different chemical forms of chromium in a sample. This is important because chromium can exist in multiple oxidation states, and the toxicity, bioavailability, and mobility of chromium depend on which form is most prevalent. The two most common forms of chromium in the environment are trivalent chromium (Cr(III)) and hexavalent chromium (Cr(VI)), with Cr(III) being a micronutrient and Cr(VI) being highly toxic. There are several current technologies available to speciate metal forms including IC-ICP-MS, HPLC-DAD/ICP-MS, Cloud point extraction (CPE), and microsyringes. Several are standard EPA approved methods. (See for example https://brooksapplied.com/services/trace-elements-speciation/chromium-speciation-cr/) Assessing significance of metal contaminants without speciation data is of limited value and outdated technology. Note that information on site specific/sample specific pH/eH (defines oxidation state) is also necessary for complete evaluation.

D. Deicing Compounds and other toxic compounds associated with industrial activities: These compounds and associated runoff, typically containing various glycols, are supposedly captured and routed to an industrial waste treatment facility, covered by a separate NPDES permit and routed to a separate county waste treatment facility. However, the EA fails to address several related issues. Deiced planes are directly routed to taxiways for take-off. Residual fluids are deposited enroute, where they are subject to intrusion to soils/groundwater or surface runoff. There is no evaluation or testing for these compounds. Also, the NPDES permit tests for only the most rudimentary parameters; there are no data on the current content of toxic compounds or their loading. There is also potential for years of buildup in soil through cracks/fissures in the containment area. Proposed construction activities have the potential to release these compounds uncontrolled to the environment, and with the addition of more gateways, potential for increased releases as well. In addition, as personally observed, aggressive deicing efforts create aerosol droplets that drift well beyond control areas and are deposited. An EIS incorporating ecological and human health risk assessments is necessary to evaluate exposure concerns of the proposed expanded operations and associated demolition/construction activities.

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234-11. General Response #1
General Response #5
See response to Comment 234-9.

The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts.

As noted in Section 4.3.14.3 of the EA, the project includes the construction of additional detention for deicing runoff and infrastructure updates in the IWTP to improve treatment at higher flow rates. See Section 4.3.6.2 for construction protocols and BMPs.

234. Roger Kadeg (continued)

E. Synergistic Impacts. The potential synergistic/cumulative impacts of the toxic compounds, both monitored and unmonitored, including those mentioned above, is not addressed. The 31 proposed projects have the potential to increase levels and/or releases of such compounds. An EIS is required to assess this potential. Regulatory exceedances are already reported occasionally for individual constituents. 12

F. Construction activities /disruption: A Port representative acknowledged at the 11/14/24 public information meeting that many (if not all) of the 31 proposed projects would typically require an EA in and of themselves, if a stand-alone project. It is impossible from the information in the EA to piece together how these 31 projects will be implemented. The construction descriptions are inadequate in detail or missing. Timing is not clear or undefined. For example, lay-down areas, stockpile locations, demolition debris areas, grading/trenching, etc. are all inadequately described. Similarly for road/access construction and traffic rerouting. While it is necessary to understand the cumulative or aggregate impact of all the projects, it is also necessary to understand impacts of individual projects, in part due to the uncertainty in the sequencing as well as implementation details. 13

Thus, evaluation of associated impacts to water resources, groundwater, soils and sediments cannot be adequately ascertained. Rather, the EA assumes/claims that there will be no significant impacts. This is "accomplished" by appending a litany of "boilerplate" manuals of practice/best management practices that could be used. It does not describe what will specifically be implemented at each of the various locations.

G. Atmospheric deposition -non-point runoff: Emissions from the aircraft engines are deposited on the field as well as surrounding overflight areas. The larger particulates are observed as deposits at neighboring residences, on houses and parked vehicles. In addition to atmospheric contamination, they are subject to surface water deposition and runoff, soil contamination, sediment deposition, and groundwater intrusion. Of special concern are the ultrafine particulates. This creates loading in the numerous nearby surface water bodies (e.g. Tub Lake, Lake Reba, Bow Lake, Angle Lake, Miller Creek, Des Moines Creek). As discussed above, many of the potential contaminates are not monitored. This water quality/soil-sediment quality aspect is not addressed in the EA. The loadings will be increased with the airport expansion. An EIS is necessary to evaluate associated concerns, employing both an ecological and human risk assessment. The ultrafine emissions are further discussed in another comment. 14

Supporting documentation – Water Quality/Sediment Quality

PFA Summary:

9

234-12. General Response #17 The consideration of synergistic impacts is not required in accordance with FAA Orders 1050.1F and 5050.4B.

234-13. Chapter 5 of FAA Order 1050.1F includes a list of categorically excluded actions. The list identifies actions that the FAA has found do not normally require an EA or EIS except in the case of extraordinary circumstances (Section 5-2). If the proposed airport project is not included in Section 5-6 of FAA Order 1050.1F, an EA or EIS must be prepared. A few components of the NTPs are included in the list of categorically excluded actions. However, several are not and, therefore, an EA was required.

A proposed construction schedule was developed with the assumption that all NTPs are constructed. The projects require additional approvals before they can be implemented. If projects change after the completion of the NEPA process, a reevaluation would be required to determine if a supplemental NEPA document would be required.

The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

234. Roger Kadeg (continued)

PFAS, or per- and polyfluoroalkyl substances, primarily originate from industrial facilities that manufacture or use these chemicals, particularly in products like firefighting foams, non-stick cookware, water-resistant clothing, stain-resistant carpets, and some personal care items; leading sources include manufacturing sites, airports, military bases, and wastewater treatment plants where PFAS can be released into the environment through waste disposal and industrial discharges. Many everyday items like clothing, food packaging, cosmetics, and personal care products can also contain PFAS. In terms of persistence: PFAS are considered "forever chemicals" due to their high resistance to breakdown in the environment. As to mobility, PFAS can easily migrate through soil and contaminate groundwater. They also exhibit a wide range of exposure. Biota, both terrestrial and aquatic, can be exposed through surface water runoff, groundwater intrusion, and direct discharges. People can be exposed to PFAS through ingestion of contaminated water, food, or dust, as well as through direct contact with contaminated products.

Supporting Data/References

Environmental Toxicology and Chemistry Volume40, Issue3, March 2021 *Special Issue: Understanding Environmental Risk from Exposure to Per- and Polyfluoroalkyl Substances (PFASs)*

Interstate Technololgy Regulatory Council - PFAS Technical and Regulatory Guidance Document – *Techinical Guidance for Addressing Environmental Releases of Per and Polyfluoroalkyl Substances* - https://pfas-1.itrcweb.org/

Environ Toxicol Chem. 2020 Dec 7;40(3):606–630 *Per- and Polyfluoroalkyl Substance Toxicity and Human Health Review: Current State of Knowledge and Strategies for Informing Future Research*, Suzanne E Fenton, Alan Ducatman, Alan Boobis, Jamie C DeWitt, Christopher Lau, Carla Ng, James S Smith, Stephen M Roberts

Environmental Media Values Table - https://pfas-1.itrcweb.org/wp-content/uploads/2024/11/ITRCPFASEnvironmentalMediaValuesTables_Sept-Oct-FINAL.xlsx

(Multi-tab Excel Spreadsheet showing current regulatory Environmental Media Criteria for PFAs for state, federal, and international agencies – updated frequently.)

Environ. Sci. Technol. 2022, 56, 10, 6078–6090, *Acute Toxicity of Eight Aqueous Film-Forming Foams to 14 Aquatic Species* Devin K. Jones et. al.

WA DOH Drinking Water Standards

Type of PFAS	2021 WA SALs
PFOA	10 ppt*
PFOS	15 ppt*
PFNA	9 ppt*
PFHxS	65 ppt*

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234-14. General Response #1
General Response #2
The consideration of atmospheric deposition is not required in accordance with FAA Orders 1050.1F and 5050.4B.

234-15. These resources have been noted. PFAS is covered in Section 4.3.6 of the EA.

234. Roger Kadeg (continued)

PFBS 345 ppt*

*ppt = parts per trillion or ng/L.

EPA Standards

	2016	2022
PFOA	70 ppt*	0.004 ppt*
PFOS	70 ppt*	0.02 ppt*
PFBS	--	2,000 ppt*
GenX	--	10 ppt*

*ppt = parts per trillion or ng/L. The updated HALs for PFOA and PFOS are temporary values because they are being reviewed by experts. EPA now considers any detectable levels of PFOA and PFOS in drinking water a potential concern over a lifetime of exposure.

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C18H22N2O2 class of compounds (6PPDs)

6PPD stands for the chemical N-(1,3-dimethylbutyl)-N'-phenyl-p-phenylenediamine. It's a chemical that prevents automotive tires from degrading (i.e., breaking down) and helps them last longer. When 6PPD is exposed to air, it reacts with ozone to create 6PPD-quinone (also known as 6PPDQ). 6PPDQ is lethal to coho salmon and can contaminate water systems. (WA Dept. Ecology). It is also potentially found in aircraft tires. The Washington State Department of Ecology has created an information page that serves as a resource hub for those closely following 6PPD. In addition to this page, it includes links to other pages that are relevant to 6PPD. Following is the link:

https://www.ezview.wa.gov/site/alias__1962/37858/addressing_6ppd.aspx

Supporting References

16

Science. 2021 Jan 8;371(6525):185-189.doi: 10.1126/science.abd6951. Epub 2020 Dec 3. *A ubiquitous tire rubber-derived chemical induces acute mortality in coho salmon* Zhenyu Tian, Haoqi Zhao, Katherine T Peter, Melissa Gonzalez, Jill Wetzel, Christopher Wu, Ximin Hu, Jasmine Prat, Emma Mudrock, Rachel Hettinger, Allan E Cortina, Rajshree Ghosh Biswash , Flávio Vinicius Crizóstomo Kock, Ronald Soong, Amy Jenne, Bowen Du, Fan Hou, Huan He, Rachel Lundeen, Alicia Gilbreath, Rebecca Sutton, Nathaniel L Scholz, Jay W Davis, Michael C Dodd, Andre Simpson, Jenifer K McIntyre and Edward P Kolodziej.

Environ. Sci. Technol. 2020, 54, 10, 6152–6165 *More Than a First Flush: Urban Creek Storm Hydrographs Demonstrate Broad Contaminant Pollutographs* , Katherine T. Peter, Fan Hou, Zhenyu Tian, Christopher Wu, Matt Goehring, Fengmao Liu and Edward P. Kolodziej.

11

234-16. These resources were reviewed and considered. However, this review did not change the outcome of the analysis contained in the EA.

234. Roger Kadeg (continued)

Environ Toxicol Chem. 2023 Apr;42(4):815-822. doi: 10.1002/etc.5568. PMID: 36692118 *Acute Toxicity of 6PPD-Quinone to Early Life Stage Juvenile Chinook (Oncorhynchus tshawytscha) and Coho (Oncorhynchus kisutch) Salmon.* Lo BP, Marlatt VL, Liao X, Reger S, Gallilee C, Ross ARS and Brown TM.

Environ Sci Technol. 2023 Aug 1;57(30):10940-10950. doi: 10.1021/acs.est.3c01040. Epub 2023 Jul 19. *Tire-Derived Transformation Product 6PPD-Quinone Induces Mortality and Transcriptionally Disrupts Vascular Permeability Pathways in Developing Coho Salmon.* Greer JB, Dalsky EM, Lane RF and Hansen JD.

J Hazard Mater. 2023 Jun 15;452:131245. doi: 10.1016/j.jhazmat.2023.131245. Epub 2023 Mar 21. PMID: 36958160 *Analysis, environmental occurrence, fate and potential toxicity of tire wear compounds 6PPD and 6PPD-quinone.* Chen X, He T, Yang X, Gan Y, Qing X, Wang J, Huang Y.

Sci Total Environ. 2024 Oct 20;948:174449. doi: 10.1016/j.scitotenv.2024.174449. Epub 2024 Jul 3. PMID: 38969117 *P-phenylenediamine antioxidants and their quinone derivatives: A review of their environmental occurrence, accessibility, potential toxicity, and human exposure.* Liang Y, Zhu F, Li J, Wan X, Ge Y, Liang G and Zhou Y.

16

Ultrafine Particulates

University of Washington Department of Environmental & Occupational Health Sciences. Larson, Timothy; Seto, Edmund, et al. *Mobile ObserVations of Ultrafine Particles: The MOV-UP study report.* Seattle; 2019. (See also 48 references contained in the Bibliography of this report. See also references under human health impacts.)

Comments – Environmental Consequences – Noise

The results of the draft EA analysis for the proposed action regarding noise are summarized as follows (from Table 4.2):

In 2032 and 2037, the 65 DNL noise contour for the Proposed Action would be larger than the 2032 and 2037 No Action, respectively, and more people and noise sensitive facilities would be exposed to 65 DNL noise levels. However, no areas of 1.5 DNL increase would occur over a noise sensitive area within the 65 DNL when compared to the No Action in 2032 or 2037. Therefore, no significant noise impacts would occur. The noise contours for each alternative are smaller in 2037 than 2032 due to the increase in the Boeing 737-7/8/9 MAX aircraft which are quieter than the aircraft they are replacing.

This conclusion was reached after an exhaustive comprehensive modelling effort as described in Appendix J of the draft EA. This effort is highly prescriptive using the FAA's Aviation Environmental Design Tool (AEDT), version 3f, as defined by the FAA in 14 C.F.R. Part 150, Airport Noise Compatibility Planning and associated Appendix A to 14 C.F.R. Part 150. The draft EA Appendix J states:

Based on FAA guidelines, DNL 65 dB is the noise level where noise sensitive land uses (residences, churches, schools, libraries, and nursing homes) are not compatible with aircraft

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234-17. General Response #1
General Response #12
General Response #13
General Response #14

234. Roger Kadeg (continued)

noise. Below 65 DNL, all land uses are determined to be compatible with airport noise. The land use compatibility table found in 14 C.F.R. Part 150 is presented in Table 5-1.

The conclusion of "no significant noise impacts" from the above effort is problematic for several reasons:

1.) It denies the reality of actual current personal experience (not models) of many residents. That this is real can be determined from the fact that the Port must maintain a Noise Programs Office. This office collects and compiles noise complaints from at least 19 different cities (including Seattle neighborhoods aggregated as Seattle), plots and analyzes, and produces a five-page monthly report. The reports can be found here: https://www.portseattle.org/projects/noise-comment-monthly-reports Year-to-date there have been 178,929 comments from 991 distinct households. Complaints originate from both inside and outside the theoretical 65db DNL zone.

2.) It ignores actual monitored exceedances, where impacts are occurring under the current operations. For example, the Beacon Hill Noise Measurement Project posted a pre-pandemic report in 2018. This study found that over 50% of the flights at 52 monitoring sites exceeded a 24 hour average day-night level of 65db. (See https://seatacnoise.info/wp-content/uploads/BH-Noise-Project-2018-Rpt-final-12-21-18.pdf) These exceedances are well outside the current established 65dbDNL boundary. In addition, the Port monitors airlines with exceedances during the late night hours (See https://www.portseattle.org/programs/late-night-noise-limitation-program). Results from the most recent quarter are copied in the table below:

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Airlines with exceedances during late night hours in the 3rd quarter, 2024

Airline Name	Type	Total Late Night Operations	Total Number of Exceedances	Percent of Exceeding Operations
FedEx	CRG	75	41	55%
EVA Airways	PAX/CRG	156	32	21%
China Airlines	PAX/CRG	118	24	20%
ATI (Amazon Prime Air)	CRG	228	21	9%
Cargolux	CRG	23	20	87%
Asiana Airlines Cargo	CRG	18	15	83%
Northern Air Cargo	CRG	28	12	43%
Korean Air Cargo	CRG	39	11	28%
American Airlines	PAX	434	6	1%
Atlas Air	CRG	17	3	18%

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234. Roger Kadeg (continued)

Airline Name	Type	Total Late Night Operations	Total Number of Exceedances	Percent of Exceeding Operations
Alaska Airlines	PAX	1355	3	less than 1%
United Airlines	PAX	460	2	less than 1%
ABX Air	CRG	14	1	7%
Delta Air Lines	PAX	477	1	less than 1%

3.) Importantly, the current FAA standard of 65dbDNL is under serious question. Congress passed the FAA Reauthorization Act of 2024, on May 16, 2024, and pursuant to Section 792 of the Act, the FAA is required to form an Aircraft Noise Advisory Committee (ANAC). The ANAC is to be comprised of representatives from stakeholders across the aviation industry, institutions of higher education, and community representatives. Additionally, Section 786 of the Act directs FAA to update the Airport Noise Compatibility Program regulations (14 C.F.R. part 150). These regulations identify those land uses which are normally compatible with various levels of exposure to aviation noise by individuals as well as prescribing a system for measuring noise at airports and surrounding areas. It is anticipated the ANAC, as part of their work, may provide recommendations for changes to these regulations, and there is overlap between both Section 786 and 792 as it relates to FAA noise policies. In order to ensure any recommendations made by the ANAC inform updates to Airport Noise Compatibility Program regulations, the FAA similarly intends to complete any updates pursuant to Section 786 once the ANAC has submitted a report to the FAA with any recommended policy changes. Officials indicate this process may take about a year. It is likely that new much lower noise thresholds will be in place before major SAMP proposed projects are underway.

The significant reason for above congressional requirement is that current scientific research indicates that the 65dbDNL is not protective. Towards that end, the World Health Organization (WHO) recommends the following criteria: 45 dB Day-Evening-Night Level (adding a 5 dB penalty for noise between 7-10 p.m.) and 40 dB at night.

4.) Furthermore, the Acoustical Society of America posted the following lay-language paper from their 183rd Meeting , November 8, 2022:

The American Public Health Association states, "Noise is unwanted and/or harmful sound." Noise not loud enough to damage hearing causes high blood pressure, heart attacks, and strokes. The Federal Aviation Administration (FAA) considers noise an annoyance but does not acknowledge the adverse health effects of aircraft noise. Based on the Schultz curve, the FAA adopted 65 dBA Day-Night Level (DNL) as "the threshold for significant aviation noise, below which residential land use is compatible." The FAA's recent Neighborhood Environmental Survey found that many more Americans are annoyed by noise than previously known.

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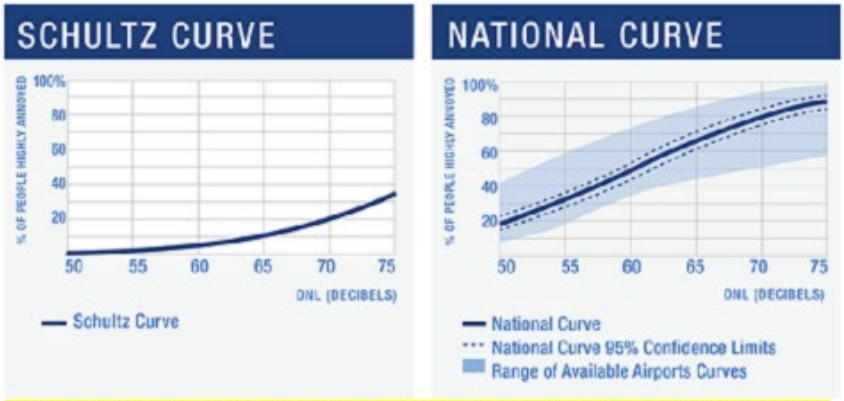
234. Roger Kadeg (continued)



Schultz Curve and Neighborhood Environmental Survey results, showing that many more Americans are annoyed by noise than the Schultz Curve showed. Source: FAA

[The words sound and noise are used interchangeably. Sound is measured in decibels (dB). The decibel scale is logarithmic. This means that a 10 dB increase from 50 to 60 dB indicates 10 times more sound energy, not merely 20% more. Because noise disrupts sleep, DNL measures noise for 24 hours but adds a 10 dB penalty for noise between 10 p.m. and 7 a.m. A-weighting (dBA) adjusts sound measurements for the frequencies heard in human speech. A-weighting is not the right measure for aircraft noise because aircraft noise has lower frequencies than speech. A-weighting also reduces unweighted sound measurements by about 20-30 dB.]

According to the Environmental Protection Agency (EPA), though, safe noise levels are only 45 dB DNL for indoor noise and 55 dB DNL for outdoor noise. The World Health Organization (WHO) recommends lower aircraft noise levels: 45 dB Day-Evening-Night Level (adding a 5 dB penalty for noise between 7-10 p.m.) and 40 dB at night. Both EPA safe noise levels and WHO recommended aircraft noise levels are obviously much lower than the FAA's 65 dBA DNL, especially because they use unweighted dB.

Being annoyed or disturbed by aircraft noise is stressful. Stress increases heart rate and blood pressure. Stress increases blood levels of stress hormones. Stress causes inflammation of the blood vessel lining, in turn causing cardiovascular disease, including hypertension and heart attacks, and other adverse health effects. Scientific experts think that the evidence is strong enough to establish causality, not merely a statistical association. Epidemiological studies demonstrating these effects have been confirmed by human and animal research. The biological mechanisms are now understood at the cellular, subcellular, molecular, and genetic levels. Aircraft noise also affects poor and minority communities more than others. Children are also more sensitive to damage from noise, which also interferes with learning.

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234. Roger Kadeg (continued)

The FAA insists that more research is needed, but no more research is needed to know that aviation noise is hazardous to health. The FAA must establish lower noise standards to protect Americans exposed to aircraft noise.

(Reference: Neighborhood Environmental Survey Fact Sheet: https://www.shermanoaksnc.org/assets/documents/7/meeting60a7f6e192fce.pdf)

Clearly, this information also casts doubt on the 65dbDNL model input criteria. Fixing the model input level based on the Schultz curve, when contrasted with FAA's own national curve based on their neighborhood surveys is essentially a denial of real measured experience / empirical science. With this draft EA under NEPA, and EPA standards differing, an EIS addressing noise is necessary to truly evaluate impacts and reconcile the differences. One cannot equivocally state that there is no significant impact from noise given these issues.

5.) The 2020 WA Dept. of Commerce study cited above had 10 recommendations regarding Noise. The first recommendation was to *"Develop a set of alternative noise metrics that do not rely on DNL contours."* This study also indicated that current noise conditions had significant impacts in five of the six adjacent cities studied. It documented numerous complaints from residents.

6.) Comment Re: Sound Insulation Remediation – Appendix J identifies a number of noise sensitive facilities (e.g. schools, houses of worship, libraries) as well as residences that are currently within the 65dbDNL zone, or nearby, that do not have remedial sound insulation packages. In addition, many other residences have previous remedial sound insulation packages that have failed in various ways. The Port currently has a demonstration project that is investigating these failures – but to date no proposed responses. The resulting cumulative noise exposures in many cases have been continuing for years. Port officials have previously claimed that packages cannot be expected to "last forever", and that it is homeowners' responsibility to repair/replace. Yet, the Port required that owners relinquish all avigation rights – including the ability to seek remedy – in perpetuity. The Appendix also evaluates the expected noise configuration from the proposed action, again showing numerous sensitive facilities and residences inside the 65dbDNL area. The EA does not address the cumulative effects of these long-term exposures on the residents, especially regarding health and associated quality of life issues. An EIS is required to evaluate these concerns, including a human health risk assessment.

7.) Comment Re: Construction Noise – Appendix J identifies residences and sensitive facilities that will experience impacts from major construction activities associated with the proposed action, including some that will exceed acceptable levels. Based on included projected construction schedules, it appears that some of these exposures could continue for several years. As with point 6., the EA must address the impacts of these exposures. An EIS is warranted to assess cumulative health impacts, in addition to exposure from aircraft noise exposure.

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234-18. General Response #1
General Response #5
General Response #6
General Response #13

234-19. General Response #1
General Response #6
There are no significant criteria for construction noise. For NEPA, the emphasis is on "disclosing" the construction noise expected with the proposed project (and alternatives).

234. Roger Kadeg (continued)

Comments – Equity and Quality of Life

In discussions with several Port officials, including the project manager, at the 11/14/24 public information meeting they were asked the following question: Assume the proposed action (including the construction of a new terminal building, 19 new gates, a significantly expanded fuel storage area, new support buildings) were to take place at any other location in the Puget Sound Region, would an EIS be required? They all responded almost immediately and stated "yes" or "absolutely". I then followed with the question "Then, why not at SeaTac?". The stunning response was "Because there is an airport here". This raises serious questions regarding the equity of treatment and quality of life issues that are difficult to quantify yet are real.

If the proposed projects would trigger an EIS elsewhere, it means that the impacted residents are expected to accept the proposed action on top of all the current impacts they are already experiencing from the existing airport operations. This, without the same level of evaluation/consideration of these additional impacts others would receive. This is inequitable treatment. Serious demonstrated human health and environmental impacts are occurring with the present operations, as described in previous comments. Associated impacts of the proposed projects to the quality of life of residents (e.g. stress, sleep disruption) further compound noise and contaminant exposure health issues already discussed. These issues merit further evaluation that an EIS assessment provides.

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Concluding Comments

It is not possible for a single individual to adequately review and comment on a document of thousands of pages that has been in preparation for over five years by a large staff and several major multidisciplinary consulting firms. One individual cannot possess the technical expertise in all areas to do a deep appraisal. However, one can apply some common sense. I have tried with limited time to identify some of the major concerns, provide additional material to consider, and participate in the process. However, there are some fundamental basic issues that must be addressed.

First, as noted, the alternatives have a biased outcome. FAA and the Port direct at each other and conclude that one cannot fairly consider the off-loading of some demand to other airports – (for example JBLM). It is stated "This EA is for the SAMP NTP" and unfortunately the SAMP by choice was written to assume SEA would take ALL the projected regional air traffic demand going forward. No entity or legislative body stepped forward and stated it is too much; we cannot practically handle more. As an aside, a senior Port official noted that "the proposed action is it" – no more capacity can be accomplished at this location (and maintain operation). This of course means the proposed action is a band-aid to the problem of sufficient regional airport services. We will return with a capacity problem in perhaps as little as five years, based on some projections. This leads to the important question the EA avoids - should this project be initiated as described or should more moderate improvements or no action be implemented, and force officials to face the immediate need for viable long-term alternatives. The impacted residents believe it is time to just say no more at SEA (which is an equity/ quality of life issue, as well).

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234-20. General Response #1
General Response #5

234-21. General Response #7
General Response #7a
General Response #7b
General Response #7c
General Response #7d

234. Roger Kadeg (continued)

The decision above resulted in the drastic engineering manipulations of 31 projects to shoehorn in an additional terminal with 19 new gates, a largely expanded fuel depot, and additional major infrastructures to the smallest footprint of a major U.S. International Airport for the 8th busiest airport in the nation! This all while keeping the airport fully operational. In addition, SEA effectively has only two usable runways at any given time. The original runways were constructed in the era of DC 3 propeller aircraft and are too close to be used simultaneously. At least 12 other airports presently have viable working arrangements with military bases nationwide. It is not acceptable to preclude from consideration this option – or to effectively eliminate it by demanding immediately a certain level of service. It defies logical solutions and common sense. 21

Requiring the airport to remain fully operational during the extended construction period of the 31 projects – which will take at a minimum several years – the overall service to the passengers will continue at substandard levels. Construction at the Alaska facilities has already created issues for almost two years, and prior to that the international gateways a number more. The EA fails to fully address this aspect and impact to the passengers who use the airport facilities. 22

In consideration of 31 major projects that will undoubtedly run into several billion dollars before completion, it also defies logic that the overall conclusion is that (excepting a cash mitigation) the aggregate will have no significant environmental impacts. I have explicitly noted both human health and environmental impacts that are presently occurring, that will be significantly increased with the proposed projects. These facts, together with logic and common sense without question require further consideration through a detailed EIS process. 23

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234-22. General Response #1
General Response #5
The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

234-23. General Response #1

235. Richard Leeds

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Fwd: Port of Seattle's Draft Environmental Assessment on expansion of fossil fuel infrastructure at Seatac Airport

From Richard Leeds <leedsrichard@gmail.com>
Date Fri 12/13/2024 11:05 AM
To SAMP Public Comments <SAMP@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Calkins, Ryan <Calkins.R@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Mohamed, Hamdi <Mohamed.H@portseattle.org>
Cc Phoebe Barnard <phoebe.barnard@stableplanetalliance.org>

1 attachment (84 KB)
EIS letter_Dear FAA and Port of Seattle authorities_12Dec24.pdf;

Some people who received this message don't often get email from leedsrichard@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Professor Phoebe Barnard Ph.D. comment bears repeating:

It is not possible to expand any airport and still have a livable climate for our children.

By the time there is "sustainable aviation" - optimistically 20 years - diversity of life on our planet and the sustaining ecosystems will have been crushed by aviation for the advantages and pleasures of less than 1% of the planets population. You probably know this inconvenient truth.

Richard Leeds
Des Moines, King County, WA

Begin forwarded message:

From: Phoebe Barnard <phoebe.barnard@stableplanetalliance.org>
Subject: Port of Seattle's Draft Environmental Assessment on expansion of fossil fuel infrastructure at Seatac Airport
Date: December 12, 2024 at 9:06:42 AM PST
To: samp@portseattle.org
Cc: Hasegawa.T@portseattle.org, Calkins.R@portseattle.org, Felleman.F@portseattle.org, Cho.S@portseattle.org, Mohamed.H@portseattle.org

Dear Commissioners and other authorities for the Port of Seattle and FAA (see PDF attached),

I am a veteran global climate and biodiversity scientist who has worked for decades across three

1 of 3 12/13/2024, 11:07 AM

1

235-1. General Response #11

235. Richard Leeds (continued)

continents to help society shift to a kind of society which has a viable future. I have coauthored or led six or seven of the "world scientists' warnings" academic papers, and their popular summaries. It is clear that until recently, most of humanity has until recently not understood the violent reality of a destabilizing climate and habitat loss for people on the ground, and for ecosystems and weather events. 2

That is now changing as the destabilization of our climate and ecosystems is self-evident to all who can see the news or their own experience.

I also do live in the flight path of SeaTac airport, but this is not my main concern.

The draft Environmental Assessment of the "Sustainable" Airport Master Plan for SeaTac airport is insufficient because:

1) "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate." This finding clearly ignores the scientific consensus on adverse effects of aviation noise and pollution and the reality and inequity of who lives near the airport and under flight paths. 3

2) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed! 4

3) The scientific consensus on the damaging health consequences of aviation noise was not considered. Noise thresholds are based on outdated science; the analysis must be redone, using current science. 5

4) The climate assessment makes no sense: it assumes that increased emissions will not increase the risks associated with climate change.

This is frankly criminal, as increasing numbers of lawsuits nationally and at The Hague attest. 6

5) The climate impacts minimization analysis relies on a program - SAF, or sustainable aviation fuels - that is both speculative and voluntary. This is no longer acceptable in view of the science and the needs of both present and future generations and present and future environmental health.

6) The analysis of cumulative effects on climate should take into account the facts. The atmosphere is currently at 425 parts per million of carbon dioxide. The world has already reached 1.5 C of warming globally. It is not necessary to identify specific sources of the emissions that led to this, and it is invidious to imply this. The analysis incorrectly restricted consideration of past effects to projects built in a small geographic area and a limited (5-year) time period. This makes no sense and is frankly (plainly to the public) self-serving. 7

235-2. This comment has been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

235-3. General Response #15

235-4. General Response #8
General Response #9b
General Response #10
General Response #16

235-5. General Response #12
General Response #13
General Response #14

235-6. General Response #11

235-7. General Response #11
General Response #17

235. Richard Leeds (continued)

7) The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan. 8

Authorities must complete a full and cumulative environmental, health, and climate impact analysis based on correct information, as part of an official Environmental Impact Statement (EIS). Please conduct an EIS to fix these shortcomings and to protect our health and climate, now and for future generations and other species. 9

With my scientific knowledge I know that at this late stage, it is emphatically not possible to expand any airport and still have a livable climate for our children.

It's preposterous that we still believe (wishful thinking) that it is. 10

Thank you and good wishes for wiser decisions and leadership,

Prof Phoebe Barnard,
Mount Vernon, Skagit County

Prof Phoebe Barnard | University of Washington email

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fellow | Global Evergreening Alliance | cofounder | Stable Planet Alliance
co-founder and convenor | Global Restoration Collaborative
global change scientist | policy strategist | futures professor | University of Cape Town | University of Washington | film producer
Wiki summary | personal portal | The Climate Restorers

"I dont want these things to scale up. I want them to scale out. Where before we had centralised pillars of power, I dream of a world of networks of support. I dream of a web, not a palace, for palaces eventually become tombs." - Rachel Donald, Planet Critical

235-8. General Response #11

235-9. General Response #1
General Response #17

235-10. This comment has been noted.

235. Richard Leeds (continued)

Dear FAA and Port of Seattle authorities, 12 December, 2024

I am a veteran global climate and biodiversity scientist who has worked for decades across three continents to help society shift to a kind of society which has a viable future. I have coauthored or led six or seven of the "world scientists' warnings" academic papers, and their popular summaries. It is clear that until recently, most of humanity has until recently not understood the violent reality of a destabilizing climate and habitat loss for people on the ground, and for ecosystems and weather events.

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4) The climate assessment makes no sense: it assumes that increased emissions will not increase the risks associated with climate change.

This is frankly criminal, as increasing numbers of lawsuits nationally and at The Hague attest.

5) The climate impacts minimization analysis relies on a program - SAF, or sustainable aviation fuels - that is both speculative and voluntary. This is no

11

235-11. See responses to Comments 235-2 – 235-10.

235. Richard Leeds (continued)

longer acceptable in view of the science and the needs of both present and future generations and present and future environmental health.

6) The analysis of cumulative effects on climate should take into account the facts. The atmosphere is currently at 425 parts per million of carbon dioxide. The world has already reached 1.5 C of warming globally. It is not necessary to identify specific sources of the emissions that led to this, and it is invidious to imply this. The analysis incorrectly restricted consideration of past effects to projects built in a small geographic area and a limited (5-year) time period. This makes no sense and is frankly (plainly to the public) self-serving.

7) The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan.

Authorities must complete a full and cumulative environmental, health, and climate impact analysis based on correct information, as part of an official Environmental Impact Statement (EIS). Please conduct an EIS to fix these shortcomings and to protect our health and climate, now and for future generations and other species.

With my scientific knowledge I know that at this late stage, it is emphatically not possible to expand any airport and still have a livable climate for our children.

It's preposterous that we still believe (wishful thinking) that it is.

Thank you and good wishes for wiser decisions –

Prof Phoebe Barnard,
Mount Vernon, Skagit County

11

236. John Mantle

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP

From John Mantle <jmantle2973@gmail.com>
Date Fri 12/13/2024 4:05 PM
To BITALAC.EMILY@epa.gov <BITALAC.EMILY@epa.gov>; SAMP Public Comments <SAMP@portseattle.org>

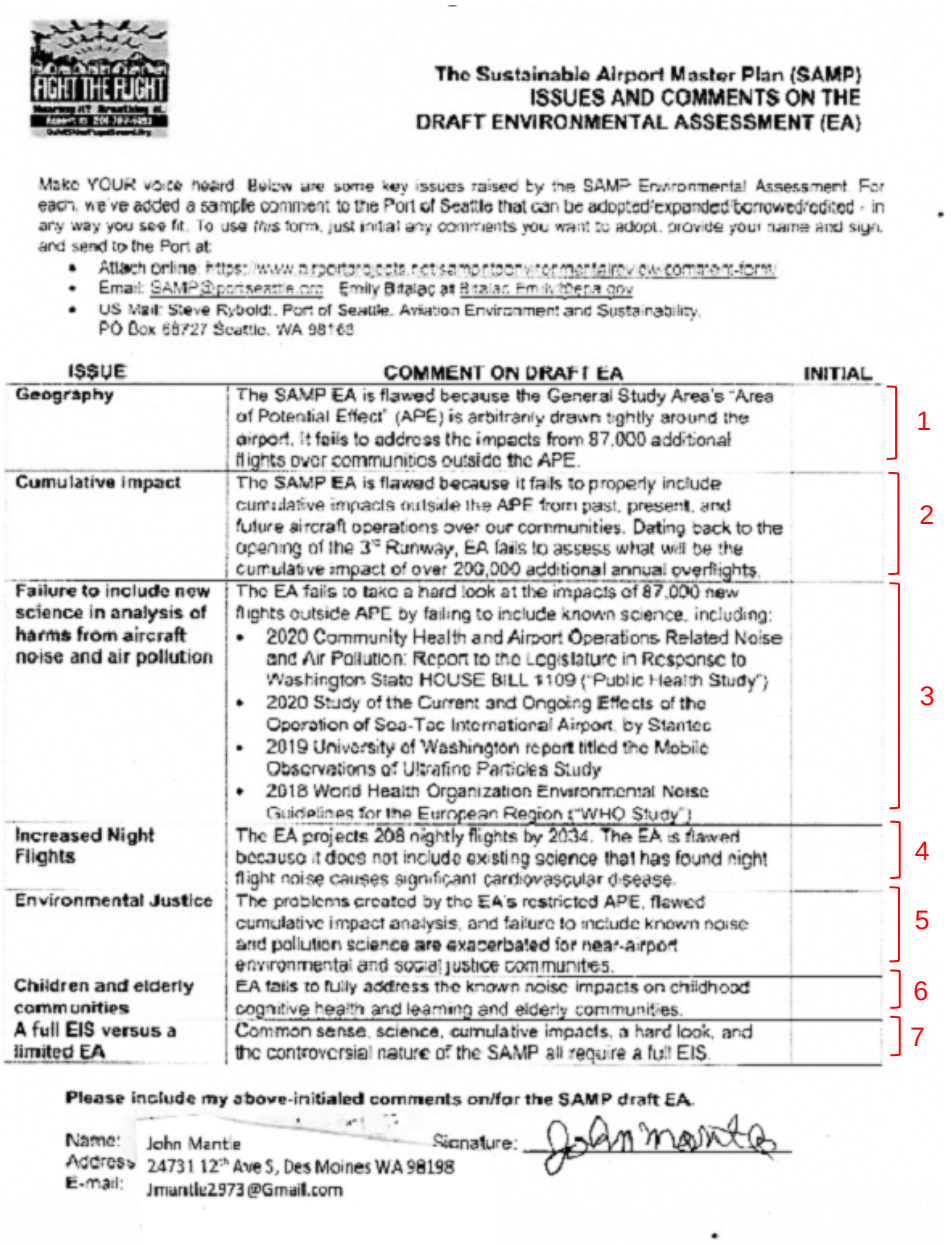
1 attachment (2 MB)
WWASP4400094.jpg;

You don't often get email from jmantle2973@gmail.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

1 of 1 12/13/2024, 5:15 PM

236. John Mantle (continued)



The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use this form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampdraftea/#/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.		1
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.		2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")		3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.		4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.		5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.		6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.		7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: John Mantle Signature: John Mantle
Address: 24731 12th Ave S, Des Moines WA 98198
E-mail: Jmantle2973@Gmail.com

236-1. General Response #2

236-2. General Response #17

236-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

236-4. General Response #14

236-5. General Response #15
General Response #17

236-6. General Response #14
General Response #16

236-7. General Response #1

237. Candice (& Glen) Urquhart

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] Fw: 12-13-2024 POS SAMP COMMENTS FROM GLEN AND CANDACE URQUHART

From Candace Urquhart <Candace@cacestudy.com>
Date Fri 12/13/2024 5:42 PM
To SAMP Public Comments <SAMP@portseattle.org>; BITALAC.EMILY@EPA.GOV <BITALAC.EMILY@EPA.GOV>
Cc Glen <g.urquhart@comcast.net>; Candace Urquhart <Candace@cacestudy.com>

2 attachments (7 MB)
CANDACE URQUHART SAMP COMMENTS 12-13-2024.pdf; GLEN URQUHART SAMP COMMENTS 12-13-2024.pdf;

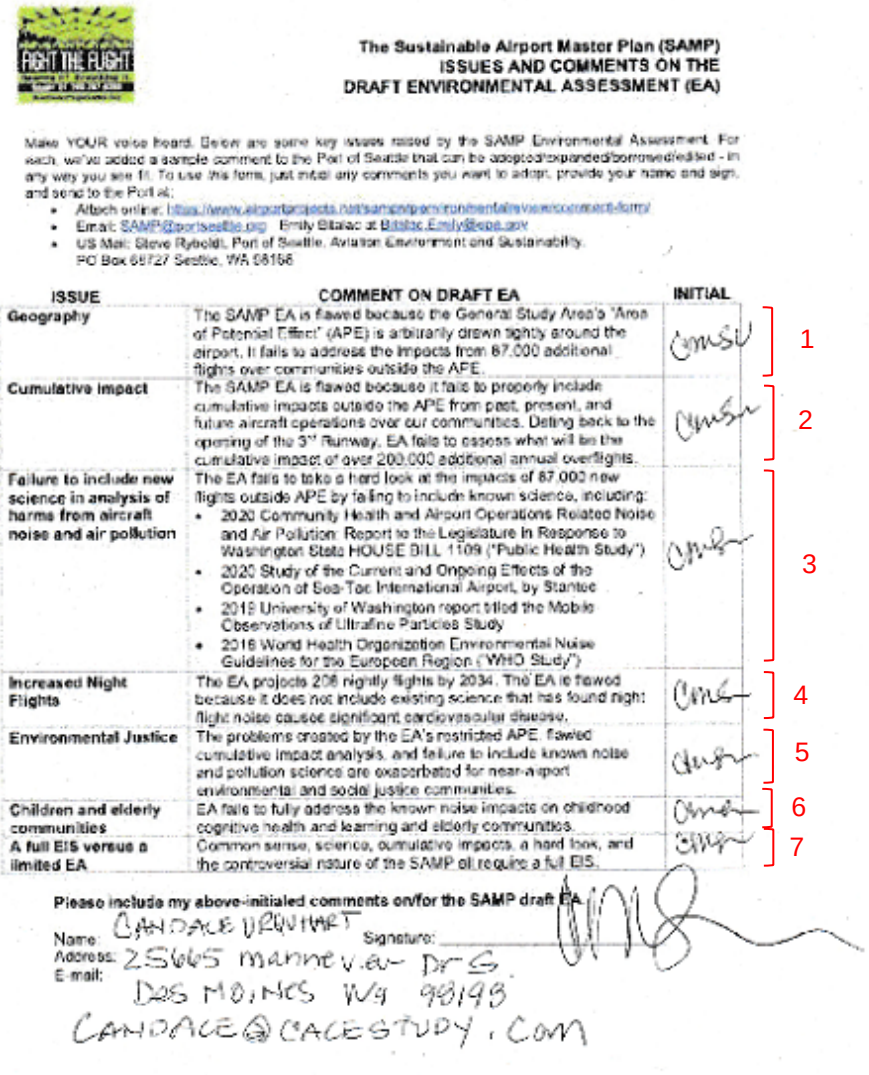
You don't often get email from candace@cacestudy.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

From: Candace Urquhart <curquhart@kavu.com>
Sent: Friday, December 13, 2024 5:39 PM
To: Candace Urquhart <Candace@cacestudy.com>
Subject: 12-13-2024 POS SAMP COMMENTS

1 of 1 12/15/2024, 3:59 PM

237. Candice (& Glen) Urquhart



The Sustainable Airport Master Plan (SAMP)
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DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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- Attach online: https://www.airportprojects.net/sampdeneir/environmentalreviewcomment-form/
- Email: SAMP@portseattle.org Emily Bilalac at Bilalac.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	CMSU	1
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	CMSU	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	CMSU	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	CMSU	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	CMSU	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	CMSU	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	CMSU	7

Please include my above-initialed comments on/for the SAMP draft EA

Name: CANDACE URQUHART Signature: CMSU

Address: 25665 Marine View Dr S
DES MOINES WA 98198

E-mail: CANDACE@CASESTUDY.COM

237-1. General Response #2

237-2. General Response #17

237-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

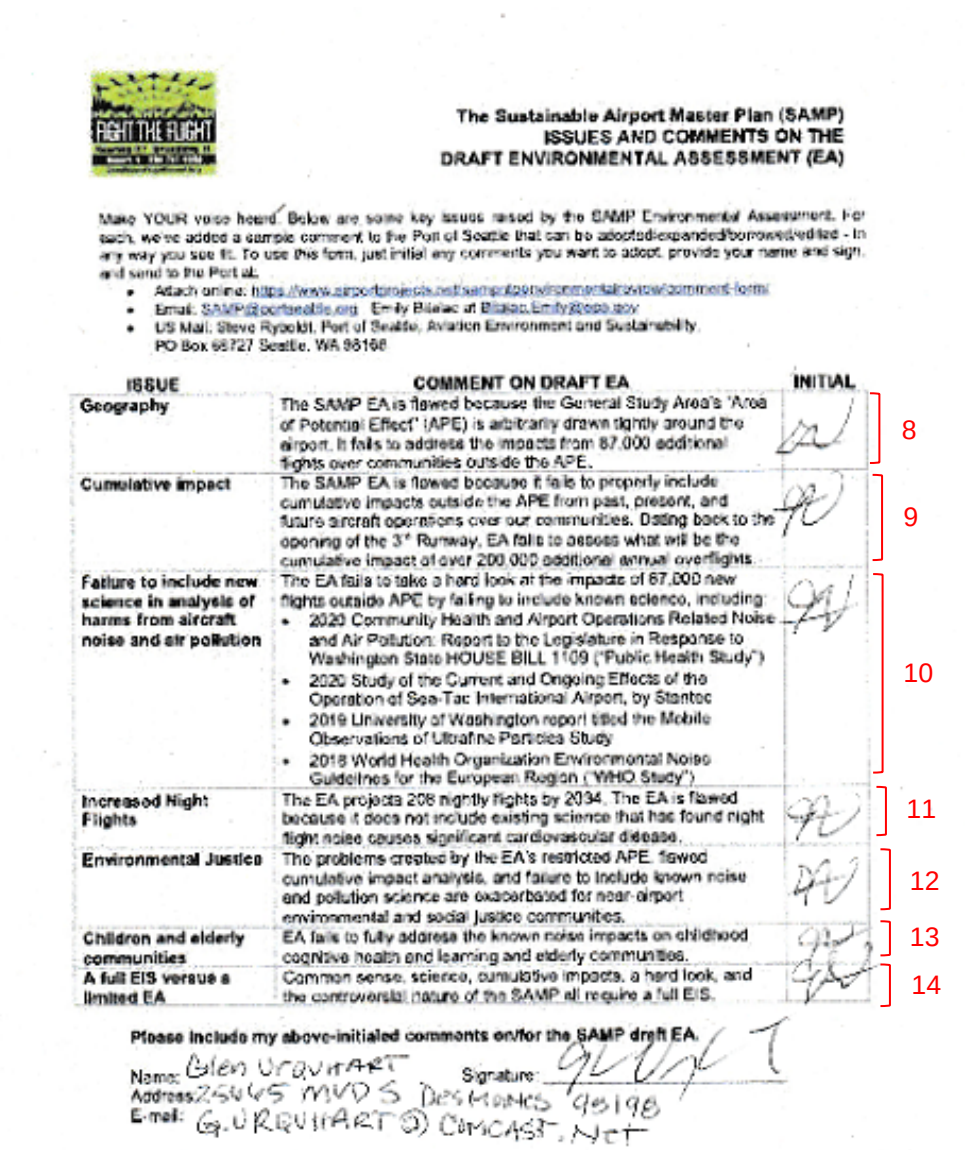
237-4. General Response #14

237-5. General Response #15
General Response #17

237-6. General Response #14
General Response #16

237-7. General Response #1

237. Candice (& Glen) Urquhart



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DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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- Attach online: https://www.airportprojects.net/sampbpa/environmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bilalac at Bilalac.Emily@epa.gov
- US Mail: Steve Rypdal, Port of Seattle, Aviation Environment and Sustainability
  PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's 'Area of Potential Effect' (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	GU	8
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	GU	9
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	GU	10
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	GU	11
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	GU	12
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	GU	13
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	GU	14

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Glen Urquhart Signature: GU
Address: 25405 MVD S Des Moines 98198
E-mail: G.URQUHART@COMCAST.NET

237-8. General Response #2

237-9. General Response #17

237-10. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

237-11. General Response #14

237-12. General Response #15
General Response #17

237-13. General Response #14
General Response #16

237-14. General Response #1

238. Liz and Scot Sanborn

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] SAMP - Fight the Flight

From Liz Sanborn <lizsanborn@msn.com>
Date Fri 12/13/2024 10:58 AM
To SAMP Public Comments <SAMP@portseattle.org>

1 attachment (765 KB)
samp.pdf;

You don't often get email from lizsanborn@msn.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Please find attached my Fight the Flight. I have lived and worked in Des Moines for 35 years. I live on 10th. Avenue South. I am surrounded
By neighbors who have died of cancer since I have lived here. The pollution and noise from the airport has gotten progressively worst over the years and is, at times, unbearable.

By my dogs have died of cancer at age 8!

Please take all of this into account- we certainly do not need more flights and we are in dire need of a new regional airport to take Washington into the fiture.

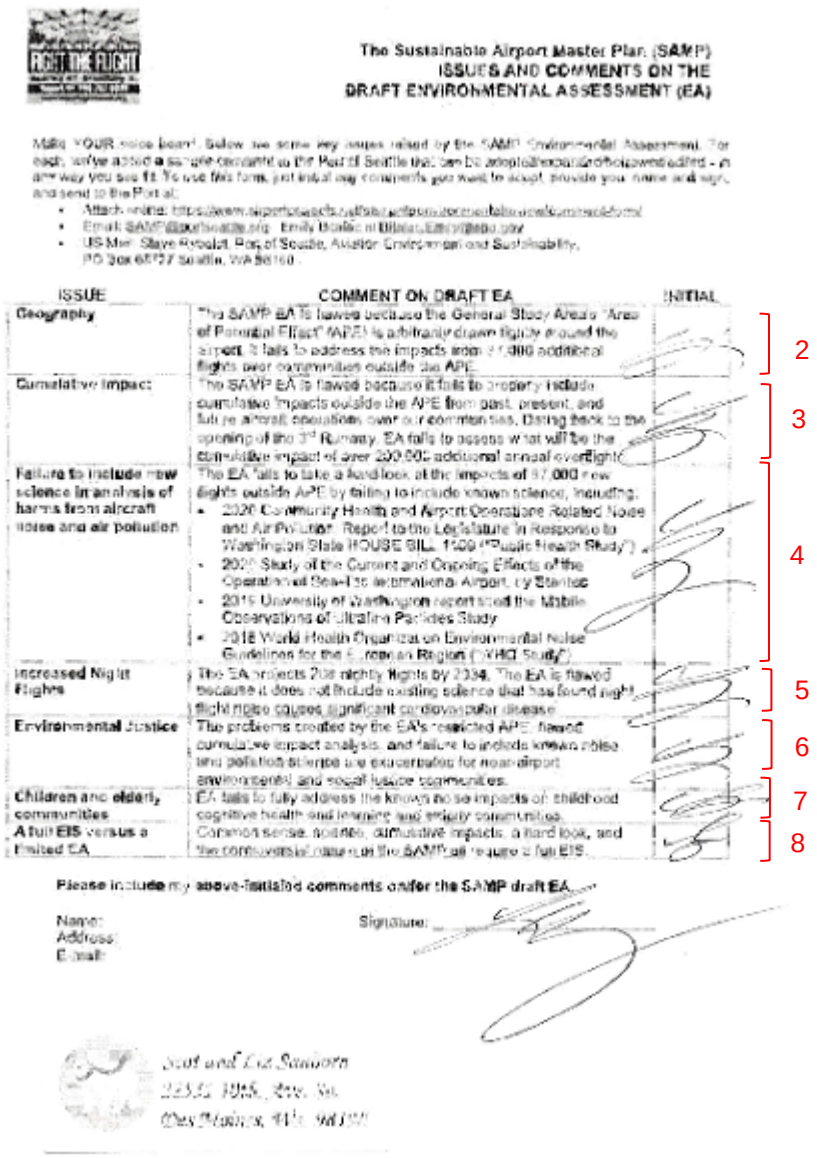
Liz and Scot Sanborn

1

1 of 1 12/13/2024, 10:59 AM

238-1. General Response #7
General Response #7a
General Response #7c
General Response #10
General Response #14

238. Liz and Scot Sanborn (continued)



The Sustainable Airport Master Plan (SAMP)
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- Attach online: https://www.airportwatch.org/take-action/comment-letter-generator/
- Email: SAMP@portseattle.org; Emily Bodlic at EBodlic.EA@atg.wa.gov
- US Mail: Steve Kreuzer, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 47,000 additional flights over communities outside the APE.	2
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Going back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	3
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 47,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1199 ("Public Health Study") • 2021 Study of the Current and Ongoing Effects of the Operational Ban at Teterboro Airport, by Stantec • 2015 University of Washington report titled the Middle Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study").	4
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	5
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and equal justice communities.	6
Children and elderly communities	EA fails to fully address the known health impacts of childhood cognitive health and learning and elderly communities.	7
A full EIS versus a limited EA	Common sense, holistic, cumulative impacts, a hard look, and the controversial issues in the SAMP all require a full EIS.	8

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Scot and Liz Sanborn
Address: 2255 39th Ave. So.
E-mail: Des Moines, WA 98198

Signature:

238-2. General Response #2

238-3. General Response #17

238-4. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

238-5. General Response #14

238-6. General Response #15
General Response #17

238-7. General Response #14
General Response #16

238-8. General Response #1

239. Woodmont Country Club

239-1. General Response #1

WOODMONT COUNTRY CLUB
26479 Marine View Drive South • Des Moines, WA 98198

December 13, 2024

Steve Ryboldt
Port of Seattle, Aviation Environment and Sustainability
P.O. Box 68727
Seattle, Washington 98168

Transmitted via email to: SAMP@portseattle.org and Emily Bitalac, at Bitalac.Emily@epa.gov

Dear Mr. Ryboldt:

This letter, and the below comments on the Port of Seattle ("POS") Sustainable Airport Master Plan ("SAMP") Draft Environmental Assessment ("EA") is submitted by and on behalf of the Woodmont Country Club ("Woodmont Club" or "WCC"), a Washington Nonprofit Corporation, by its Board of Directors. For clarity, the Board submits these comments on behalf of the Woodmont Club (including all WCC owned properties), and not on behalf of any individual who may be a Woodmont Club member.

1

For reasons explained below, the Woodmont Club believes that a thorough Environmental Impact Statement ("EIS") should be required to fully analyze ***known***, as well as probable, significant effects that the Port's SAMP will have on Woodmont Club members and properties.

Woodmont Country Club History

The Woodmont Country Club beach community is located along the shore of Poverty Bay, in the southern part of the City of Des Moines, Washington, just north of Redondo and south of Saltwater State Park.

Over one hundred years ago, a real estate developer began to market raw land south of Seattle, newly christened "Woodmont." Potential purchasers came from Seattle to Woodmont by boat, a Mosquito-fleet vessel named "Daring," landing at the new Woodmont dock, staying for a picnic - and sales pitch. A copy of an advertisement from the early 1900s is provided below.

1

239. Woodmont Country Club (continued)

Special
Sunday Excursion
ROUND TRIP... 40c
Steamer Daring
For Mainland Points
Woodmont Beach

The historical Woodmont Beach community was developed as a summer retreat destination in and after 1915, mostly comprised of individual cabins and camping spots. Original purchasers of a lot in the Woodmont Country Club community primarily used Woodmont as a summer home

Woodmont Country Club was formally incorporated on August 10th, 1915, with the beach property deeded to the community in the same period. The Plat of Woodmont Beach was recorded in 1917, with dedications made by then land-owners that included members of Seattle's prominent Stimson family.

As explained in its current Articles of Incorporation, the "purpose" of the Woodmont Country Club has remained the same since its creation in 1915, including but not limited to: promoting the health, recreation and general welfare of its members and in pursuance thereof, to promote friendly relations, encourage social interaction, and develop open air sports and aquatic exercises among its members, all for the benefit of the members.

Since 1915, members have been permitted to use Woodmont Club properties and amenities, that now include a community gathering area known as the plaza, a lawn area along the shoreline, boat launch, beach area, and sport court with tennis and basketball facilities, all outdoors, and with all use subject to Club bylaws and rules. There are now about 190 households in the Woodmont Club membership area, with at least 155 active (dues paying) memberships.

Woodmont's history of outdoor recreation and its Puget Sound location has overlapped with events of historical significance. One example: the curving roadway – mostly covered by a verdant tree canopy – leading in and out of Woodmont Beach (now named Woodmont Beach Road but referenced by residents as "The Canyon") became a famous access point for bootleggers receiving shipments from Canadian suppliers during the Prohibition era. At that time, the community, divided between the so-called "wets," and "drys," disagreed about the merits of Prohibition and whether the road and dock should be used by bootleggers; the dry's frequently felled trees to block rumrunner trucks from reaching the dock. Then, on Thanksgiving Day,

2

239. Woodmont Country Club (continued)

1925, Roy Olmstead, nationally renowned as "The Good Bootlegger[1]," suffered his final arrest at the Woodmont Beach dock. The story was recently recounted in this short film: https://www.seattlesouthside.com/things-to-do/sightseeing/seattle-southside-scenes/history/bootlegging-at-des-moines-marina-in-washington/.

The ruins of the Woodmont Dock can be seen today, and the WCC community has long referred to the single, tall piling as "Old Roy." A monument has been erected to commemorate the arrest of the infamous Rumrunning King.

ROY OLMSTED JAILED
DEPUTY SHERIFF ALSO TRAPPED IN RUM RAID

The Woodmont Club still celebrates its history – and its part in the region's bootlegging history – with annual outdoor events, including a large "Bootlegger Bash" party held every five years. There are many – over one hundred years – examples of Woodmont Club residents using their historic outdoor amenities for peaceful and quiet recreation, promoting friendly relations, encouraging social interaction, and developing open air sports and aquatic exercises among its members.[2]

Finally, the Woodmont Club community is proud of its long history as home to many prominent and hard-working people in the local aerospace and airline industries. Our members have a deep understanding and appreciation for how the Port's SAMP will result in significant effects on our historic Club properties, activities, health and general welfare, all of which warrant a full Environmental Impact Statement to identify, recognize, analyze and appropriately mitigate significant impacts before the SAMP and its multiple connected actions move forward.

2

[1] See Kenneth Burns' PBS series, "Prohibition", Episode 2, includes a segment named "The Good Bootlegger", recounting the arrest of Roy Olmstead, at a dock on Puget Sound, available for viewing online.

[2] Photos of more recent outdoor activities can be seen here: http://www.woodmontcountryclub.org/photos.html.

3

239-2. General Response #1

239. Woodmont Country Club (continued)

SAMP Comments

1. **Failure to adequately assess SAMP impacts on WCC as a historic quiet neighborhood.**

Because of the historic events of national significance that have occurred in Woodmont history, Woodmont's historic neighborhood structures, roads, and the ruins of the Woodmont Dock, are eligible for inclusion on national and state historic registries. The WCC's use and enjoyment of these resources – all outdoors – are significantly impacted by aircraft overflights and increased overflights. However, no assessment exists in the EA relating to the impact of the SAMP on these historic resources. No one has reached out to the WCC Board to engage on the impacts of the projects addressed in the EA. The WCC has not been provided any information about how the SAMP will affect WCC historic property and residents' use and enjoyment of the Club's gathering spaces and amenities within the historic WCC property. If WCC is engaged, we can assure that the SAMP's proposed increases in overflights is and will be considered highly significant on environmental – including public health - grounds.

The context and intensity of the long-term effects associated with new overflights, especially the likely increases in heavy cargo flights during sleeping hours, requires a full Environmental Impact Statement. The WCC believes the SAMP's proposed increase in overflights will substantially harm the entire WCC community because it will significantly diminish the activities, features, and attributes of the WCC that contribute to the enjoyment of the Woodmont Club's historic properties. The SAMP's proposed increase will make constructive use of the WCC outdoor spaces, already challenging, frequently impossible - for social discourse, music or other entertainment, for families using our children's playground area, or even simply interacting with and enjoying the natural environment, on walks, kayaking, swimming, or exploring the beach, wildlife, and tidal lands. We do object to being subjected even more aircraft noise at levels high enough to prevent such historic activities from occurring, particularly without any consideration, engagement, assessment, or mitigation of the significant effects and impacts on our community.

To summarize, the draft EA does not address and fails to satisfy requirements for assessment and disclosure, options, alternatives, and mitigations, for historic properties in the WCC. It defies basic logic and common sense to ignore the significant adverse impacts that will occur in our historic community if annual aircraft overflights increase by 30% - estimated to be an additional 87,000 flights in the EA. Obviously, the long-term effects and impacts associated with such an intense increase of overflights will be significant. Our ability to use our outdoor amenities for the over-100-year-old purposes is already impaired by the noise from overflights – but it will be severely compromised with another 87,000 overflights per year.

4

3

239-3. General Response #1 The Woodmont Country Club and associated neighborhood is approximately five miles south of the Airport, which is outside of the Area of Potential Effect (APE) and outside of the 65 DNL noise contour. Therefore, Woodmont Country Club and associated neighborhood is outside the study area and outside the scope of this EA.

The FAA delineated the Area of Potential Effect (APE) and submitted it to the Washington Department of Archaeology and Historic Preservation (DAHP) on August 27, 2020, and DAHP concurred with the APE on September 9, 2020. The FAA updated the APE and resubmitted it to DAHP on November 14, 2023, and the DAHP concurred with the updated APE on November 16, 2023. The FAA and the Port coordinated with DAHP on the methodology for the historic evaluation within the APE. All buildings that would either be directly or indirectly impacted by the Action Alternatives were analyzed in accordance with FAA Orders 1050.1F and 5050.4B as well as the National Historic Preservation Act. The FAA determined, and DAHP concurred, that a finding of No Adverse Effect was appropriate for the project.

239. Woodmont Country Club (continued)

We disagree that the Port can rely only on compliance with federal guidelines dating back to the 1970s, ignore contemporary science relating to the health impacts associate with intense and concentrated overflights, and pretend our community is not significantly impacted by the increase in air travel, including cargo. Here, such federal guidelines are plainly not sufficient to determine the noise impact on Woodmont's historic places and residences, particularly where, as here, the community was created and seeks to maintain a quiet, forested setting along Puget Sound as an attribute of our community. We do not agree that because our community has already suffered from aircraft noise and pollution, we now must simply suffer further from the increase of 87,000 flights.

We note that Woodmont is not alone – other Des Moines' historic neighborhoods pre-dating the airport along Puget Sound include Redondo to immediate South, and Zenith to the North. Historic Puget Sound state parks predating the airport include Saltwater State Park. Notably, the Des Moines Masonic Home (aka, "Masonic Home of Washington Historic District," "Landmark on the Sound"), just two miles north of Woodmont, has recently been identified by the City of Des Moines as an "eligible historic district with 10 eligible contributing resources. Three of the eligible contributing resources are also individually National Register eligible."

To our knowledge, the EA erroneously contains no identification, let alone assessment, of the impacts to any of these historic neighborhoods and parks.

4

2. **Failure to include current scientific studies relating to *KNOWN* public health harms from aircraft noise and pollution.**

The Port's SAMP EA fails to examine and consider the readily available science – including scientific studies of our own airport – relating to the harms to humans from aircraft noise and pollution in relation to our airport and neighboring communities. The draft EA does not discuss the known health impacts from noise, and the human health impacts from pollution, specifically including ultra fine particles.

These impacts are now well-known and there now appears to be scientific consensus around the conclusions. The Port should be taking a hard look at this science, but it has not taken any look – at all. These studies should be reviewed and assessed in the context of harms to WCC residents and all airport neighbor communities, and their recommendations considered for adoption. If the Port has engaged in scientific inquiry that rebuts these studies, it should discuss the same. The studies that are publicly available and already identify *KNOWN* health impacts associated with noise and air pollution associate with airport overflights and operations include but are not limited to the following:

5

5

239-4. General Response #12
General Response #13
See response to Comment 239-3
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

239-5. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14

239. Woodmont Country Club (continued)

- 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109," produced by Public Health King County and others (the "Public Health King County Report"). Read at: https://apps.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf
- 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, Stantec. Read at: https://www.commerce.wa.gov/wp-content/uploads/2020/09/SeaTac-Legislative-Report-FINAL.pdf
- 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study ("MOV-UP Study"). Read at: https://deohs.washington.edu/sites/default/files/Mov-Up%20Report.pdf
- 2018 World Health Organization Environmental Noise Guidelines for the European Region. Read at: https://www.who.int/europe/publications/i/item/9789289053563
- 1997 Sea-Tac International Airport Impact Mitigation Study. Read at: https://seatacnoise.info/wp-content/uploads/SeaTac%20International%20Airport%20Impact%20Mitigation%20Study-1997.pdf

5

3. **The Area of Potential Effect ("APE") fails to properly include and assess impacts to our airport communities.**

The boundaries of the area used by the Port to address potential effects associated with the SAMP proposal are so small and tightly drawn that they are almost comical, if not downright disingenuous. The EA's General Study Area—the Port's boundaries for its Area of Potential Effect ("APE") — are mostly confined to the immediate airport campus. The Port is attempting to force evaluation of the 31 "Near Term Projects" (NTPs) that make up the SAMP largely for nothing more than construction-related impacts that will occur while those projects are under development.

The Port's EA consultants, Landrum and Brown, rely on this tightly drawn APE to reach the conclusion that "no significant impacts to air quality were identified (and) no mitigation would be necessary." It is self-evident that this approach – to ignore impacts outside the APE - dictates the conclusion that the impacts are not significant. The approach ignores the impact—noise and other forms of pollution—that occurs in surrounding communities once additional aircraft and vehicles accommodated as a result of the SAMP projects become capable of departing the airport and overflying airport communities.

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239-6. General Response #2
General Response #5
See response to Comment 239-3

239. Woodmont Country Club (continued)

By defining the APE to, in essence, the area of the airport itself and only its most immediate surroundings, the Port has arbitrarily severed off any review of real-world impacts on the vast majority of Des Moines, including the Woodmont community, which lies within a five-mile radius from the airport. The APE must be expanded to assess the actual, real-world, impact of adding 87,000 new flights and the cumulative impact of prior flights on the WCC community and other Des Moines' neighborhoods.

We note that in RCW 53.54, our State recognizes impacts from aviation far beyond the APE, allowing for the development of remedial programs providing noise mitigation by the Port within 10 miles (North) or 13 miles (South) of the airport. The law is supported by and recognized as a statement of legislative intent that "in King County, for those living near an airport, there can also be adverse impacts from aircraft operations." In essence, the State of Washington recognizes the science, and the broad geographic scope of the impacts from aviation. Similarly, the State funded the 2020 Public Health King County Report, which found public health impacts as far as 10 miles out from the airport. We understand that the currently pending class action lawsuit, *Codoni v. Port of Seattle*, asserts noise and pollution harm has been caused to all citizens living within five miles of the airport. There is simply no real-world, common sense, or scientific basis for the SAMP EA to ignore the known impacts to our larger community beyond the border of the airport itself.

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4. **Failure to consider actual cumulative impacts of aircraft overflights, past, present and future.**

The SAMP forecasts a nearly 30 per cent increase in annual aircraft operations, to 540,000 takeoffs and landings, by 2034. This approach fails to accurately reflect the actual cumulative impact of past actions relating to airport expansions. The SAMP and EA omit the past action of greatest significance - the 2008 opening of the third runway at Seattle-Tacoma International. The third runway is a past action that must be added to the "cumulative impacts" faced by the WCC and other airport communities. The Port's SAMP timeline only goes back to 2017, despite the fact the projected number of takeoffs and landings for 2024—about 423,000 annually—is already 16.5 per cent greater than levels in the early 2000s before the third runway opened.

An actual assessment of cumulative impact requires using a baseline of no more than 365,000 annual flight operations from that earlier period. As such, the cumulative impact thru 2034 for people living under the flight path is a 48 per cent increase in aircraft traffic—with all of its attendant noise and other forms of pollution. As addressed above, there are a myriad of health consequences linked to noise and these contaminants, along with evidence that people beneath the flight path are experiencing those consequences.

7

7

239-7. General Response #5
General Response #17
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property.

239. Woodmont Country Club (continued)

We understand that the City of Des Moines advised the Port of the need to include past projects by letter as early as September 27, 2018, asserting the proper time frame for a baseline must date back to at least 2012, with annual total flights of 309,597. The City challenged the approach of incrementalism and demanded that any environmental assessment must include impacts dating back to 2012 and insisted that the then-ongoing studies (discussed in Section 2, above) be included in an analysis of impacts. By any measure, it is clear from the draft EA that such requests have been ignored, which will result in significant, adverse environmental and health impacts on the Woodmont community, none of which have been properly scoped, recognized, studied, or mitigated. 7

We note that the Port of Seattle has repeatedly acknowledged that "long term projects" – projects not currently included in the SAMP – exist but provides no assessment of the additional cumulative impacts of such projects, or why such projects are not connected actions requiring complete environmental review in a single EIS at the same time SAMP is considered, all in accord with Federal and State environmental laws. The Port must evaluate, in a single review, the SAMP proposal and all other connected actions, which include long-term Port and other agency projects, or parts of such long-term proposals, that are related closely enough to be, in effect, a single course of action. 8

The Port cannot avoid a determination of significance and preparation of a thorough Environmental Impact Statement by: narrowly drawing its study boundaries; ignoring current expert studies showing known public health impacts; ignoring obvious impacts that a 30% increase in overflights will have on impacted historic communities and properties, like the Woodmont Club; or terming its SAMP proposal as only a short-term action, thus segmenting the bigger picture of massive increases in airport operations, overflights, and cargo traffic, among other things, as an action with smaller component parts. Addressing impacts in isolated silos provides, at best, a conclusion that is arbitrary and capricious. 9

Thank you for your consideration.

Woodmont Country Club,
Board of Directors

Email address: woodmontcc@hotmail.com

8

239-8. General Response #1
General Response #17
General Response #19
General Response #19c

239-9. See response to comments 239-1 – 239-8.

240. Pamela Anderson, Mail Comment

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use this form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/samportenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bialac at Bialac.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	PRA	1
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	PRA	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	PRA	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	PRA	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	PRA	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	PRA	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	PRA	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: PAMELA R. ANDERSON Signature: Pamela R Anderson
Address: 24971 11TH AVE S. DESMOINES WA 98198
E-mail: prakoff1230@gmail.com

240-1. General Response #2

240-2. General Response #17

240-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

240-4. General Response #14

240-5. General Response #15
General Response #17

240-6. General Response #14
General Response #16

240-7. General Response #1

241. William Bies, Mail Comment

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
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DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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- Attach online: https://www.airportprojects.net/seamtpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bilalic at Bilalic.Emily@epa.gov
- US Mail: Steve Rybicki, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
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Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	WB	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	WB	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	WB	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	WB	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	WB	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	WB	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: William Bies
Address: 815 S 216th Street #414 Des Moines WA 98198
Signature: William Bies
E-mail:

241-1. General Response #2

241-2. General Response #17

241-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

241-4. General Response #14

241-5. General Response #15
General Response #17

241-6. General Response #14
General Response #16

241-7. General Response #1

242. John Birnel, Mail Comment

11/14/24

SAMP TESTIMONY

So much harm is being done now to the environment, the SEA community around the airport, and to the Climate, confirmed by recent studies. The proposed expansion of SEA adds to this harm and is unacceptable, as we move to protect our SEA neighbors and as we move to reduce climate change, and further airplane emissions. 1

The cumulative effects of the expansion must be considered first before we look at major Level of Service increases, the purported underlying response to "increased demand".

In chapter 5 of the EA the issues of Cumulative Impact are addressed: "According to the CEQ (Council on Environmental Quality) cumulative effects are 'the effects on the environment that result from the incremental effects of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.' 2

Yet the EA does not take airplane emissions at all in the cumulative effects of the SAMP. It also does not consider the 31 proposed projects that comprise the SAMP as a whole, in terms of their cumulative impact.

In terms of "increased demand", I would suggest that alternatives to the SAMP include the cessation of marketing, especially related to our cruise ship facility. We are creating our own demand by promoting tourism in this way. Instead, promotion of alternatives to short flights, such as high speed regional rail to Portland, Vancouver BC, Spokane, etc., could be pursued. 3

John Birnel
719 N. 68th St.
Seattle, Wa. 98103

242-1. Thank you for your comment. This comment has been noted.

242-2. General Response 7
General Response #7c
General Response #8
General Response #11
General Response #17

242-3. General Response #7
General Response #7c

242. John Birnel (page 2), Mail Comment

NO ADDED HARM Sign On Letter

Dear SAMP NEPA & SEPA Reviewers:

We are very concerned that the 420,000 SeaTac Airport flights are harming the environment and climate and risking the health of our beloved children, families and workers. Now, SeaTac Airport wants to increase the flights to 509,892 with the Sustainable Airport Master Plan (SAMP). This is unjust. 4

SeaTac Airport is run by the Port of Seattle government. We are disappointed that they determined that the SAMP has no significant impact. We ask for NO ADDED HARM!

SeaTac Airport flights impact more than 419,761 residents living near the airport and under flight paths. The residents include roughly 64% people of color/mixed race, 29% immigrants and refugees, 22% children, and 12% elders. The near-airport communities include Burien, Des Moines, Federal Way, Normandy Park, Renton, SeaTac, and Tukwila. Communities that are not near the airport but are under the flight paths include Beacon Hill, Georgetown, Duwamish, Skyway, White Center, and Chinatown International District. 5

We don't want the added environmental, health, and climate justice harms on our children, families, neighbors and workers.

Environmental Harms

Flight take-offs and landings produce air pollution that includes noxious gasses and ultrafine particles that settle over our communities. We breathe in that polluted air. Aircrafts also produce noise pollution above 65 decibels, well above the World Health Organization guideline of 55 decibels of environmental noise during the day and 45 decibels at night. **Most residents in airport-impacted communities are not eligible for noise mitigation. There is no mitigation for air pollution while ultrafine particles are both unmonitored and unregulated.** 6

Health Harms

The 2020 King County Public Health report, "Community Health and Airport Operations Related Noise and Air Pollution," profiled the health of airport-impacted communities within one mile, 1-5 miles, and 5-10 miles of SeaTac Airport. Table 16 on page 22 shows the following health outcomes: 7

- Life expectancy is lower by 5 years for those living within 1 mile of SeaTac Airport, 3.5 years within 5 miles and 1.7 years within 10 miles of SeaTac Airport.
- Air pollutants cause respiratory issues such as asthma, cancer, and central nervous system problems.
- Noise and air pollution cause cardiovascular problems.
- Ultrafine particles air pollutants likely cause low birth weight. They are not monitored nor regulated. (Other studies show that ultrafine particles can lead to decreased lung function and impair cognitive abilities in children.)

Climate Harms

Aviation is a major contributor to climate change. Aviation emissions are on track to account for 27% of the global carbon budget by 2050. In 2017, tailpipe emissions from aviation fuel pumped at SeaTac Airport contributed an estimated 5,804,000 tonnes of CO_2, or close to a quarter of King County's emissions. Also, the nonCO_2 impacts of aviation emissions cause them to have three times the climate warming impact as on-the-ground emissions. 8

Equity Harms

COVID-19 showed us that vulnerable communities (such as people of color, immigrants and refugees, and low-income people) experience faster and harder impacts. The 419,716 airport impacted residents include: 64% people of color, 29% immigrants and refugees, 22% children, and 12% elders. These are overburdened and vulnerable communities that have not received any air pollution mitigation and very limited noise pollution mitigation. SAMP will only add more harm at a harder and faster rate. 9

Historic Properties Harms

Chinatown International District is a landmarked historic district. Aircraft air and noise pollution contribute to the degradation of these historic properties and for those who live, work and play in those areas experience environmental, climate and health harms. 10

We ask that you determine that the SAMP does have significant impacts and that it needs: 11

1) **cumulative environmental, health and climate impact analysis (EIS),**
2) **the requested racial and economic impact analysis under President Clinton's Executive Order 12989 on Environmental Justice as submitted in the SAMP Scope of Work and promised,** 12
3) **contextual analysis of the SAMP short term project in relation to the SAMP long term projects.** 13

This is about our people's lives, our planet's health and our joint futures.

We are available to answer any questions you may have. Please contact STACC4J Steering Committee chair Maria Batayola at mbatayola@fixtheharm.org. We look forward to a positive response.

In Solidarity, SeaTac Airport Community Coalition for Justice (STACC4J)

We're in this together!

242-4. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

242-5. General Response #5

242-6. General Response #6
General Response #9b
General Response #12
General Response #13

242-7. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14

242-8. General Response #11

242-9. General Response #15

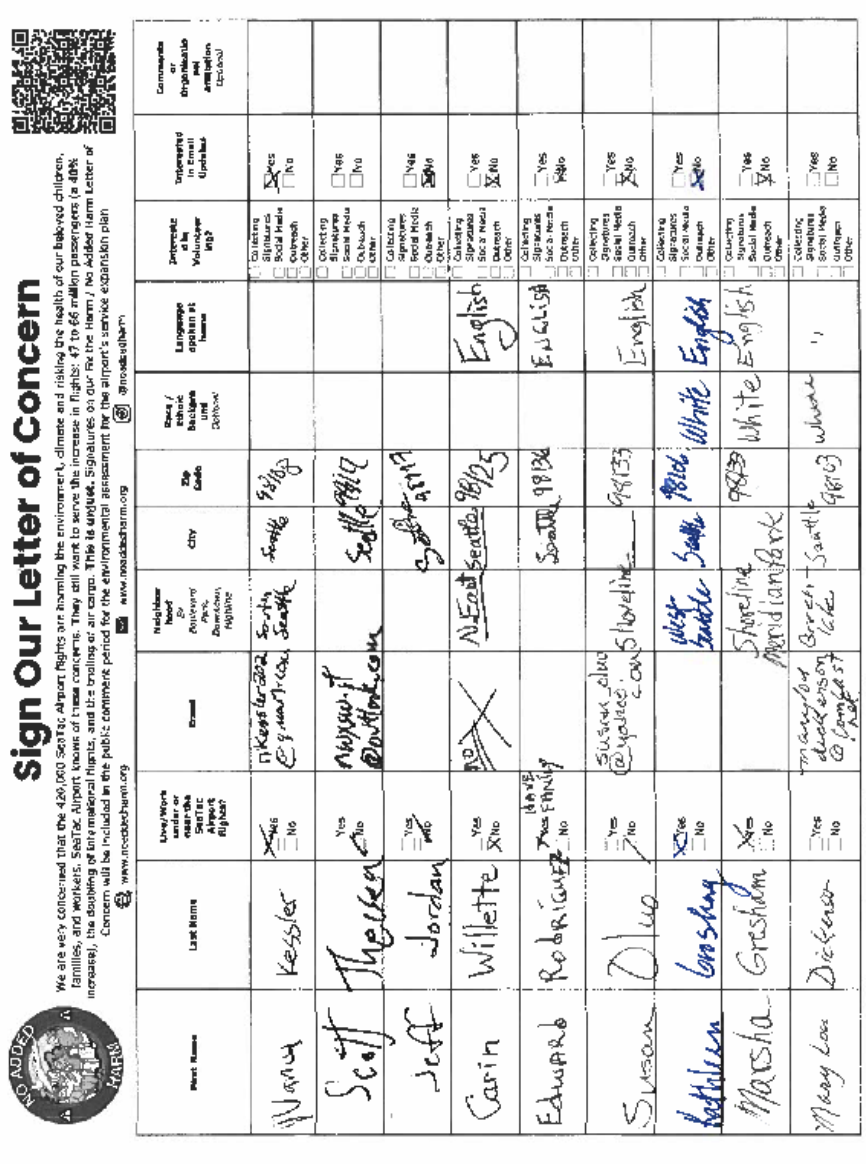
242-10. The Chinatown International District is approximately nine miles north of the Airport, which is outside of the Area of Potential Effect (APE) and outside of the 65 DNL noise contour. Therefore, the Chinatown International District is outside the study area and outside the scope of this EA.

242-11. General Response #1

242-12. General Response #15

242-13. General Response #19c

242. John Birnel (page 3), Mail Comment



Sign Our Letter of Concern

We are very concerned that the 420,000 SeaTac Airport flights are harming the environment, climate and risking the health of our beloved children, families, and workers. SeaTac Airport knows of these concerns. They still want to serve the increase in flights: 47 to 66 million passengers (a 40% increase), the doubling of late material flights, and the tripling of air cargo. This is unjust. Signatures on our No the Harm / No Added Harm Letter of Concern will be included in the public comment period for the environmental assessment for the airport's service expansion plan

www.noaddedharm.org @noaddedharm

First Name	Last Name	Live/Work under or near the SeaTac Airport flight?	Email	Neighborhood (or Adjacent Park, Downtown, Highline	City	Zip Code	Race / ethnic background (optional)	Language spoken at home	Interested in Volunteering with?	Interested in Email Updates?	Comments or (optional)
Nancy	Kessler	Yes No	nkessler@gmail.com	South Seattle	Seattle	98168			Collecting Signatures Social Media Outreach Other	Yes No	
Scott	Theuken	Yes No	[illegible]		Seattle	98110			Collecting Signatures Social Media Outreach Other	Yes No	
Jeff	Jordan	Yes No			Seattle	98117			Collecting Signatures Social Media Outreach Other	Yes No	
Carin	Willette	Yes No	[illegible]	N Seattle	Seattle	98125		English	Collecting Signatures Social Media Outreach Other	Yes No	
Eduardo	Rodriguez	Yes No	[illegible]		Seattle	98136		English	Collecting Signatures Social Media Outreach Other	Yes No	
Susan	Liu	Yes No	susan_liu@yahoo.com	Shoreline		98133		English	Collecting Signatures Social Media Outreach Other	Yes No	
Kathleen	Loosbrock	Yes No		West Seattle	Seattle	98106	White	English	Collecting Signatures Social Media Outreach Other	Yes No	
Marsha	Grosholm	Yes No		Shoreline Meridian Park		98133	White	English	Collecting Signatures Social Media Outreach Other	Yes No	
Mary Lou	Dickerson	Yes No	marylou dickerson @comcast.net	Green Lake	Seattle	98103	Whites	,,	Collecting Signatures Social Media Outreach Other	Yes No	

14

242-14. These signatures have been noted.

243. Carole Bishop, Mail Comment

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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- Attach online: https://www.airportprojects.net/sampdeny-environmental-review/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	CB	1
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	CB	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	CB	3
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Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	CB	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	CB	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Carole Bishop Signature: Carole Bishop
Address: 24809-13th Ave. S.
E-mail: Des Moines, WA 98198

243-1. General Response #2

243-2. General Response #17

243-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

243-4. General Response #14

243-5. General Response #15
General Response #17

243-6. General Response #14
General Response #16

243-7. General Response #1

244. Karen Biteman, Mail Comment

12/12/2024

The Sustainable Airport Master Plan (SAMP)
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Please include my above-initialed comments on/for the SAMP draft EA.

Name:
Address:
E-mail:

Signature: Karen M. Biteman

24434 - 12th Ave S
Des Moines, WA 98198
KBITEMAN1@GMAIL.com

244-1. General Response #2

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244-4. General Response #14

244-5. General Response #15
General Response #17

244-6. General Response #14
General Response #16

244-7. General Response #1

245. Joanna Brunso, Mail Comment

FIGHT THE FLIGHT

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DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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- Attach online: https://www.airportprojects.net/sampnepenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	JMB	1
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	JMB	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	JMB	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	JMB	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.		
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.		
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.		

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Joanna M Brunso Signature: Joanna M Brunso
Address: 809 S. 218th St., Unit H105
E-mail: Des Moines, WA 98198
jomcbrunso@yahoo.com

A full Environment ~~Assessm~~ Impact Assessment statement with local data is needed. 5

245-1. General Response #2

245-2. General Response #17

245-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

245-4. General Response #14

245-5. General Response #1

246. Danielle Butz, Mail Comment

COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT

SAMP NEAR-TERM PROJECTS

NEPA ENVIRONMENTAL ASSESSMENT

PUBLIC MEETING

Welcome to the Public Meeting for the Port of Seattle's draft National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the Near-Term Projects at Seattle-Tacoma International Airport. Please use this form to submit written comments regarding the draft EA, attaching additional pages if necessary. Comments should be as specific as possible. Either place the form in the comment box at the Public Meeting, or mail to the address below no later than Thursday, December 5, 2024.

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. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

There are so many reasons to have a complete EIS for the SAMP. Some of my particular concerns as a Resident of SeaTac (1978-1987) and Burien (1987-now) 1

1. Community degradation and blight. The airport noise, and subsidiary Activities (warehouses, car parks, Cargo hauling etc.) have led to Lower property Values, neglect of common assets (Parks, streets etc.) and a sense of defeat. Why Bother is the feeling 2

of many in these communitys. These airport cities deserve a complete EIS and substantial mitigation 3

Submit comments to: of Airport impacts – All of them!

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

FROM (Please Print):
Name: Danielle Butz
Address: 16053 11th Ave. S.W.
Burien WA. 98166

P.S. Also the huge number of Trees that have been cut down for Airport needs is Appalling – Hundreds of trees Planted by boy scouts removed for the 3rd Runway – Horrible 4

246-1. General Response #1

246-2. General Response #5
General Response #20

246-3. General Response #1
General Response #6

246-4. General Response #18

247. Robert Morgenstern (Carnival Corporation), Mail Comment

CARNIVAL
CORPORATION&PLC

December 11, 2024

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

Dear Mr. Rybolt,

Carnival Corporation is proud to be the global leader in the cruise industry. As you know, five of our renowned cruise lines – Holland America Line, Princess Cruises, Carnival Cruise Line, Cunard, and Seabourn – homeport in Seattle during the summer season.

We are writing to express our strong support for the Port of Seattle's Sustainable Airport Master Plan (SAMP) and its vision for ensuring that Seattle-Tacoma International Airport (SEA) continues to serve as a world-class gateway for travelers.

Carnival Corporation's cruise lines account for approximately 40 percent of all cruise guests departing from Seattle. A significant portion of these guests fly to Seattle from interstate or international markets, often spending several days in the city before or after their cruise.

A world-class airport that efficiently and safely meets the needs of growing passenger demand, while offering modern facilities and an enhanced customer experience, is essential to sustaining and expanding Seattle's tourism economy.

For our guests, the vacation experience begins the moment they leave their front door. A well-functioning airport that prioritizes passenger satisfaction not only complements the cruise experience but also elevates Seattle's reputation as a vibrant, welcoming, and easy-to-navigate destination. Like the city's civic and tourism leaders, we are committed to encouraging visitors to return to Seattle time and time again.

We commend the Port of Seattle's commitment to sustainable and innovative planning, and we look forward to seeing the successful implementation of the SAMP for the benefit of travelers, businesses, and the broader community.

Sincerely,

Robert Morgenstern
Senior Vice President, Alaska Operations
Carnival Corporation and HAP Alaska

CARNIVAL PLACE · 3655 NW 87 AVENUE, MIAMI, FLORIDA 33178-2428

1

247-1. Thank you for your comment. Your comment has been noted.

248. Patricia Centioli, Mail Comment

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampnpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	PC	1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	PC	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	PC	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	PC	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	PC	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	PC	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	PC	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Patricia Centioli
Address: 816 S. 216th St #T7A43 Signature: Patricia Centioli
E-mail: centioli1@comcast.net

248-1. General Response #2

248-2. General Response #17

248-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

248-4. General Response #14

248-5. General Response #15
General Response #17

248-6. General Response #14
General Response #16

248-7. General Response #1

249. Adina Cherry, Mail Comment

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited in any way you see fit. To use this form, just initial any comments you want to adopt, add your name and sign and send to the Port at:

- Attach online (https://www.soundtransit.org/get-to-know-us/news-events/environmental-comment-forum)
- Email: SAMPEA@portseattle.org. Emily Ritalac at Emily.Ritalac@portseattle.org
- US Mail: Steve Rydolph, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's ("Area of Potential Effect" (APE)) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	AC	1
Cumulative impact	The SAMP EA is flawed because it fails to properly address cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights	AC	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,030 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study"); • 2020 Study of the Current and Ongoing Effects of the Operation of SeaTac International Airport by Stanford; • 2019 University of Washington report titled the Moore Observations of Ultrafine Particles Study; • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study");	AC	3
Increased Night Flights	The EA projects 205 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease	AC	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental justice communities	AC	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive ability and learning and elderly communities	AC	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS	AC	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Adina Cherry
Address: 24619 - 13th Ave. So
Des Moines, WA 98198
E-mail: Cherryadina@gmail.com
Signature: Adina Cherry

249-1. General Response #2

249-2. General Response #17

249-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

249-4. General Response #14

249-5. General Response #15
General Response #17

249-6. General Response #14
General Response #16

249-7. General Response #1

250. Nancy Corr, Mail Comment

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampnepenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	NC	1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	NC	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	NC	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.		4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	NC	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	NC	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	NC	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Nancy Corr Signature: Nancy Corr
Address: 8165 216th #608-
E-mail: Des Moines 98198
CORRnancy030@gmail

250-1. General Response #2

250-2. General Response #17

250-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

250-4. General Response #14

250-5. General Response #15
General Response #17

250-6. General Response #14
General Response #16

250-7. General Response #1

251. Julian De Puma, Mail Comment

12/12/2024

The Sustainable Airport Master Plan (SAMP)
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DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use this form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampmpr/environmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bildao at Bildao.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	JD	1
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	JD	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	JD	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	JD	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	JD	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	JD	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	JD	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Julian De Puma Signature:
Address: 2934 7th Ave S, Des Moines 98198
E-mail: joste8000@gmail.com

251-1. General Response #2

251-2. General Response #17

251-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

251-4. General Response #14

251-5. General Response #15
General Response #17

251-6. General Response #14
General Response #16

251-7. General Response #1

252. Eleanor Dugger, Mail Comment

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

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ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	ED	1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	ED	2
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Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	ED	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	ED	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	ED	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	ED	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Eleanor Dugger Signature: Eleanor Dugger
Address: 814 S 216th ST TC106
E-mail: Des Moines, Wa 98198
edugger11@gmail.com

252-1. General Response #2

252-2. General Response #17

252-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

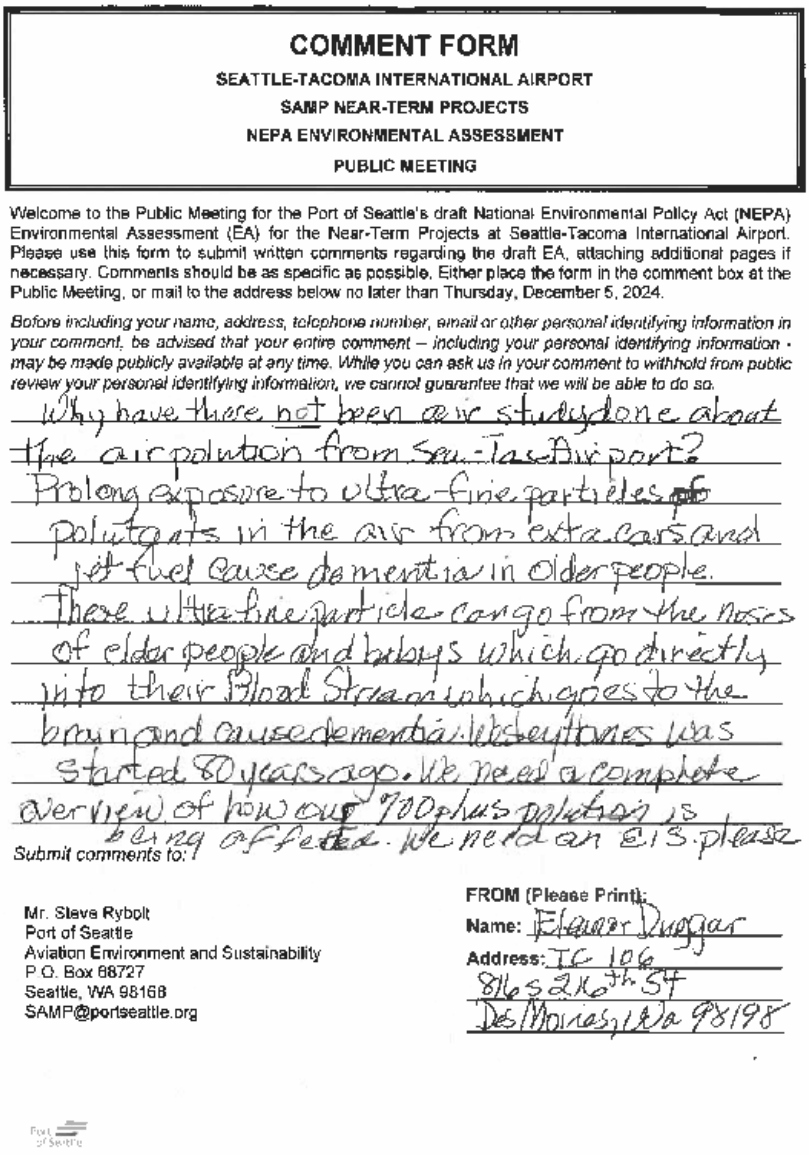
252-4. General Response #14

252-5. General Response #15
General Response #17

252-6. General Response #14
General Response #16

252-7. General Response #1

253. Eleanor Duggar (Comment #2), Mail Comment



COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT

SAMP NEAR-TERM PROJECTS

NEPA ENVIRONMENTAL ASSESSMENT

PUBLIC MEETING

Welcome to the Public Meeting for the Port of Seattle's draft National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the Near-Term Projects at Seattle-Tacoma International Airport. Please use this form to submit written comments regarding the draft EA, attaching additional pages if necessary. Comments should be as specific as possible. Either place the form in the comment box at the Public Meeting, or mail to the address below no later than Thursday, December 5, 2024.

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. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Why have there not been a ir study done about the air polution from Sea-Tac Airport? Prolong exposure to ultra-fine particles of polutants in the air from extra cars and jet fuel cause dementia in older people. These ultra fine particle can go from the noses of elder people and babys which go directly into their Bloat Stream which goes to the brain and cause dementia. We say times was started 80 years ago. We need a complete overview of how our 7000 plus polution is being affected. We need an E.I.S. please

1

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: Eleanor Duggar
Address: IC 106
816 S 216th St
Des Moines, WA 98198

253-1. General Response #5
General Response #8
General Response #9b
General Response #10

253-2. General Response #1

254. Margareth Ess, Mail Comment

Sent by 12-13-24

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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- Email: SAMP@portseattle.org Emily Bilelac at Bilelac.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	MAE	1
Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	MAE	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	MAE	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	MAE	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	MAE	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	MAE	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	MAE	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name:
Address:
E-mail:

Signature: Margareth Ess

254-1. General Response #2

254-2. General Response #17

254-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

254-4. General Response #14

254-5. General Response #15
General Response #17

254-6. General Response #14
General Response #16

254-7. General Response #1

255. City of Federal Way, Mail Comment

CITY OF
Federal Way
Centered on Opportunity

CITY HALL
33325 8th Avenue South
Federal Way, WA 98003-6325
(253) 835-7000
www.cityoffederalway.com
Jim Ferrell, Mayor

December 13, 2024

Federal Aviation Administration (FAA) and Port of Seattle
C/O Mr. Steve Rybolt
Port of Seattle, Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

Re: City of Federal Comments Regarding SAMP/NEPA Review

Dear Members of the Federal Aviation Administration and Port of Seattle SAMP/NEPA Review Committee:

As the elected officials of the City of Federal Way, we are writing you to contribute comments for the National Environmental Policy Act (NEPA) process related to the SEA Airport Master Plan (SAMP) expansion.

First, we wanted to reiterate our appreciation, on behalf of our residents, to the FAA and Port of Seattle for adding a public meeting in our City, and for extending the review and response time from 30 days to 52 days. 1

Second, we are concerned about impact of the expansion of the airport by 19 additional gates. SEA is projecting passenger traffic from 46.9 million in 2017 to 56 million in 2027, and further increasing to 66 million by 2034. This will result in greater noise and health impacts on Federal Way residents. 2

Third, we wanted to acknowledge that Project 1A should positively impact our City by raising the glide path of the east runway. This will raise the descent angle for aircraft on the east runway (34 right) from 2.75 degrees to 3.0 degrees, raising the flight path, which may contribute to less air noise on that flight path. 3

Fourth, while we acknowledge and support a successful airport that safely contributes positively to our economy and vibrancy as a region, we ask that these benefits be balanced with actions that may be implemented for the health impacts on our residents. 4

255-1. Thank you for your comment.

255-2. General Response #8
General Response #10
General Response #13
General Response #14
Enplanements are forecasted to be 2% higher with the Proposed Action compared to the No Action in 2032 and 8% higher in 2037 (Table 4-1 in the Draft EA). It is important to note that enplanements include both passengers that arrive or depart from SEA and connecting passengers.

255-3. Thank you for your comment.

255-4. Thank you for your comment. Your comment has been noted (see response to Comment 005-2).

255. City of Federal Way (page 2), Mail Comment

Please let us know if you have any questions, clarifications, and solutions.

Sincerely,

Jim Ferrell, Mayor

Linda Kochmar, Council President

Lydia Assefa-Dawson, Councilmember

Paul McDaniel, Councilmember

Susan Honda, Councilmember

Hoang V. Tran, Councilmember

Jack Walsh, Councilmember

Jack Dovey, Councilmember

256. Anet Fox, Mail Comment

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use this form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampntpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	AF	1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	AF	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	AF	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	AF	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	AF	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	AF	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	AF	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Anet Fox Signature: [signature]
Address: 26454 Marine View Drive So Des Moines 98198
E-mail: anetfox@comcast.net

256-1. General Response #2

256-2. General Response #17

256-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

256-4. General Response #14

256-5. General Response #15
General Response #17

256-6. General Response #14
General Response #16

256-7. General Response #1

257. Sherry Frankferter (sp.), Mail Comment

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

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- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
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A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	SF	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Sherry Frankferter
Address: 2221 Cliff Ave S.
E-mail: Des Moines, WA 98198

Signature: Sherry Frankferter

257-1. General Response #2

257-2. General Response #17

257-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

257-4. General Response #14

257-5. General Response #15
General Response #17

257-6. General Response #14
General Response #16

257-7. General Response #1

258. Debra Gaiser, Mail Comment

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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ISSUE	COMMENT ON DRAFT EA	INITIAL	
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Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.		2
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A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.		7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Debra Gaiser
Address: 24808 9th Pl S
Des Moines, WA 98198
E-mail: pekoeg@gmail.com

Signature:

258-1. General Response #2

258-2. General Response #17

258-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

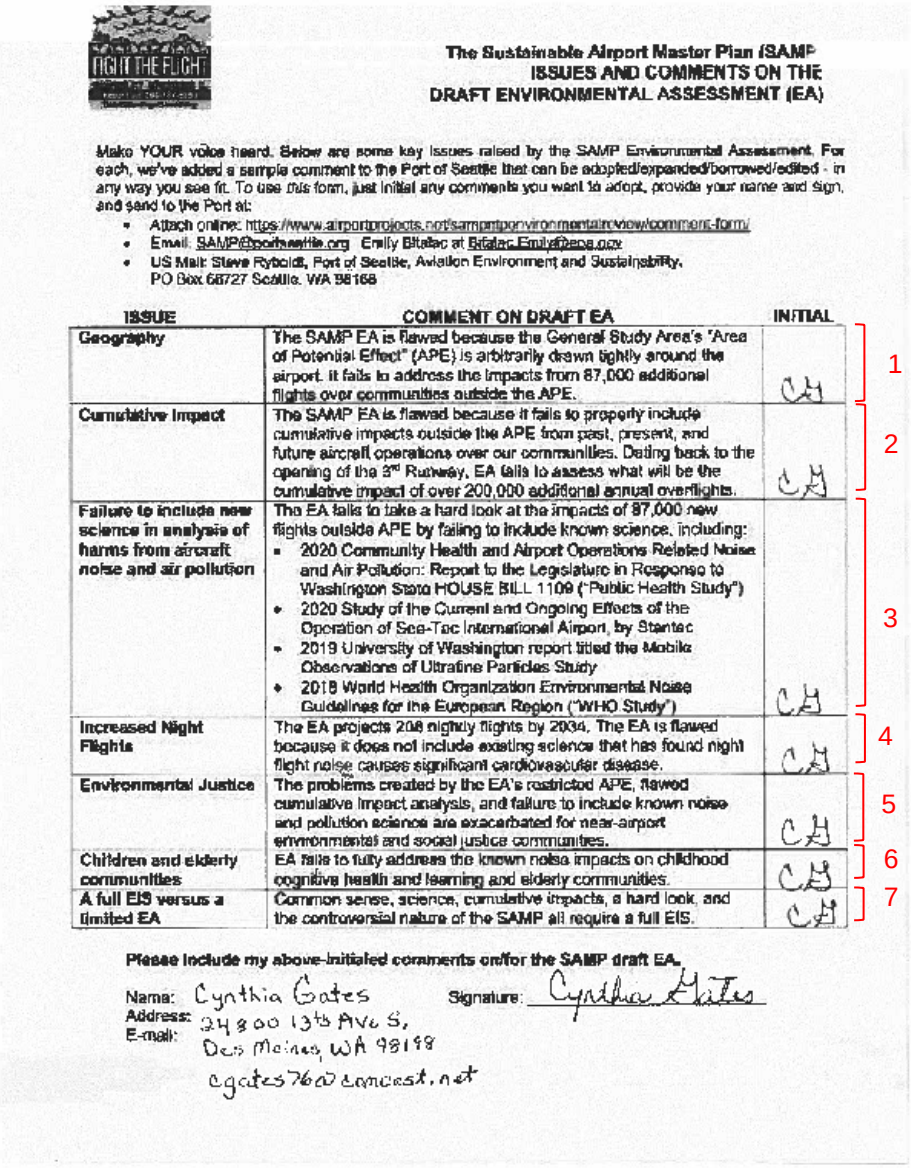
258-4. General Response #14

258-5. General Response #15
General Response #17

258-6. General Response #14
General Response #16

258-7. General Response #1

259. Cynthia Gates, Mail Comment



FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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- Email: SAMP@portseattle.org Emily Bildlac at Bildlac.E@Portseattle.org
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
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Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environments and social justice communities.	CG	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	CG	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	CG	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Cynthia Gates Signature: Cynthia Gates
Address: 24800 13th Ave S,
Des Moines, WA 98198
E-mail: cgates760@comcast.net

259-1. General Response #2

259-2. General Response #17

259-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

259-4. General Response #14

259-5. General Response #15
General Response #17

259-6. General Response #14
General Response #16

259-7. General Response #1

260. Debby Gibson, Mail Comment

COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT
SAMP NEAR-TERM PROJECTS
NEPA ENVIRONMENTAL ASSESSMENT
PUBLIC MEETING

Welcome to the Public Meeting for the Port of Seattle's draft National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the Near-Term Projects at Seattle-Tacoma International Airport. Please use this form to submit written comments regarding the draft EA, attaching additional pages if necessary. Comments should be as specific as possible. Either place the form in the comment box at the Public Meeting, or mail to the address below no later than Thursday, December 5, 2024.

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. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

The airport received the right-of-way in order to have a wetlands to the west of the airport. Now they want to take it away in order to put in a "Westside Maintenance Campus" in the middle of the wetlands. I was told it would only affect .67 of an acre but roads would have to build to get there. More roads = more run-off. Has the Seatac airport ever checked the wells around to airport for PSA which leads to cancer? We need a complete EIS. 1 2 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: Debby Gibson
Address:
22434 12TH Ave S
Des Moines, Wa 98198

260-1. As noted in Table 4-45 in the Draft EA, the Westside Maintenance Campus would impact less than 0.01 acre of wetlands.

260-2. As noted in Section 4.3.14.5 of the Draft EA, the Port monitors wells for PFAS.

260-3. General Response #1

261. JoAnn Hayden, Mail Comment

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	JH	1
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	JH	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	JH	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	JH	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	JH	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	JH	6
* **A full EIS versus a limited EA**	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	JH	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: JoAnn Hayden
Address: 601 S. 227 St. Unit 402N
Des Moines, WA 98198
E-mail: Jhayden407@gmail.com

Signature: JoAnn Hayden age 77

261-1. General Response #2

261-2. General Response #17

261-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

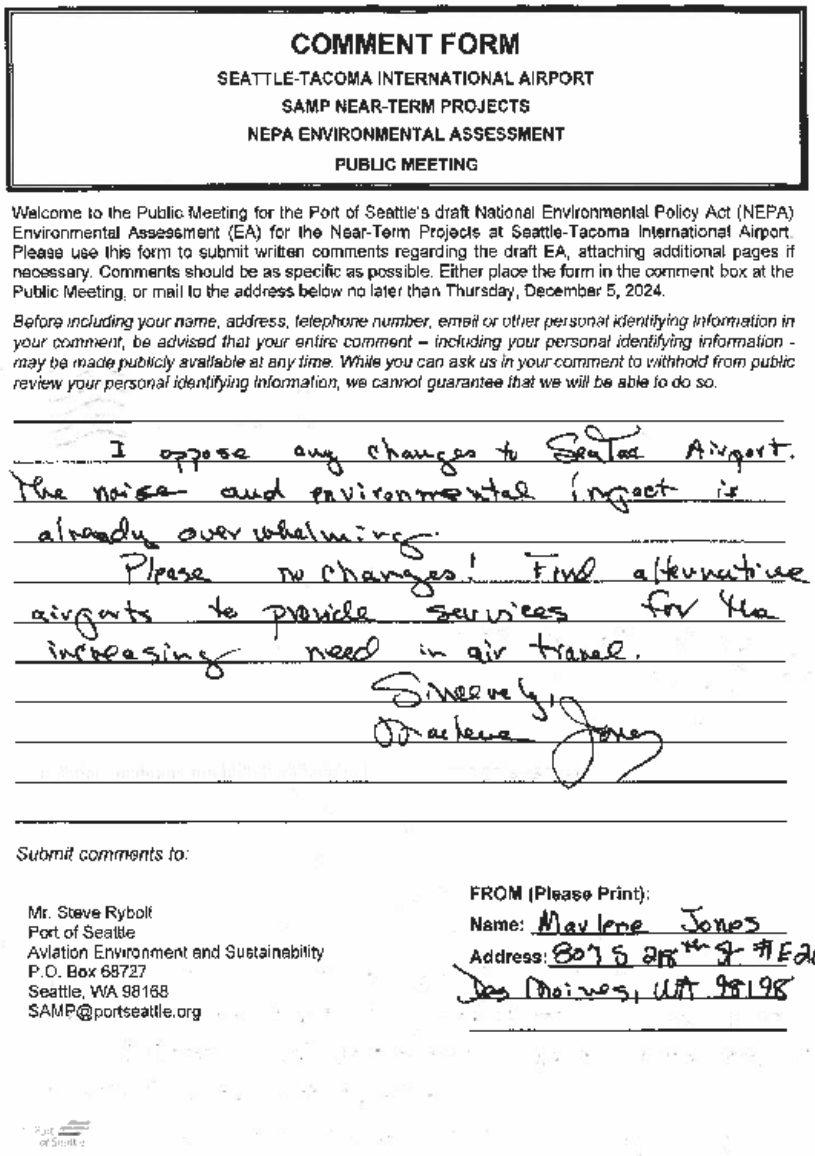
261-4. General Response #14

261-5. General Response #15
General Response #17

261-6. General Response #14
General Response #16

261-7. General Response #1

262. Marlene Jones, Mail Comment



COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT
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NEPA ENVIRONMENTAL ASSESSMENT
PUBLIC MEETING

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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. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

I oppose any changes to SeaTac Airport. The noise and environmental impact is already overwhelming. 1

Please no changes! Find alternative airports to provide services for the increasing need in air travel. 2

Sincerely,
Marlene Jones

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 Jones
Address: 8075 25th Ave S #E204
Des Moines, WA 98198

262-1. General Response #5
General Response #13

262-2. General Response #7
General Response #7a
General Response #7b

263. Nancy Kennedy, Mail Comment

December 11, 2024

Steve Ryboldt
Port of Seattle
Aviation Environment and Sustainability
PO Box 68727
Seattle, WA. 98168

Dear Mr. Ryboldt:

Please consider my comments below for the SAMP of Seattle-Tacoma International Airport.

GEOGRAPHY: The SAMP EA is flawed because the General Study Area's "Area of Potential Effect (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE. 1

CUMULATIVE IMPACT: The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights. 2

FAILURE TO INCLUDE NEW SCIENCE IN ANALYSIS OF HARMS FROM AIRCRAFT NOISE AND AIR POLLUTION: The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: 3

- 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study")
- 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, buy Stantec.
- 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study
- 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")

INCREASED NIGHT FLIGHTS: The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease. 4

ENVIRONMENTAL JUSTICE: The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities. 5

CHILDREN AND ELDERLY COMMUNITIES: EA fails to fully address the known noise impacts on childhood cognitive health and learning. Also, it fails to address elderly communities. 6

A FULL EIS VERSUS A LIMITED EA: Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS. **An EIS must be done!** 7

Thank you,

Nancy Kennedy, 27039 10th Ave S. Des Moines, WA. 98198
tkp2@comcast.net

263-1. General Response #2

263-2. General Response #17
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property.

263-3. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14

263-4. General Response #13
General Response #14

263-5. General Response #15

263-6. General Response #12
General Response #13
General Response #14
General Response #16

263-7. General Response #1

264. William Kennedy, Mail Comment

THIS LETTER IS BEING SENT TO THE FOLLOWING: https://www.airportprojects.net/sampritpenvironmentalreview/comment-form/; SAMP@portseattle.org; Bltalec.Emily@epa.gov; Steve Ryboldt, Port of Seattle

TO WHOM IT MAY CONCERN:

Following are my comments regarding the Draft Environmental Assessment (EA) for the Sustainable Airport Master Plan (SAMP).

First, the magnitude of this project will have a significant adverse impact on the quality of the environment due to increases of air pollution, increases of noise pollution, and additional vehicle traffic. We live under the flight path for the third runway. We experience air pollution due to exhaust emissions from the planes. These emissions are evident on our outdoor surfaces and, therefore, must also be in the air that we breath. 1

Noise pollution is more evident especially in the summer time. Airplane landings occur about every 45 seconds,especially around noon and the early evening hours. I have counted around 20-25 landings during these times. I invite you to come to our house and try to have a decent conversation or telephone call. 2

Traffic counts on streets serving the airport are already significant during rush hours. Increasing flights will only worsen this congestion. A traffic study should be completed to note possible traffic problems and solutions. 3

Obviously, as more flights occur, the noise, air pollution and traffic counts will increase. Accordingly, the EA must be expanded to meet the requirements of NEPA and SEPA as an environmental impact statement. 4

Second, I cannot see why the study area is limited to around the airport. Major impacts are also being felt on surrounding communities. I am at a loss as to why the surrounding communities were not a part of the study. I know you have had many complaints about the airport so you know there is interest. There have also been past airport studies that do not appear to be included in this EA. 5

Third,the EA does not appear to include known science including information to the Legislature in response to Washington State House Bill 1109, a 2020 study by Stantec,a 2019 study by UW on ultrafine particles, and a 2018 WHO study on noise guidelines. 6

Fourth, the EA projects 208 nightly flights by 2034. I do not know the present number of nightly flights. But, I can see the possibility that if there are more flights that my sleep time will definitely be affected. 7

Fifth, the impacts noted will not only affect my wife and I, but will also adversely affect school age children in the various school school districts in the surrounding cities as well as the elderly communities in these cities. 8

In conclusion, and to reiterate my comments above, do not try to skirt the requirements of NEPA and SEPA by not doing an EIS. Sure it will cost more money and take more time. But, you will have a better document,the tax payers within the district will have more confidence that the Port cares, and it is possible that, if done right, future development will be able to use this document to help with future NEPA and SEPA requirements. 9

Thank you for the opportunity to comment.
William Kennedy, 27039 10th Ave S Des Moines 98198, tkp7@Comcast's.net

William Kennedy

264-1. General Response #1
General Response #9c

264-2. General Response #5
General Response #12
General Response #13

264-3. Section 4.3.12 of the EA provides the results of the surface transportation analysis. The Action Alternatives would not result in any significant surface transportation impacts that cannot be mitigated below levels of significance.

264-4. General Response #1
General Response #5

264-5. General Response #2

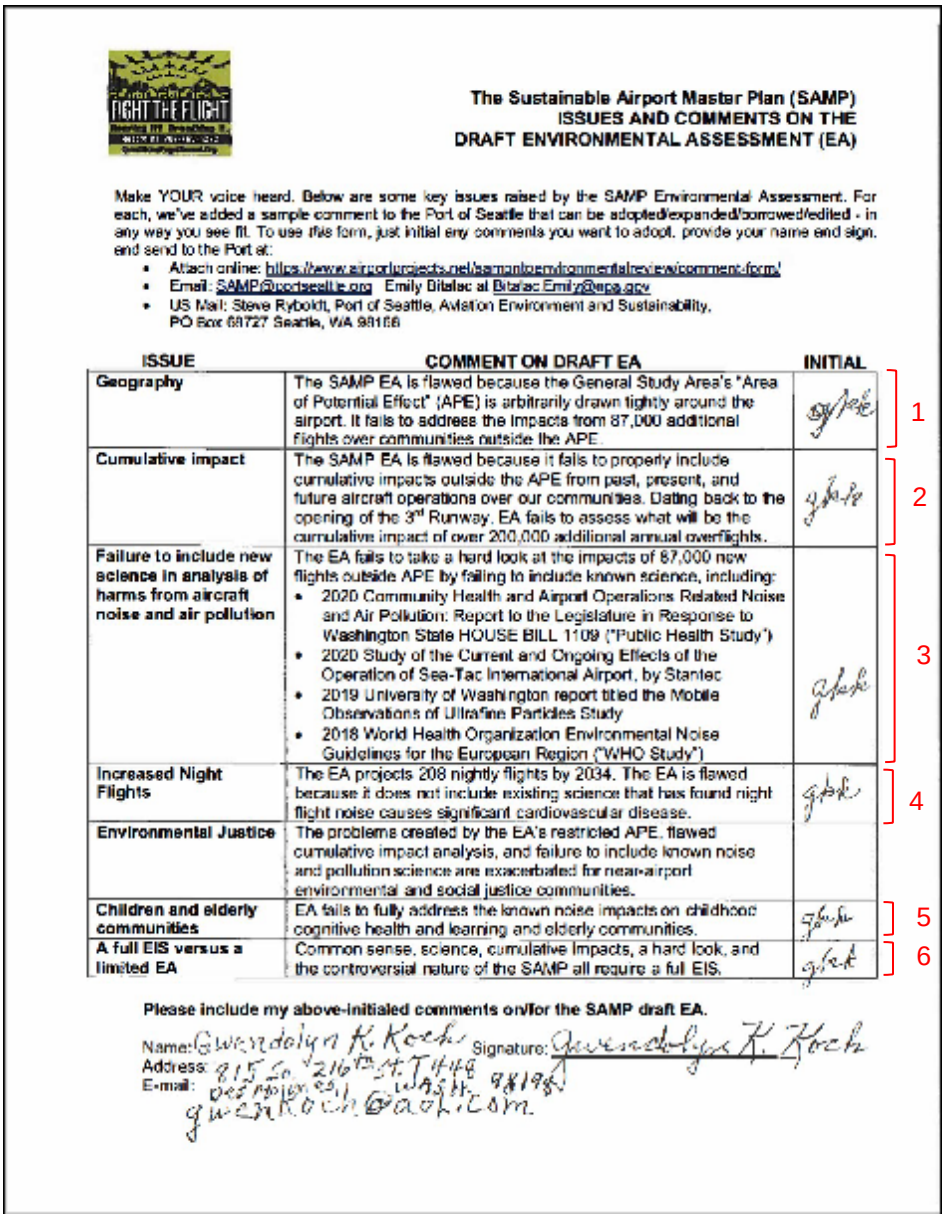
264-6. General Response #8
General Response #9b
General Response #10

264-7. General Response #13 In 2022, there were 174 nighttime operations. The number of nighttime operations is forecasted to increase with or without the project. In 2032, there would be approximately 205 nighttime operations with the No Action and 209 nighttime operations with the Action Alternatives. For 2037, there would be approximately 200 nighttime operations with the No Action and 221 nighttime operations with the Action Alternatives.

264-8. General Response #16

264-9. General Response #1

265. Gwendolyn Koch, Mail Comment



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- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

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Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway. EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	gkk	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	gkk	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	gkk	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.		
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	gkk	5
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	gkk	6

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Gwendolyn K. Koch Signature: Gwendolyn K. Koch
Address: 815 So 216th St. T448 WASH. 98198
E-mail: gwenkoch@aol.com

265-1. General Response #2

265-2. General Response #17

265-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

265-4. General Response #14

265-5. General Response #14
General Response #16

265-6. General Response #1

266. Patti Linscott, Mail Comment

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

2024-12-10 Comments on Sustainable Airport Master Plan:

I have lived by SeaTac Airport since 1956. We grew up less than a mile away and used to play inside the airport on weekends! No security back then. I attended Angle Lake Elementary, Chinook Jr. High and Tyee High School. We were under the flight path. Teachers would stop teaching when a plane flew over and continue teaching after it passed. We could see the undersides of the planes up close when we were outside.

Our family and many other neighbors have health issues. I have Crohn's Disease, which started as a child. This is an autoimmune disorder. My brother has asthma, which began when he was a child. Both parents had cancer and heart disease and have passed. The Seattle Times or PI did a study decades ago about all the cancer cases concentrated close to the airport. Please search for that. Most of my neighbors from the 1950's and 60's passed from cancer. I believe your measurement of planes and their health effects dates only from 2018. Not acceptable. 1

I now live in the Des Moines Marina District. Our patio and porch are covered in black soot. One neighbor had an oil leak from a plane land on her patio set! Airplane noise is constant. At night it is impossible to sleep unless I wear earplugs. Parents of young children are always voicing their worries about health effects to their families. 2

At one time we had a phone app where we could report loud planes at night. Nothing ever came of all the reports, except a form letter saying our comments were received. We gave up reporting. This was a big neighborhood irritant. 3

In all the 4200 pages of your SAMP, I couldn't find any mention of all the health studies done on the effects of airplane noise and ultrafine particles. There are several studies, including one from the World Health Organization, full of health issues caused by plane noise and emissions. I can't believe a thorough EIS hasn't been done. Adding more flights is not necessary. You are not required to do so. 4

You were able to take years developing your 4200-page SAMP. You give the public a week or two to get through it and comment? How fair is this? 5

You must do an EIS. You're harming citizens. 6

Thank you for your attention to this issue,

Patti Linscott, 22335 6th Avenue So., Des Moines, WA 98198
pattilinscott@yahoo.com

Attachment 2

266-1. General Response #5
General Response #10
General Response #17

266-2. General Response #9c

266-3. General Response #5
General Response #13

266-4. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14

266-5. General Response #3
General Response #4

266-6. General Response #1

266. Patti Linscott (page 2), Mail Comment

Attachment

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampnlpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	pal	7
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	pal	8
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	pal	9
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	pal	10
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	pal	11
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	pal	12
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	pal	13

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Patti Linscott Signature: [signature]
Address: 22335 6th Ave So. Des Moines 98198
E-mail: pattilinscott@yahoo.com

266-7. General Response #2

266-8. General Response #17

266-9. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

266-10. General Response #14

266-11. General Response #15
General Response #17

266-12. General Response #14
General Response #16

266-13. General Response #1

267. Jim MacDonald, Mail Comment

Send By 12-13-24

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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- Email: SAMP@portseattle.org Emily Blalac at Blalac.Emily@epa.gov
- US Mail: Steve Rybicki, Port of Seattle, Aviation Environment and Sustainability. PO Box 68727 Seattle, WA 98168

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Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	JM	5
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	JM	6

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Jim MacDonald Signature: JM
Address: 21609 12th Ave S
E-mail: jmacd6430@hotmail.com

267-1. General Response #2

267-2. General Response #17

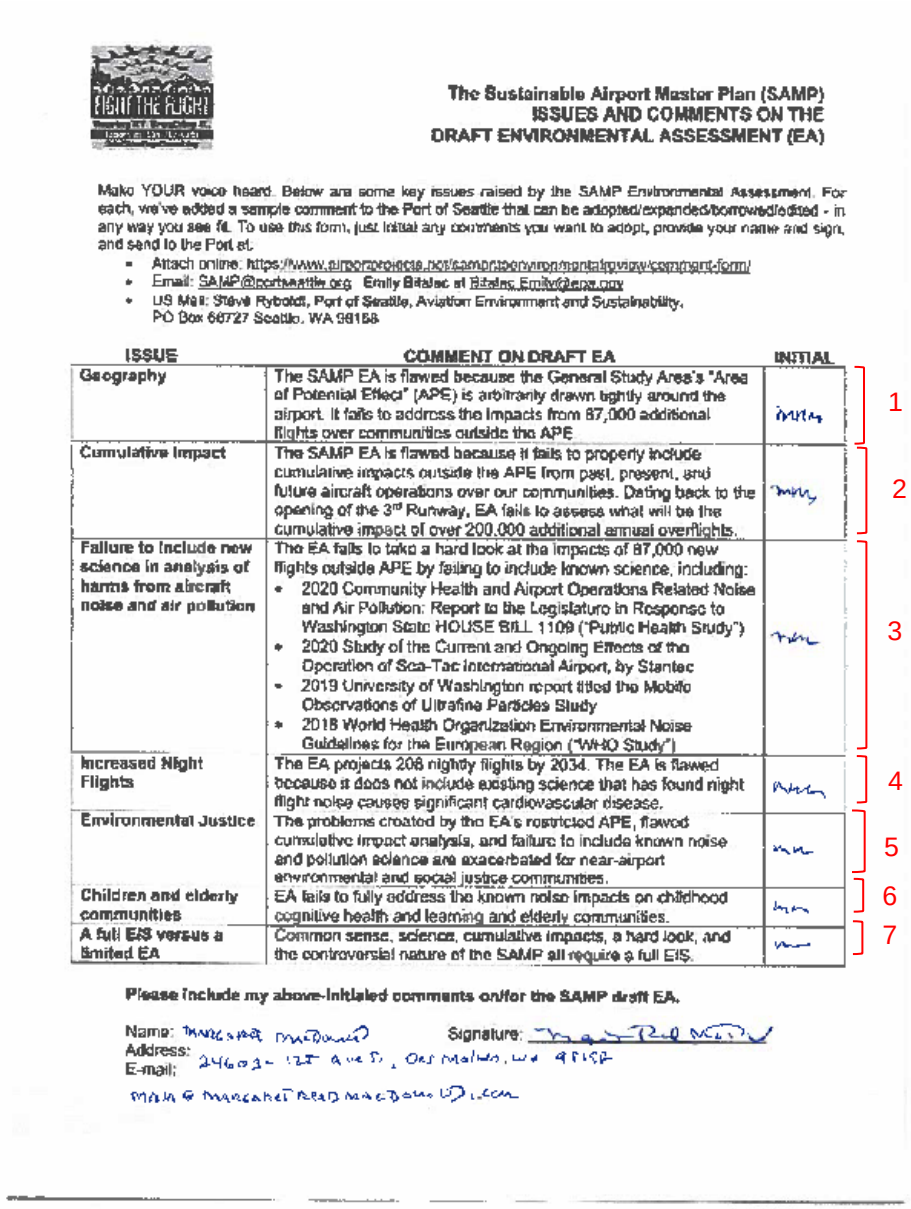
267-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

267-4. General Response #15
General Response #17

267-5. General Response #14
General Response #16

267-6. General Response #1

268. Margaret MacDonald, Mail Comment



The Sustainable Airport Master Plan (SAMP)
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- Attach online: https://www.airportprojects.net/campbellwrap/portalpreview/comment-form/
- Email: SAMP@portseattle.org; Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

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Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	MMM	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	MMM	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	MMM	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: MARGARET MACDONALD Signature: Margaret MacDonald
Address: 24603 - 12th Ave S., Des Moines, WA 98198
E-mail: MAIL @ MARGARETREADMACDONALD.COM

268-1. General Response #2

268-2. General Response #17

268-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

268-4. General Response #14

268-5. General Response #15
General Response #17

268-6. General Response #14
General Response #16

268-7. General Response #1

269. Ann Meyer, Mail Comment

The Sustainable Airport Master Plan (SAMP)
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A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	am	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: ann meyer
Address: 6015 22nd Ave SE Des Moines
E-mail: ann.meyer@ymail.com

Signature: Ann Meyer

269-1. General Response #2

269-2. General Response #17

269-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

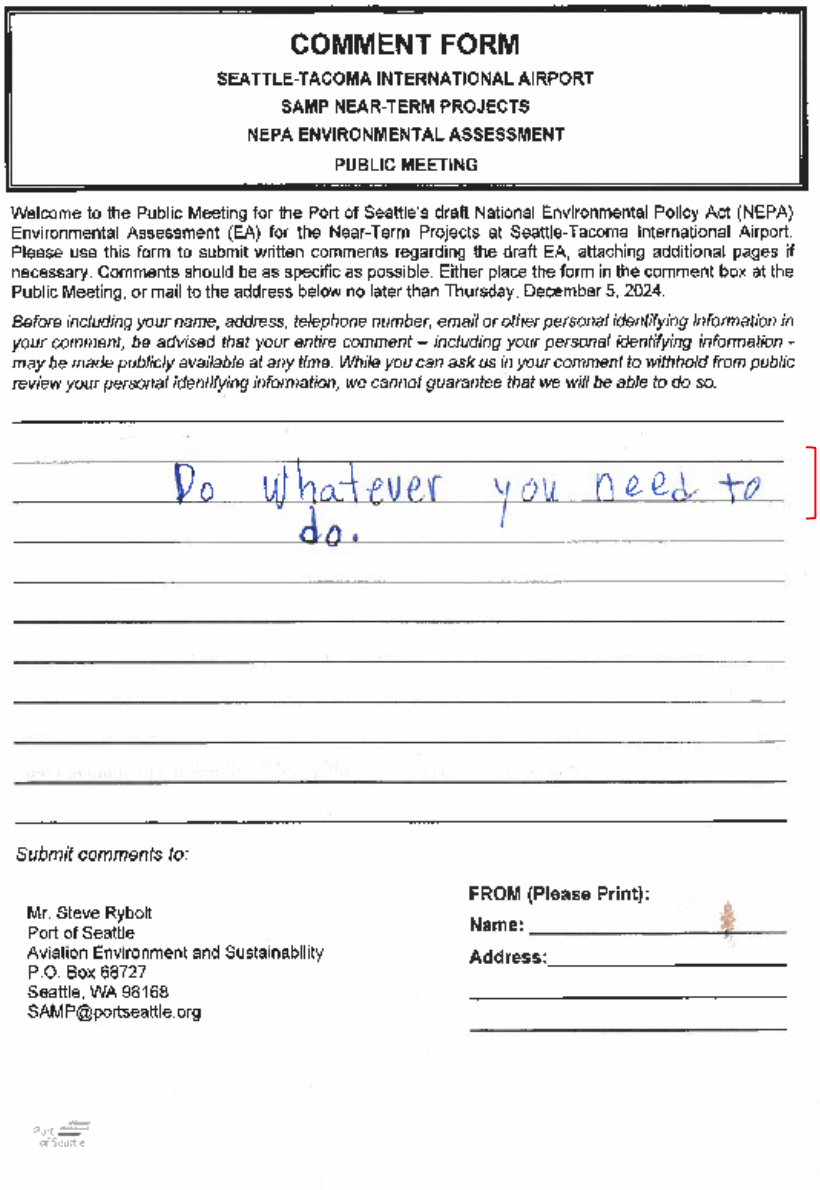
269-4. General Response #14

269-5. General Response #15
General Response #17

269-6. General Response #14
General Response #16

269-7. General Response #1

270. Anonymous, Mail Comment



COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT

SAMP NEAR-TERM PROJECTS

NEPA ENVIRONMENTAL ASSESSMENT

PUBLIC MEETING

Welcome to the Public Meeting for the Port of Seattle's draft National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the Near-Term Projects at Seattle-Tacoma International Airport. Please use this form to submit written comments regarding the draft EA, attaching additional pages if necessary. Comments should be as specific as possible. Either place the form in the comment box at the Public Meeting, or mail to the address below no later than Thursday, December 5, 2024.

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. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Do whatever you need to do.

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: _____

Address: _____

270-1. Thank you for your comment. This comment has been noted.

271. Anonymous, Mail Comment

COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT

SAMP NEAR-TERM PROJECTS

NEPA ENVIRONMENTAL ASSESSMENT

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I would like the air to be tested on 11 Mara between 216th and 218th St in Des Moines. There is a film of black soot or grey dusting on my window sills. Please test PM 10 (particles with smaller than 10 microns). We are directly underneath planes coming in very low landing to the north on 34L runway. It seems this dirt is from jet engine and fuel breakdown. We have many passes when planes are landing to the north. This is a health problem. Of course the noise also is a health problem and seems to be causing hearing damage

1

Submit comments to:

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

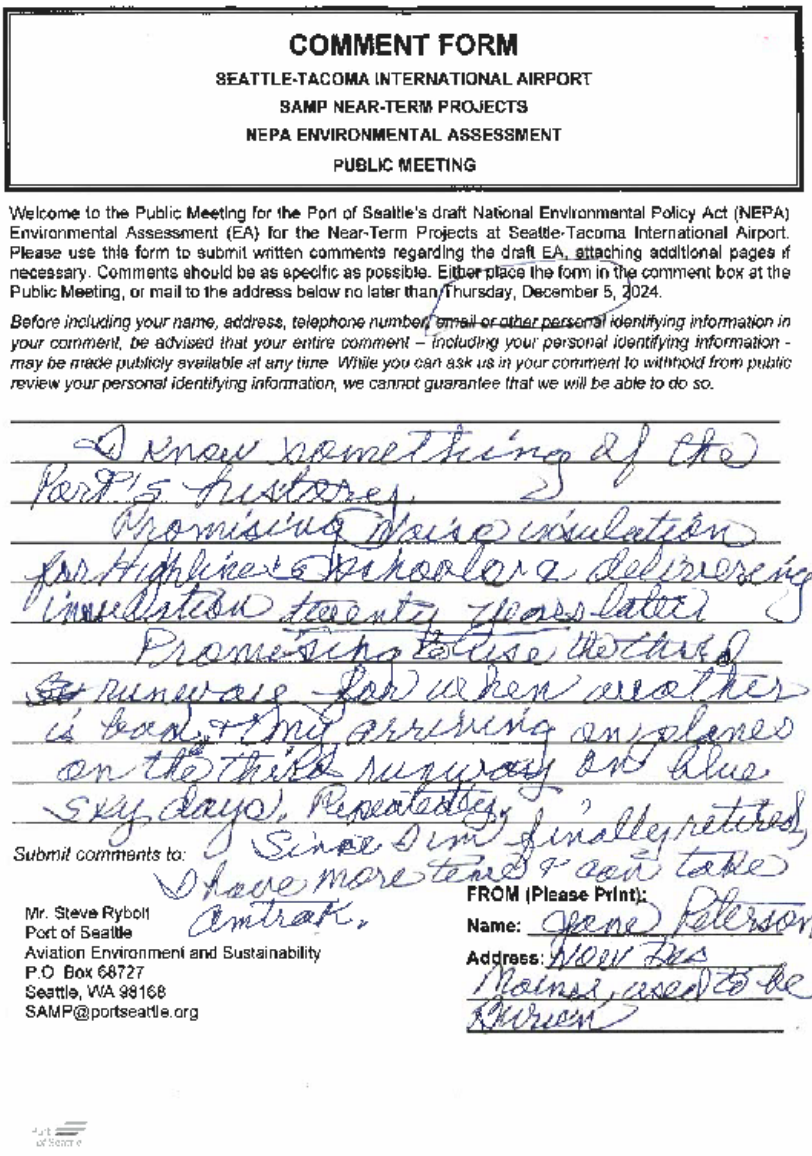
FROM (Please Print): Not provided

Name: _____

Address: _____

271-1. General Response #5
General Response #8
General Response #9c
General Response #10
General Response #12
General Response #13
General Response #14

272. Joane Peterson (sp.), Mail Comment



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I know something of the Port's histories.
Promising noise insulation
for Highline's schools & delivering
insulation twenty years later
Promising to use the third
runway for when weather
is bad, & then arriving on planes
on the third runway on blue
sky days. Repeatedly. Since I'm finally retired,
I have more time & can take
Amtrak.

1

Submit comments to:

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

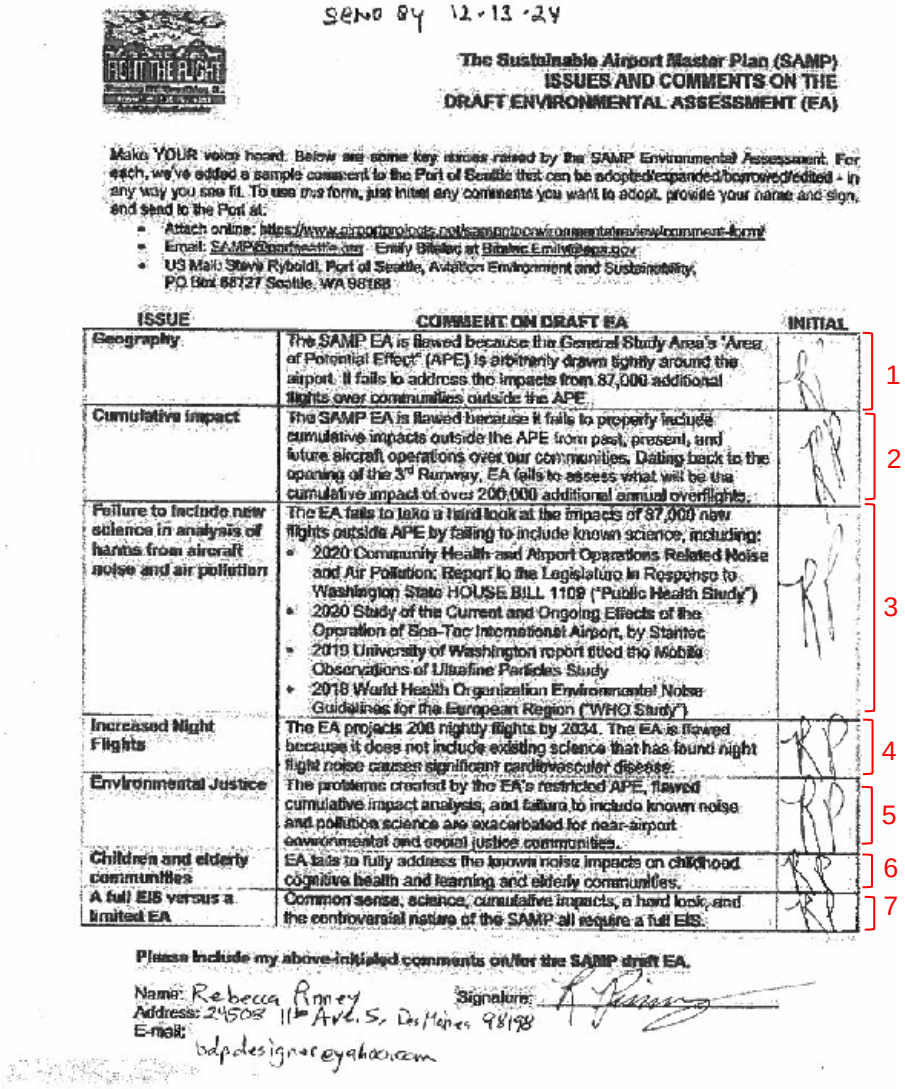
FROM (Please Print):

Name: Joane Peterson

Address: Now Des Moines, used to be Burien

272-1. General Response #5
General Response #7
General Response #13
General Response #19a

273. Rebecca Pinney, Mail Comment



Sent 8y 12-13-24

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- Email: SAMP@portseattle.org Emily Bibler at Bibler.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

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Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.		6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.		7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Rebecca Pinney Signature:
Address: 24508 11th Ave. S, Des Moines 98198
E-mail: bdpdesigner@yahoo.com

273-1. General Response #2

273-2. General Response #17

273-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

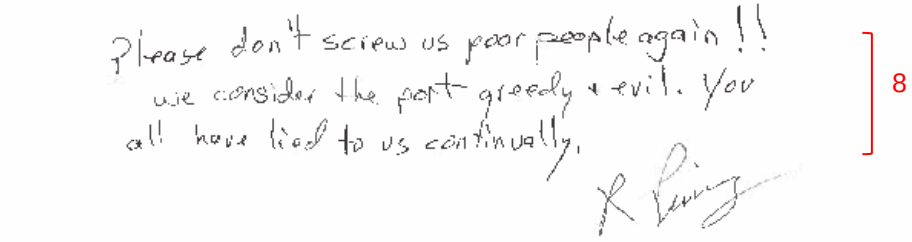
273-4. General Response #14

273-5. General Response #15
General Response #17

273-6. General Response #14
General Response #16

273-7. General Response #1

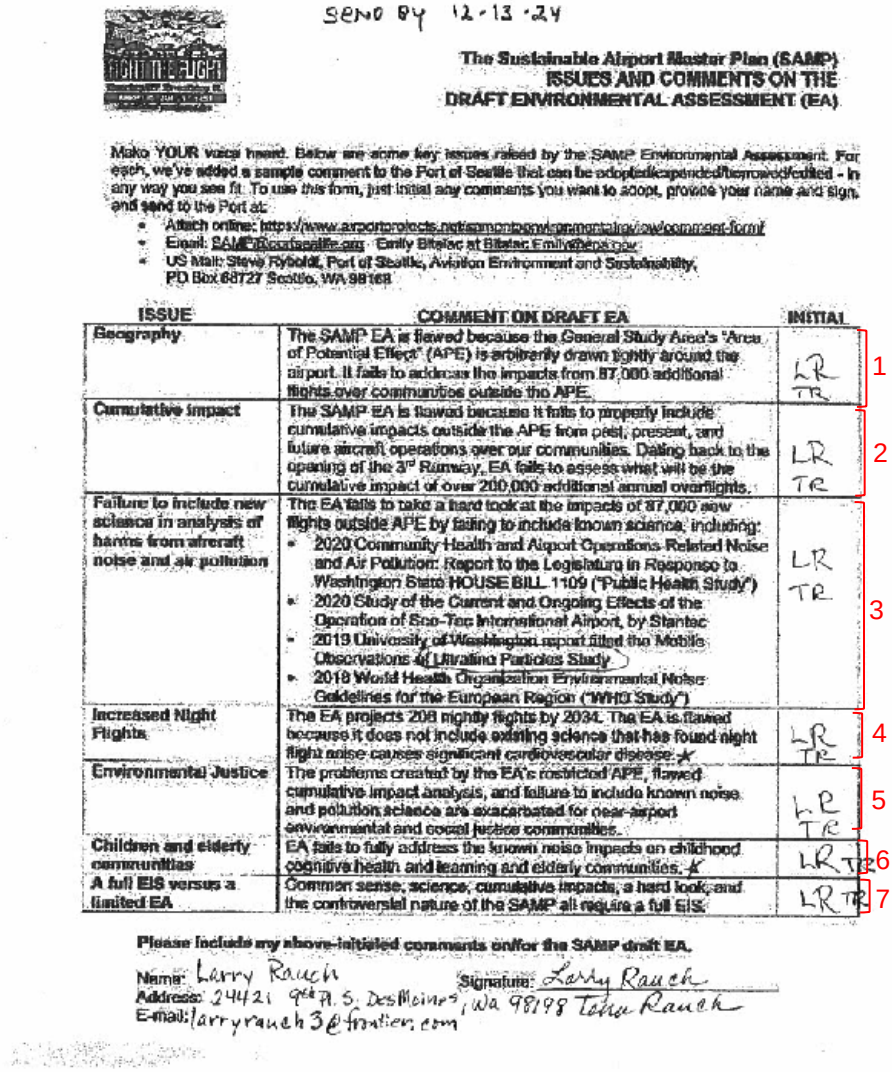
273. Rebecca Pinney (page 2), Mailed Comment


Please don't screw us poor people again !!
We consider the port greedy + evil. You
all have lied to us continually.
R Pinney

8

273-8. This comment has been noted. The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts.

274. Larry Rauch, Mail Comment



SEND BY 12-13-24

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Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease. ★	LR TR	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	LR TR	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities. ★	LR TR	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	LR TR	7

Please include any above-initialed comments on/for the SAMP draft EA.

Name: Larry Rauch Signature: Larry Rauch
Address: 24421 9th Pl. S. Des Moines, Wa 98198 Tahn Rauch
E-mail: larryrauch3@frontier.com

274-1. General Response #2

274-2. General Response #17

274-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

274-4. General Response #14

274-5. General Response #15
General Response #17

274-6. General Response #14
General Response #16

274-7. General Response #1

275. Beverly Reich, Mail Comment

COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT

SAMP NEAR-TERM PROJECTS

NEPA ENVIRONMENTAL ASSESSMENT

PUBLIC MEETING

Welcome to the Public Meeting for the Port of Seattle's draft National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the Near-Term Projects at Seattle-Tacoma International Airport. Please use this form to submit written comments regarding the draft EA, attaching additional pages if necessary. Comments should be as specific as possible. Either place the form in the comment box at the Public Meeting, or mail to the address below no later than Thursday, December 5, 2024.

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WHAT EVER HAPPENED TO PLANS FOR A SECOND AIRPORT WHICH WE SO SORELY NEED?

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):

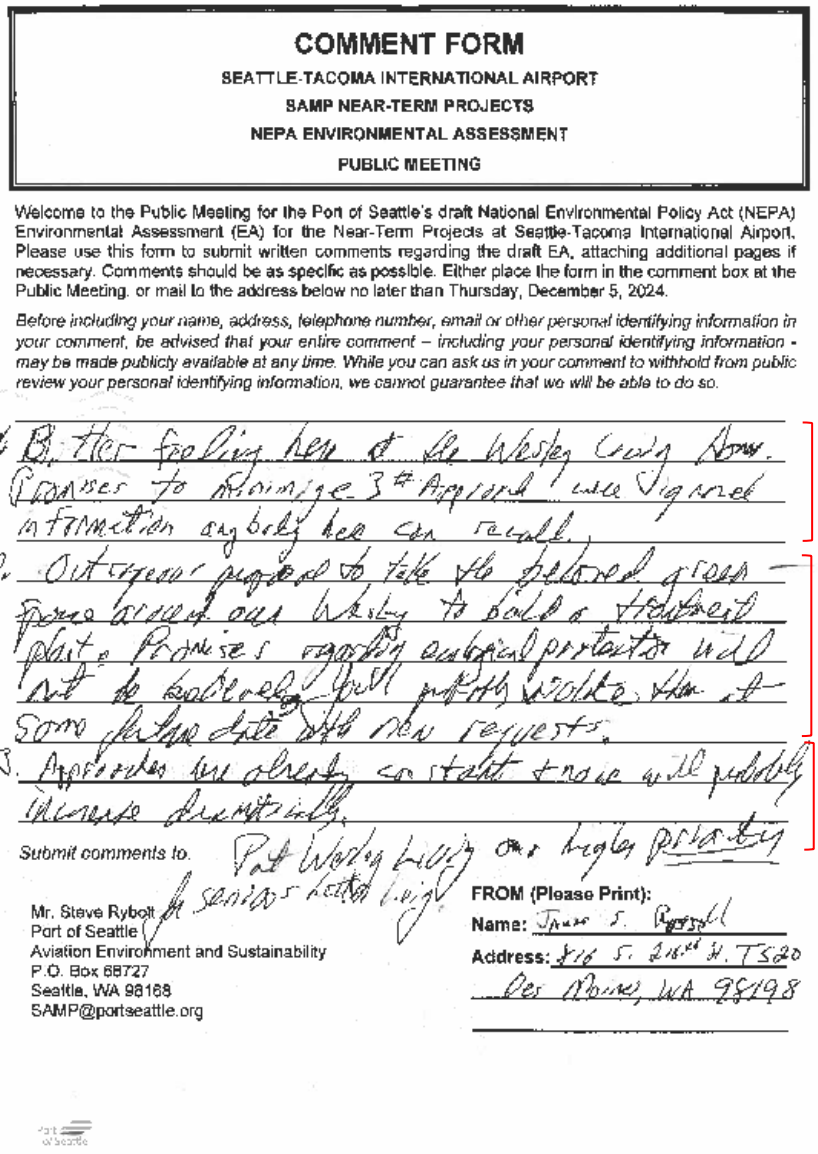
Name: _____

Address:

Ms. Beverly J. Reich
616 So 216th St. #T639
Des Moines, WA 98198

275-1. General Response #7
General Response #7a

276. James Russell, Mail Comments



COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT
SAMP NEAR-TERM PROJECTS
NEPA ENVIRONMENTAL ASSESSMENT
PUBLIC MEETING

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1. B. Her feeling hen & the Wesley Comp Home. Classes to Manage 3rd Airport was Signed information anybody here can recall.
2. Our concern / goal to take the beloved grass from around our Wesley to build a Hotel/ Retail Plaza. Promises regarding cultural protection will not be enforced. Will petty Wesley Home at some future date add new requests.
3. Approaches we already constant noise will probably increase drastically.

Submit comments to. Put Wesley Living on high priority & seniors living

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 S. Russell
Address: 416 S. 216th St. T520
Des Moines, WA 98198

1
2
3

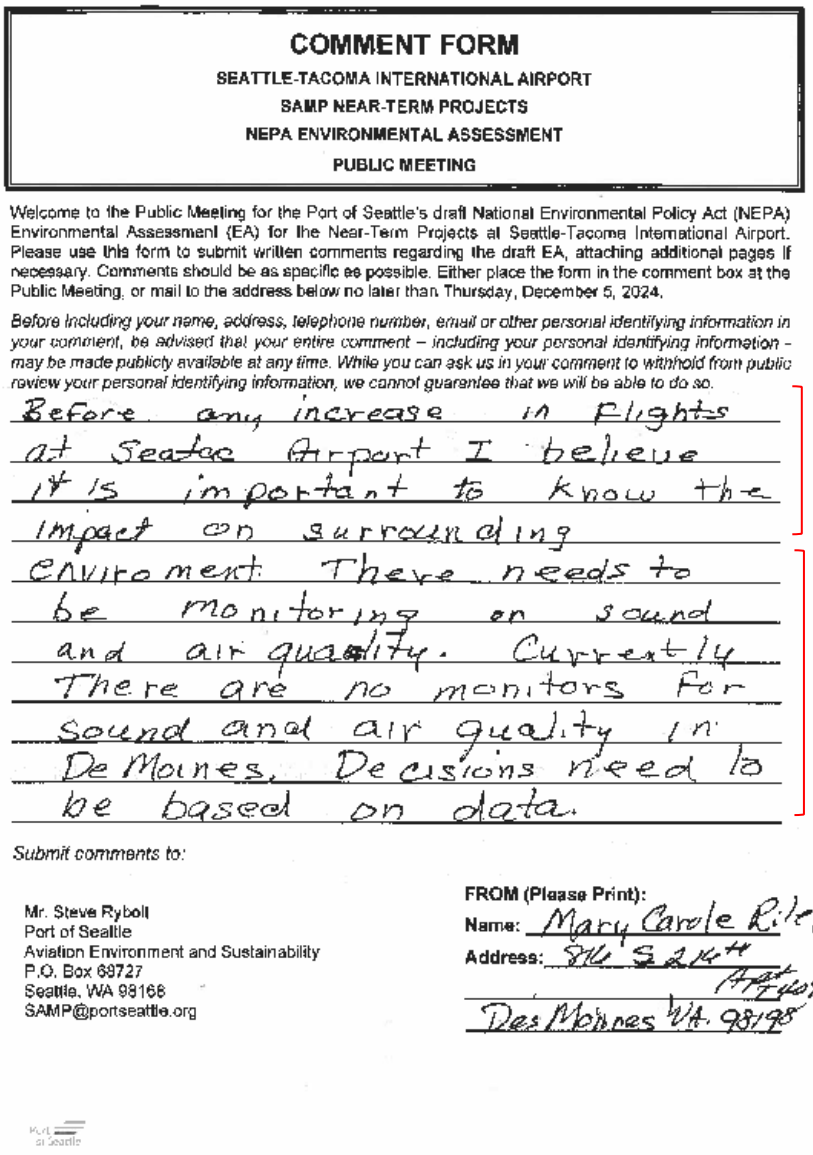
276-1. General Response #5
General Response #19a

276-2. General Response #18
The proposed projects would occur on airport property.

276-3. General Response #13
The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/

The FAA will provide your comment to the Part 150 team for consideration.

277. Mary Carole Rilel, Mail Comments



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Before any increase in flights at Seatac Airport I believe it is important to know the impact on surrounding environment. There needs to be monitoring on sound and air quality. Currently there are no monitors for sound and air quality in De Moines. Decisions need to be based on data.

1

2

Submit comments to:

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

FROM (Please Print):
Name: Mary Carole Rilel
Address: 816 S 240th #F409
Des Moines WA 98198

277-1. General Response #5

277-2. General Response #6
General Response #8
General Response #13

The Port of Seattle operates a system of 24 noise monitors located throughout the greater Seattle area. Most of the monitors are placed within 5 miles of the airport. The rest are placed farther out to capture aircraft overflight noise for various arrival and departure flight paths. Data from the noise monitoring system provides a general perspective on aircraft noise and is just one component of a comprehensive suite of tools the Port uses to understand aircraft noise impacts. Other tools include monitoring and tracking flight paths, types of aircraft being flown, winds, and runway usage and periodical modeling of noise impacts. More information on the noise monitors can be found at: https://www.portseattle.org/page/aircraft-noise-monitoring-system

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

278. K.R. Selivanoff, Mail Comment

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use this form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/seamtacpowerfulcommunity-new/comment-form/
- Email: SAMP@portseattle.org; Emily Bilzlac at Bilzlac.Emily@epa.gov
- US Mail: Steve Rybicki, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
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A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	KS	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: K.R. Selivanoff Signature: K.R. Selivanoff
Address: 24441 9th Pl. So.
Des Moines, WA
E-mail: krselivanoff@yahoo.com

278-1. General Response #2

278-2. General Response #17

278-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

278-4. General Response #14

278-5. General Response #15
General Response #17

278-6. General Response #14
General Response #16

278-7. General Response #1

279. Steven Sisson, Mail Comment

SEND BY 12-13-24

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- Attach online: https://www.airportprojects.net/sampeaupdate/presentation-eis/comment-form/
- Email: SAMP@portseattle.org Emily Bilstad at Bilstad.E@Portseattle.org
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

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Please include my above-initialed comments on/for the SAMP draft EA.

Name: Steven Sisson
Address: 1113 S. 249th Pl
Des Moines, WA 98198
E-mail:

Signature: Steven Sisson

279-1. General Response #2

279-2. General Response #17

279-3. General Response #8
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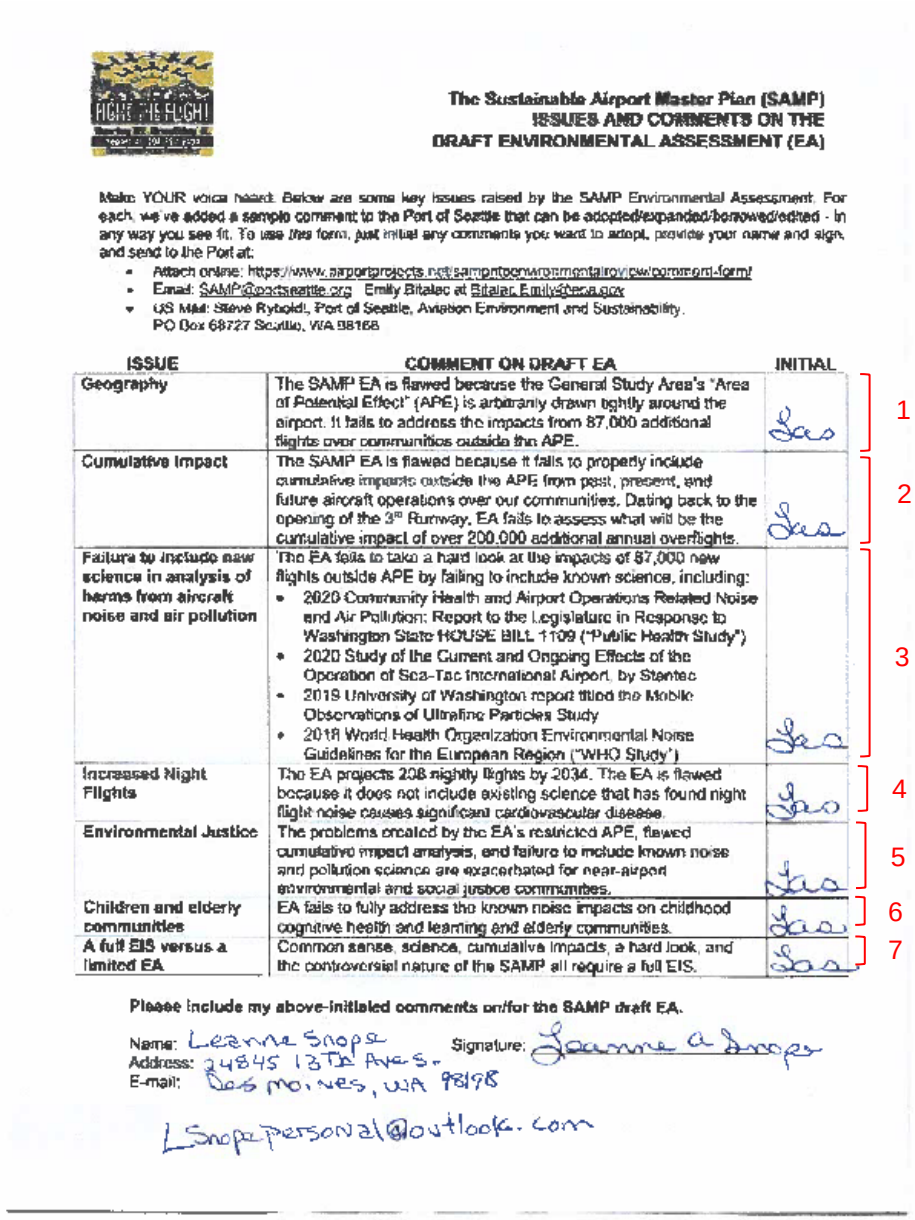
279-4. General Response #14

279-5. General Response #15
General Response #17

279-6. General Response #14
General Response #16

279-7. General Response #1

280. Leanne Snope, Mail Comment



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- US Mail: Steve Rybold!, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

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Please include my above-initialed comments on/for the SAMP draft EA.

Name: Leanne Snope Signature: Leanne A Snope
Address: 24845 13Th Ave S. Des Moines, WA 98198
E-mail: LSnopepersonal@outlook.com

280-1. General Response #2

280-2. General Response #17

280-3. General Response #8
General Response #9b
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General Response #14

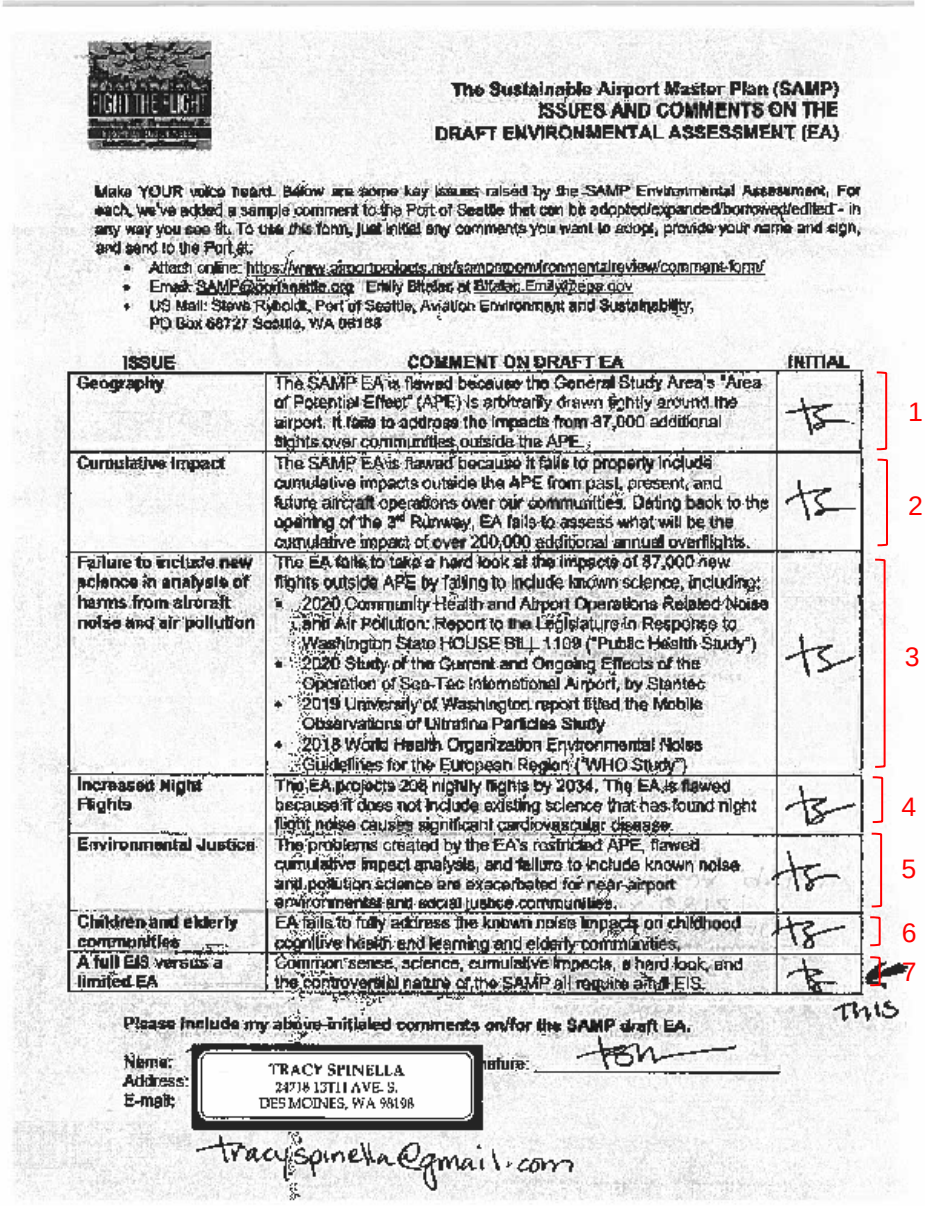
280-4. General Response #14

280-5. General Response #15
General Response #17

280-6. General Response #14
General Response #16

280-7. General Response #1

281. Tracy Spinella, Mail Comment



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- Email: SAMP@portseattle.org Emily Bittler at Bittler.Emily@epa.gov
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THIS

Please include my above-initialed comments on/for the SAMP draft EA.

Name: TRACY SPINELLA
Address: 24718 13TH AVE S.
DES MOINES, WA 98198
E-mail: tracyspinella@gmail.com
Signature: TSpinella

281-1. General Response #2

281-2. General Response #17

281-3. General Response #8
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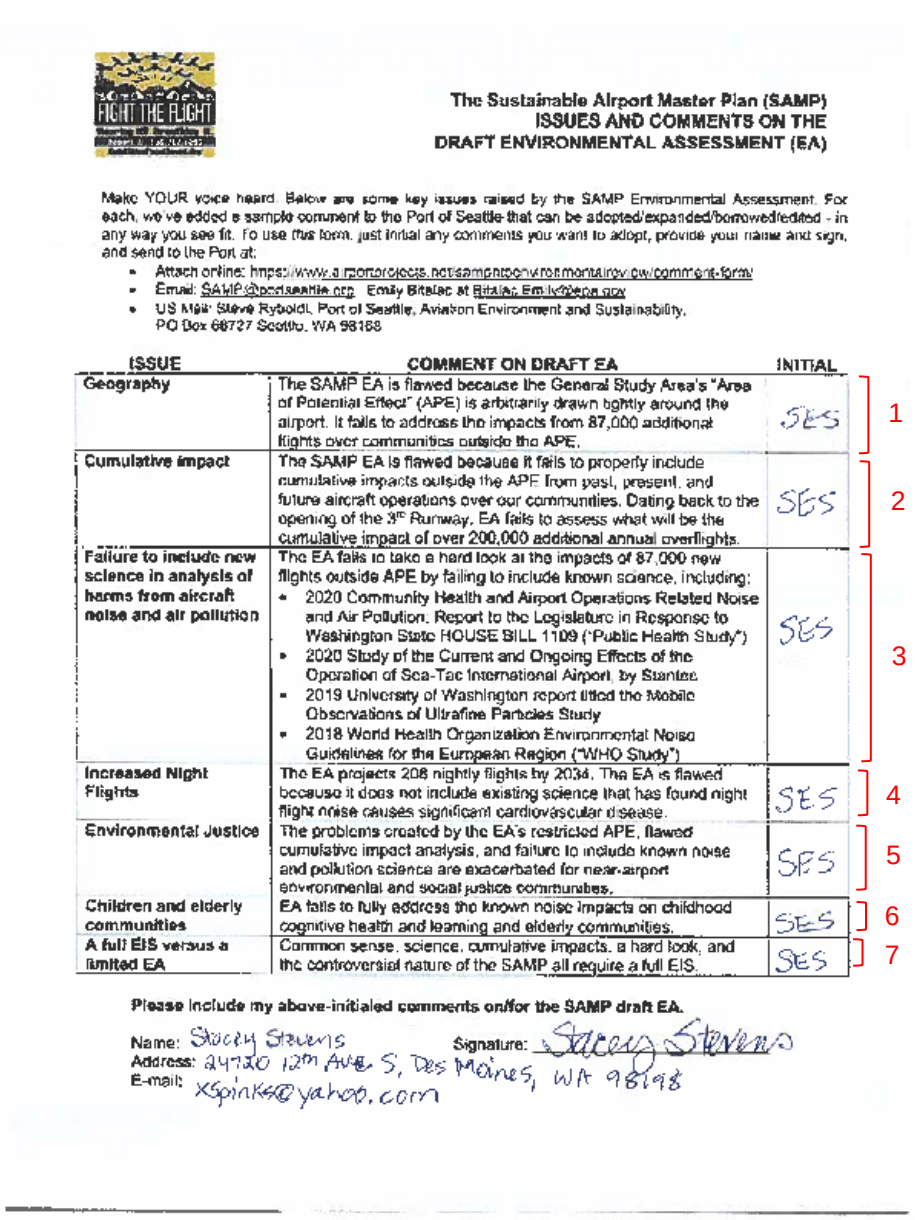
281-4. General Response #14

281-5. General Response #15
General Response #17

281-6. General Response #14
General Response #16

281-7. General Response #1

282. Stacey Stevens, Mail Comment



FIGHT THE FLIGHT

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- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Rybold, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

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A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	SES	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Stacey Stevens Signature: Stacey Stevens
Address: 24720 12th Ave S, Des Moines, WA 98198
E-mail: xSpinks@yahoo.com

282-1. General Response #2

282-2. General Response #17

282-3. General Response #8
General Response #9b
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General Response #14

282-4. General Response #14

282-5. General Response #15
General Response #17

282-6. General Response #14
General Response #16

282-7. General Response #1

283. James Tocher, Mail Comment

COMMENT FORM

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SAMP NEAR-TERM PROJECTS
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PUBLIC MEETING

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I live in the Wesley Des Moines retirement center. About every minute or so a plane takes off from SeaTac – which I see and hear! Maybe our building needs triple pane windows to cut down on the noise. 1

I understand that your planning involves a significant increase in cargo traffic. I am sure that is going to happen. I wish that the committee that investigated other airports sites had taken a more serious look at diverting traffic to either Paine Field or McChord field – some kind of shared usage. You can't just keep adding more and more flights in and out of SeaTac. 2 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: James Tocher
Address: 216 S. 216th Street
Apt T619
Des Moines WA 98198

283-1. General Response #5
General Response #13

283-2. Cargo operations are forecasted to increase the same with or without the project.

283-3. General Response #7
General Response #7a
General Response #7b

284. Christine Tollefson, Mail Comment

FIGHT THE FLIGHT

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- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
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Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	CLT	2
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	CLT	3
Increased Night Flights	The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	CLT	4
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	CLT	5
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	CLT	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	CLT	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: Christine L Tollefson
Address: 2221 CLIFF AVE S. #103
DES MOINES, WA 98198
E-mail: CHRIS.TOLLEFSON@YAHOO.COM

284-1. General Response #2

284-2. General Response #17

284-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

284-4. General Response #14

284-5. General Response #15
General Response #17

284-6. General Response #14
General Response #16

284-7. General Response #1

285. Joyce Vopni, Mail Comment

SEND BY 12-13-24

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use this form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampsepaenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bialac at Bialac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
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A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	JEV	7

Please include my above-initialed comments on/for the SAMP draft EA.

Name: JOYCE VOPNI Signature: Joyce E. Vopni
Address: 24609 12TH AVE S.
DES MOINES, WA 98198
E-mail: Jam132@msn.com

285-1. General Response #2

285-2. General Response #17

285-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

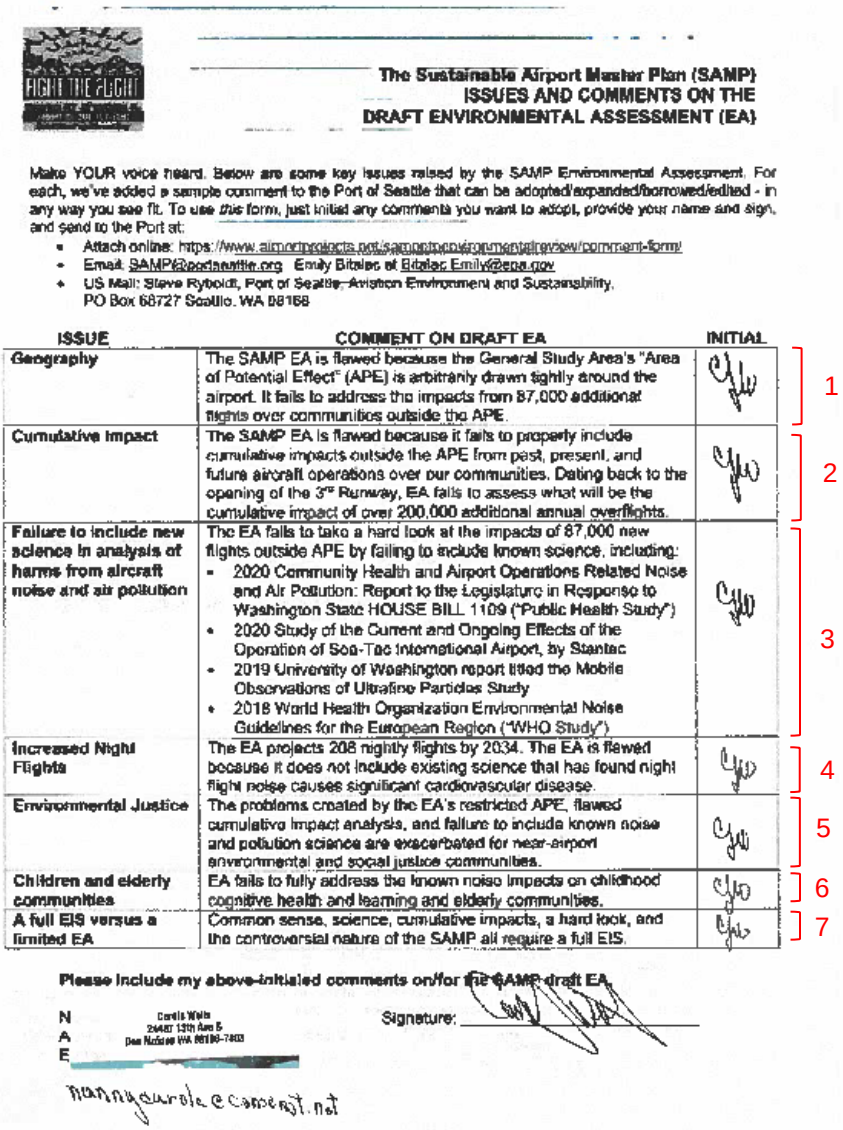
285-4. General Response #14

285-5. General Response #15
General Response #17

285-6. General Response #14
General Response #16

285-7. General Response #1

286. Carole Wells, Mail Comment



FIGHT THE FLIGHT

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- Attach online: https://www.airportprojects.net/sampdraftenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

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Cumulative Impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	CW	2
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Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	CW	6
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	CW	7

Please include my above-initialed comments on/for the SAMP draft EA.

NAME: Carole Wells, 24487 13th Ave S, Des Moines WA 98198-7403

Signature:

mamycarole@comcast.net

286-1. General Response #2

286-2. General Response #17

286-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

286-4. General Response #14

286-5. General Response #15
General Response #17

286-6. General Response #14
General Response #16

286-7. General Response #1

287. Susan White, Mail Comment

FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
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DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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- US Mail: Steve Rybaldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

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+ EIS SW

Please include my above-initialed comments on/for the SAMP draft EA.

Name: SUSAN White
Address: 2837 1/2 Redondo Beach DR S
E-mail: SUSANRho@aol.com

Signature: Susan White

287-1. General Response #2

287-2. General Response #17

287-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

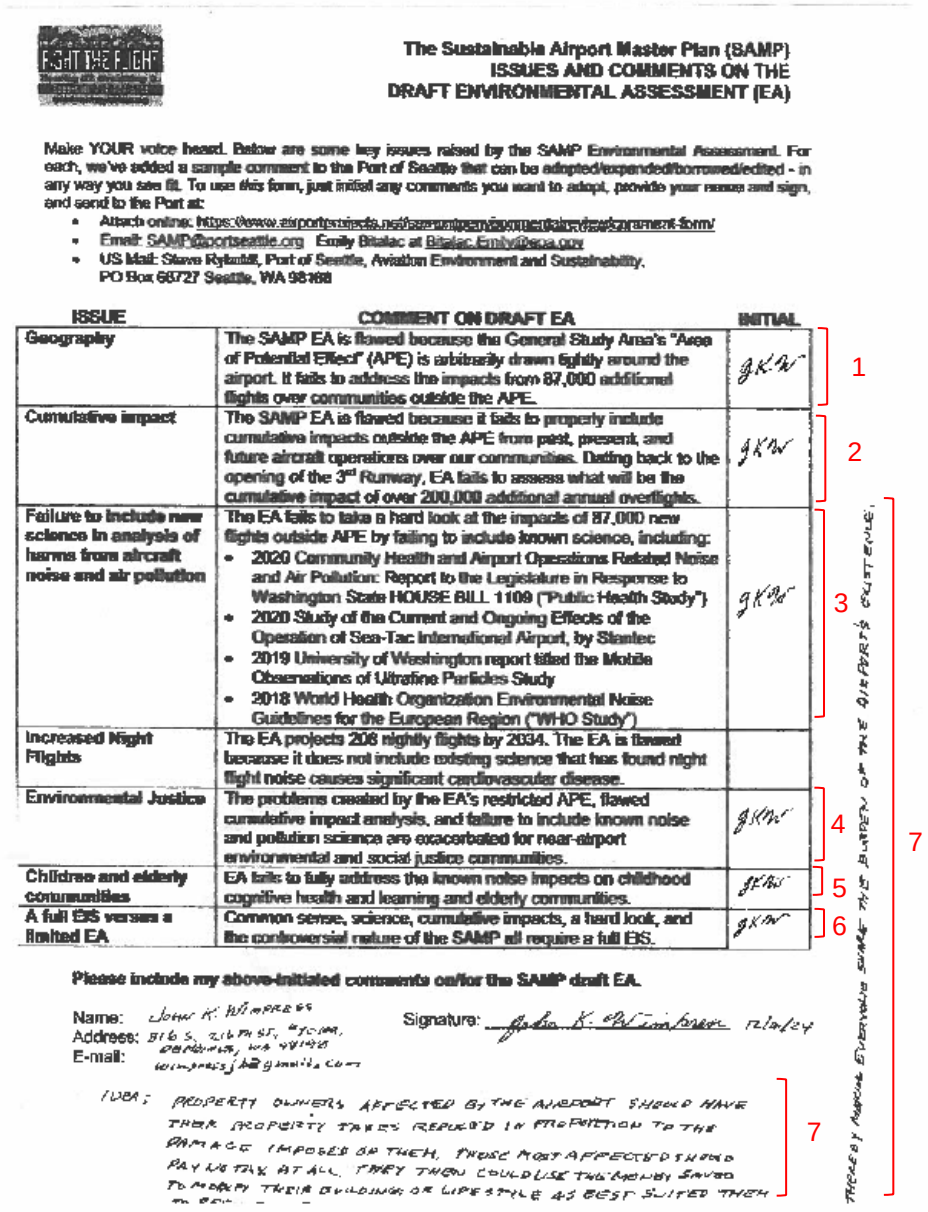
287-4. General Response #14

287-5. General Response #15
General Response #17

287-6. General Response #14
General Response #16

287-7. General Response #1

288. John Wimpress, Mail Comment



FIGHT THE FLIGHT

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DRAFT ENVIRONMENTAL ASSESSMENT (EA)

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- Attach online: https://www.airportsreports.net/seamtpenvironmentalreviewcomment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@spa.gov
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Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	JKW	2
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Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	JKW	4
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	JKW	5
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	JKW	6

Please include my above-initialed comments on/for the SAMP draft EA.

Name: John K. Wimpress
Address: 816 S. 216th St, #C-104, Des Moines, WA 98198
E-mail: wimpressjk@gmail.com
Signature: John K. Wimpress 12/9/24

IDEA: PROPERTY OWNERS AFFECTED BY THE AIRPORT SHOULD HAVE THEIR PROPERTY TAXES REDUCED IN PROPORTION TO THE DAMAGE IMPOSED ON THEM. THOSE MOST AFFECTED SHOULD PAY NO TAX AT ALL. THEY THEN COULD USE THE MONEY SAVED TO MODIFY THEIR BUILDING OR LIFESTYLE AS BEST SUITED THEM

7

THEREBY MAKING EVERYONE SHARE THE BURDEN OF THE AIRPORT'S EXISTENCE.

7

288-1. General Response #2

288-2. General Response #17

288-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

288-4. General Response #15
General Response #17

288-5. General Response #14
General Response #16

288-6. General Response #1

288-7. General Response #5
General Response #6

289. Erik S.

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Monday, October 21, 2024 4:50:32 PM

You don't often get email from lbinternet@landrumbrown.com. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Name

Erik S

Comment

The airport terminal is small, dated, and beyond capacity. No amount of piecemeal improvements or new terminal is going to fix it. There needs to be a central, overarching vision for the future of SeaTac airport that addresses the inefficiencies and inadequacy of the existing terminal. The old terminal is straight out of another era, and you can tell the minute you walk inside it's outlasted its usefulness. Our region needs a world class international airport, not a overcrowded regional hub.

The best solution in my mind would be to demolish the existing parking garage and build a smaller, compact one and use the remaining space to build a grand, centralized, spacious check-in hall, baggage claim, TSA screening, and new gentler curving approach roads. This will improve airport operations, alleviate space constraints, and bring the terminal closer to the light rail station. The existing terminal should be improved first before thinking about adding another, or the ridiculous notion of building a whole new greenfield airport. The recently-opened PDX airport is a good example of what can be done with a little more imagination and less bureaucracy.

1

289-1. This comment has been noted.

290. Martin Antich

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Tuesday, October 22, 2024 1:10:17 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Martin Antich

Address

217 Southwest 186th Street

Email

martinantich@gmail.com

Comment

Hello,

First of all I would like to say I think it's a huge mistake to expand an already overly busy airport instead of just building an entirely new regional airport in a different location.

Surrounding communities have already suffered enough from the constant noise & pollution from SeaTac Airport.

Why should one small community be made to suffer all of the mental & physical abuse of air transportation for an entire region?

Please don't expand SeaTac Airport!

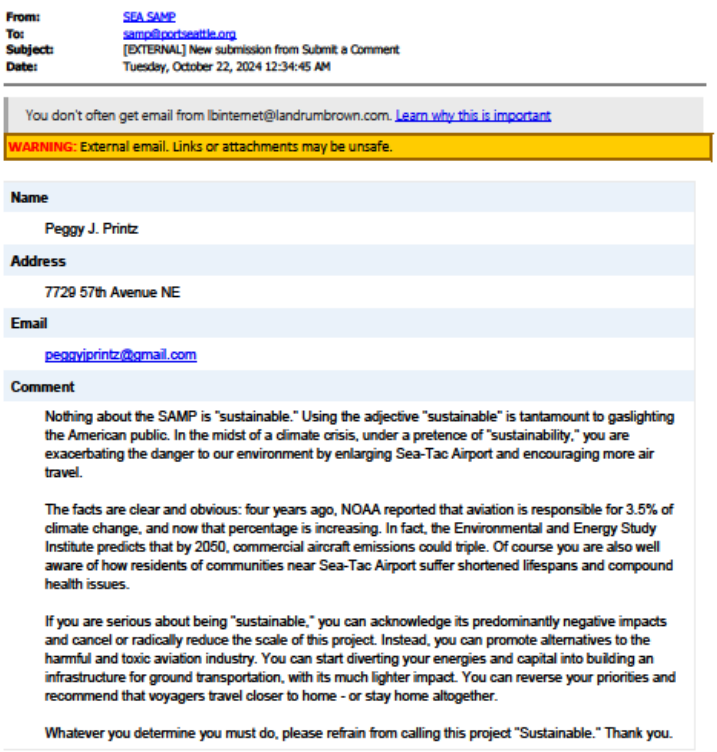
Thank you,

Martin Antich

1

290-1. General Response #7
General Response #7a

291. Peggy Printz



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Tuesday, October 22, 2024 12:34:45 AM

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WARNING: External email. Links or attachments may be unsafe.

Name

Peggy J. Printz

Address

7729 57th Avenue NE

Email

peggyjprintz@gmail.com

Comment

Nothing about the SAMP is "sustainable." Using the adjective "sustainable" is tantamount to gaslighting the American public. In the midst of a climate crisis, under a pretence of "sustainability," you are exacerbating the danger to our environment by enlarging Sea-Tac Airport and encouraging more air travel. 1

The facts are clear and obvious: four years ago, NOAA reported that aviation is responsible for 3.5% of climate change, and now that percentage is increasing. In fact, the Environmental and Energy Study Institute predicts that by 2050, commercial aircraft emissions could triple. Of course you are also well aware of how residents of communities near Sea-Tac Airport suffer shortened lifespans and compound health issues. 2

If you are serious about being "sustainable," you can acknowledge its predominantly negative impacts and cancel or radically reduce the scale of this project. Instead, you can promote alternatives to the harmful and toxic aviation industry. You can start diverting your energies and capital into building an infrastructure for ground transportation, with its much lighter impact. You can reverse your priorities and recommend that voyagers travel closer to home - or stay home altogether. 3

Whatever you determine you must do, please refrain from calling this project "Sustainable." Thank you.

291-1. When the Port initiated the Sustainable Airport Master Plan process in 2013, they identified three goals for the Plan (Tech Memo #1):

- Identify the facility requirements that would enable the Airport to satisfy air transportation demand through the next 20 years in a safe and efficient manner.
- Identify a long-term plan to achieve the Century Agenda and complement the Aviation Division Business Plan.
- Identify measures that enable the Port to build, manage, and operate facilities in ways that meet sustainability goals and objectives.

The SAMP includes a whole chapter on the Port plans to incorporate sustainability into planning, development, and operations (Tech. Memo #9).

291-2. General Response #8
General Response #10
General Response #11

291-3. General Response #7
General Response #7d

292. Chad Konsak

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, October 24, 2024 12:29:29 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Chad Konsak

Address

Normandy Park

Comment

Around two years ago I contacted my NP city council, Mayor and the Port of Seattle to ask one simple question. Are you working on a plan to address the impacts on my community as a result of the increase in population and airport pollution? I got no answer from either. I did get the exact same "explanation" from both. The airport impacts are getting worst each month. It was absolutely quiet with no airplane noise when we bought our home 27 years ago. Now we are awakened in the wee hours as a result of very loud airplane noise. It has now become as loud as when we use to live where is now a 3rd runway. Being bought out by the Port was not a fair process for us and many of our neighbors. Many, like us turned down several buy out offers and had to retain attorneys. The plans to build another terminal and other projects confirms the growth of the airport and the impacts on surrounding communities. Impacts such as jet fuel and health issues for humans, wildlife and greenbelt. Of course the noise is bad and getting worst. The Port needs to perform impact studies in all surrounding areas affected. The Port also needs to sound insulate homes in my community that now experience new airport noise. Just like they did at our prior community before they built the 3rd runway. My initial question to those in charge is "are you making a plan to address the impacts on my community as a result of increasing airport growth" ? You have a plan to address growth in the business sense but we need a real plan for what's coming our way. My property value is decreasing as my property taxes are increasing. My neighborhood is not a quiet one anymore.

1

2

3

292-1. General Response #5

292-2. General Response #6
General Response #8
General Response #10
General Response #12
General Response #13
General Response #14

292-3. General Response #1
General Response #20

293. Ray Dumas

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, October 25, 2024 10:13:25 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Ray Dumas

Address

4822 S Bell st Tacoma WA

Email

rdumas253@gmail.com

Comment

I hope to see all this work done with a PLA to help create good living wage jobs for the local workers with no job disruptions

1

293-1. Thank you for your comment. This comment has been noted.

294. Travis Metzger

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, October 25, 2024 10:23:37 AM

WARNING: External email. Links or attachments may be unsafe.

Name
Travis Metzger

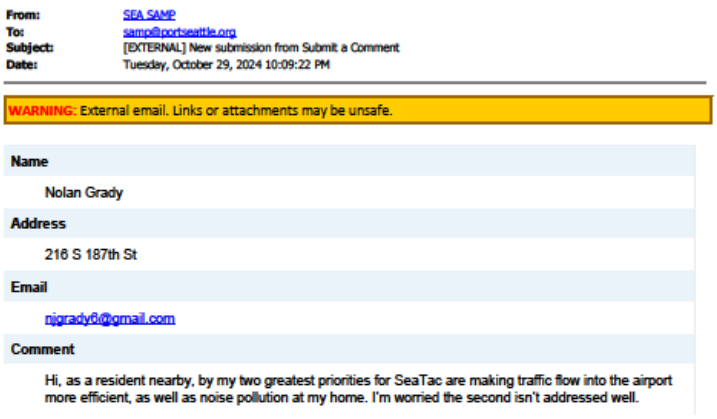
Address
24633 SE 224TH ST

Email
tmetzger@opcmia528.org

Comment
I believe these projects should be built under a PLA. The Port needs these projects completed ASAP.] 1

294-1. Thank you for your comment. This comment has been noted.

295. Nolan Grady



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Tuesday, October 29, 2024 10:09:22 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Nolan Grady

Address

216 S 187th St

Email

nigrady6@gmail.com

Comment

Hi, as a resident nearby, by my two greatest priorities for SeaTac are making traffic flow into the airport more efficient, as well as noise pollution at my home. I'm worried the second isn't addressed well.

] 1

295-1. General Response #13 The proposed project includes roadway improvements to enhance access to SEA and to mitigate impacts associated with the additional traffic. Please note that the proposed new terminal includes a new access road and arrival and departure curbs to accommodate 56 MAP (million annual passengers) at an optimal level of service. See Section 4.3.12 of the Draft EA for the proposed surface transportation mitigation.

296. Tim B. 08

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, October 31, 2024 3:37:09 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Tim B

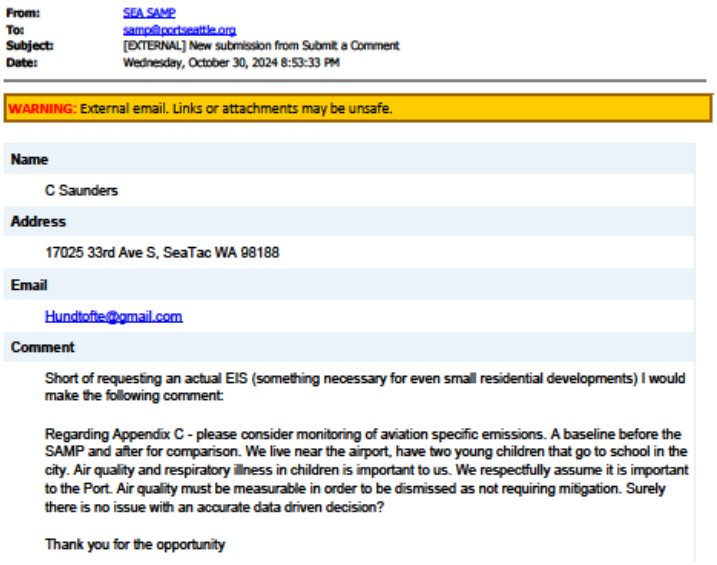
Comment

This is in regards to project L02. The Port should consider an electric people mover in addition to buses. A people mover has several advantages: they are much larger and can accommodate more passengers in a single trip. They have wider doors which provides for easier loading of baggage. They are built with level boarding, meaning no need to lift baggage or step up or down. Most importantly they can be operated autonomously, meaning no driver to call in sick. Lastly, an electric people mover would have less operational environmental impact compared to non-electric buses.

1

296-1. This comment has been noted.

297. C. Saunders



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, October 30, 2024 8:53:33 PM

WARNING: External email. Links or attachments may be unsafe.

Name

C Saunders

Address

17025 33rd Ave S, SeaTac WA 98188

Email

Hundtofte@gmail.com

Comment

Short of requesting an actual EIS (something necessary for even small residential developments) I would make the following comment: 1

Regarding Appendix C - please consider monitoring of aviation specific emissions. A baseline before the SAMP and after for comparison. We live near the airport, have two young children that go to school in the city. Air quality and respiratory illness in children is important to us. We respectfully assume it is important to the Port. Air quality must be measurable in order to be dismissed as not requiring mitigation. Surely there is no issue with an accurate data driven decision? 2

Thank you for the opportunity

297-1. General Response #1

297-2. General Response #6
General Response #8
General Response #10
The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

298. Xavier Barrera

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, October 31, 2024 8:42:03 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Xavier Barrera

Address

1301 Spring Street Unit 6A Seattle WA 98104

Email

Xabago@yahoo.com

Comment

It's disappointing that Departure Drive expansion is not addressed. SeaTac could use a drop off similar to SFO where there is the ability to bypass the first half of their equivalent of departure drive (e.g., if I'm flying Korean Air I should be able to bypass all the Alaska drop off traffic). There is space between the parking structure and existing road. I'm excited about more gates, but that means more people being dropped off. We are already being dropped off at arrivals when it makes sense, but additional flights will only make the backup on Departure Drive worse than it already is.

1

298-1. Thank you for your comment. The proposed new terminal includes a new access road and arrival and departure curbs to accommodate 56 MAP (million annual passengers) at an optimal level of service.

299. Howard Briggie

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, November 1, 2024 5:26:01 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Howard Briggie

Address

10822 3rd Ave S. Seattle, WA. 98168

Comment

We all know that the Seattle Tacoma area desperately needs an additional commercial airport.
The most readily available location for an additional commercial airport is McChord Field.
Either operate it commercially WITH the Air Force, OR move the Air Force operations to Moses Lake and/or Spokane. Movement being the best option.
Yes, the federal congress probably would needed to legislate any such military movement, but it could, and should, be done.
Time to start the AFB move process, know.

1

299-1. General Response #7
General Response #7a
General Response #7b

300. Lauren Frederick

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, November 1, 2024 7:44:01 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Lauren Frederick

Address

433 S 207th St

Email

lauren.e.frederick@gmail.com

Comment

Dear Mr. Ryboldt,

I am a resident of Des Moines, and I have lived almost my entire life near Sea-Tac Airport. I have experienced first-hand the massive increase in flights and noise near my home since the Third Runway opened in 2008. I urge you to take the following actions regarding the Sustainable Airport Master Plan Draft Environmental Assessment (SAMP Draft EA):

1. Extend the public comment period to at least the end of January, 2025. The SAMP contains more than 31 projects for the public to review and consider. The existing comment period is not long enough for the public to understand and respond to all of the projects, especially as the comment period includes winter holidays. 1

2. Work with airport communities to develop mitigation efforts that would be needed for the increased noise arising from a increase in flights described in Appendix J: Noise and Noise-Compatible Land Use. The SAMP does not include any mitigation efforts for the increased flights and subsequent noise that will result from SAMP projects. 2

3. Conduct an Environmental Impact Statement on all projects included in the SAMP to determine the cumulative impacts of noise and pollution from all 31 projects on airport communities. The SAMP does not include cumulative impacts of the 31 projects. Additionally, the SAMP does not include mitigation efforts for any of of the 31 projects, except for traffic improvements at eight intersections near the airport. The cumulative impact of all 31 projects must be assessed before any of the SAMP projects move forward, and appropriate mitigation efforts must be developed with airport communities before the projects are allowed to begin. 3

Sincerely,
Lauren Frederick
Des Moines, WA

300-1. General Response #3
General Response #4

300-2. General Response #6
General Response #13

300-3. General Response #1
General Response #6
General Response #8
General Response #13
General Response #17

301. Perry Hendricks

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, November 1, 2024 12:33:39 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Perry Hendricks

Address

Old: 18444 4th SW Normandy Park. 98166. New: 510 E Old Ranch Rd Allyn, Wa 98524

Email

phx481@comcast.net

Comment

I lived in Normandy Park for 43 years. Once in a while with the wind blowing from the east you could hear a faint noise of a plane taking off .
Then they built the third runway. The lie was they would only use it occasionally when working on the other runways. After years of planes taking
off at full throttle, not being able to open my windows because of the unbearable noise every 45-90 seconds, I gave up and moved. I had a
beautiful view of the sound and the Olympics which I loved to see each morning. I've been gone now for six years but it still makes me sick to
think I was forced out of my home!

1

301-1. General Response #5
General Response #19a

302. Sara Woehrle

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, November 1, 2024 5:06:43 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Sara Woehrle

Comment

As a homeowner and member of the Des Moines Washington community, I think any significant increase in air traffic will only contribute farther to the noise pollution within these communities, which we have plenty of evidence contributes to negative health outcomes for these communities. There is not a five minute period during the day where we are not bombarded with Airbuses or 737 less than 3000 foot above our homes. In fact, I think the best public comment would simply be to call me at my home and let me step out into my yard so that you can hear the hundreds of flights a day rubbishing this neighborhood making it impossible to work in the yard without noise, blocking headphones, zone or ear protection, even to be in the yard . I live within a mile and a half of several elementary schools, and we have plenty of evidence to prove that learning is delayed by these noise interruptions. An increase is almost unimaginable as it is currently almost intolerable to hear this amount of traffic and a new location for this increase air Traffic demand is necessary for the health of the communities that are currently being negatively impacted. I have called in hundreds of Noise complaints to the FAA when planes are less than 1500-2000 foot above our neighborhood often these are the largest and noisiest planes and they are not routed above less populated communities. This prioritize Sea Tac airport profit of the communities health

1

2

302-1. General Response #13 Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

302-2. General Response #8
General Response #10
General Response #13
General Response #14
General Response #16

303. Patrick Fuhrman

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Saturday, November 2, 2024 12:03:33 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Patrick Fuhrman

Address

2124 S 286th St, Federal Way

Email

fuhrman.patrick@gmail.com

Comment

In the 1990s, when they built the new runway, they gave all houses up until S 272nd St noise dampening windows. This should be extended as far south as S 320th St, as the noise pollution is still bad at S 288th St in Federal Way, and will get worse with the increased flights with the new terminal. 1

303-1. General Response #6
General Response #13

304. Marilyn Onstott

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Saturday, November 2, 2024 10:09:58 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Marilyn Onstott

Address

807 S. 218th St. J103

Email

mmonstott@hotmail.com

Comment

The noise is literally deafening. We cannot garden or enjoy the out of doors because of the loud airplane noise. WE NEED ANOTHER AIRPORT. How about McChord? It is too crowded at SeaTac Airport with way too much traffic to be safe.] 1] 2

304-1. General Response #5
General Response #13

304-2. General Response #7
General Response #7a

305. Diana Joy

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Sunday, November 3, 2024 12:24:45 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Diana Joy

Address

13770 34th Ave S; Tukwila WA 98168

Email

dianvid@aol.com

Comment

1) The neighborhood is between Sea Tac Landing and Take off and Boeing Field Landing and Take off. Stop veering the planes to the East on Take off. That is my comment as the 3rd runway project produced so much unbearable noise from making the largest planes take off on the east runway when they take off to the North if they veer to the east it is unbearable and miserable all the time. 1

2) Make the largest planes take off from the Middle or west side so that they can veer off to the west instead of to the East as we are already inundated with the air traffic from Boeing Field. 2

3) Don't take up any more of the space for parking at North Sea Tac area any more would ruin our cities- consider more parking to the South of the airport instead. 3

4) I survived the PSA crash over North Park in California - I was 6 blocks from Boundry Street and remember the horrors of the crash. I find it very frightning to see this expansion in our area. Pick another area to build another airport to the south in Pierce County and also expand the one in Bellingham. There are actually 3 airports within 10 miles - Sea Tac - Boeing Field and Renton Airport. Build and expand elsewhere is my input. 4

Thanks for asking for my advice - I hope it is heard by the right people to make a difference in my community improvement.

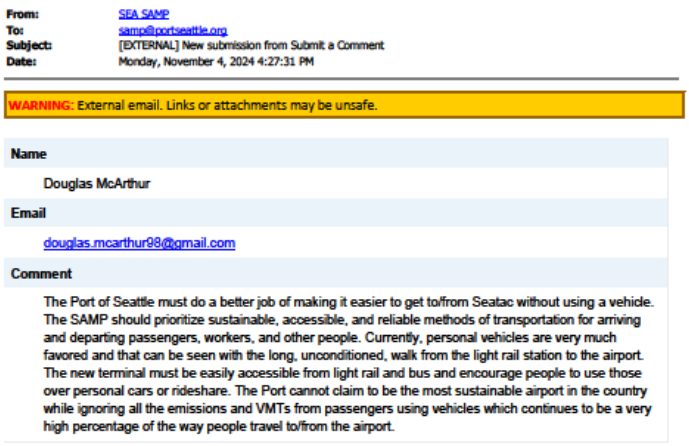
305-1. General Response #5
General Response #13

305-2. This comment is outside the scope of this EA but the FAA will share this comment with the Part 150 team.

305-3. General Response #7
As noted in Chapter 2 of the EA, several commenters requested the removal or modification of L06 Employee Parking Surface Lot during scoping due to concerns about additional traffic in the adjacent neighborhoods and impacts to North SeaTac Park. As a result of the comments, the Port eliminated L06 and expanded L07 to accommodate the employee parking needs identified.

305-4. General Response #7
General Response #7b

306. Douglas McArthur



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Monday, November 4, 2024 4:27:31 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Douglas McArthur

Email

douglas.mcarthur98@gmail.com

Comment

The Port of Seattle must do a better job of making it easier to get to/from Seatac without using a vehicle. The SAMP should prioritize sustainable, accessible, and reliable methods of transportation for arriving and departing passengers, workers, and other people. Currently, personal vehicles are very much favored and that can be seen with the long, unconditioned, walk from the light rail station to the airport. The new terminal must be easily accessible from light rail and bus and encourage people to use those over personal cars or rideshare. The Port cannot claim to be the most sustainable airport in the country while ignoring all the emissions and VMTs from passengers using vehicles which continues to be a very high percentage of the way people travel to/from the airport.

1

306-1. General Response #7
General Response #7d

307. Rajeev Soni

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 6, 2024 2:36:52 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Rajeev Soni

Address

3813 Fremont Ave N #3

Email

mr.rajeev.soni@gmail.com

Comment

I am "pro" for any plans for more aviation capacity in or surrounding King County, WA. I grew up in the Mid-Atlantic US, where it was easy to visit dozens of other metros in just a few hours. That's not a possibility in Seattle. Western Washington does not have the luxury of proximity to other metropolitan cities and places of interest. We do, however, attract much tourism and talent, and we do not want their first impression to be of how inconvenient or expensive it is to travel here. Especially because we pride ourselves on our logistics (Port of Seattle, Boeing, Amazon, urban planning, etc.).

1

307-1. Thank you for your comment. This comment has been noted.

308. Kjersten Gmeiner

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 6, 2024 10:19:11 AM

WARNING: External email. Links or attachments may be unsafe.

Name
Kjersten Gmeiner

Address
12051 14th Ave NE

Email
gmeiner.k@gmail.com

Comment
NO AIRPORT EXPANSION

] 1

308-1. Thank you for your comment. This comment has been noted.

309. Kayleigh Hickok

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 6, 2024 11:57:12 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Kayleigh Hickok

Address

23310 19th ave s desmoines wa 98198

Email

kayleigh.hickok@gmail.com

Comment

The airport and 3rd runway expansion already negatively impacts our health. Air quality and sound pollution are the most notable. Throughout the night and in the early mornings loud airplanes fly over our bedroom and we can feel the vibrations in the windows. When standing outside in our yard we cant even hear each other speaking due to the noise which is damaging our hearing. Promised tree filtration to improve air quality is being destroyed and agreements between the port and the city are not being honored. Airport expansion will only increase dangerous noise pollution and poor air quality. 1 2

309-1. General Response #5
General Response #8
General Response #10
General Response #13
General Response #14

309-2. General Response #5
General Response #6
General Response #18

310. Gary Lawrenson

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 6, 2024 8:04:27 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Gary Lawrenson

Address

3418 south 198

Email

lawrensongary@gmail.com

Comment

SEA Sustainable Airport Master Plan- Comments/Questions Nov. 7, 2024

To: www.sampntpenvironmentalreview.org/
samp@portseattle.org
commission-public-records@portseattle.org

Subject: SEA Sustainable Airport Master Plan- Questions

I lived here for 30 years, so I believe this is a change in my experience at my home about a mile south of Seattle-Tacoma Inter. Airport (SEA).

1. The last 3? Years have smelled Kerosene (Jet Fuel) outside much more often 20-30 times a year. Up from a few. This is a health hazard! I am about a mile from SEA.
a. Where do/will you measure kerosene (or organics) in the air? Measuring Kerosene, is a public safety responsibility?
b. What are your mitigating actions/designs to reduce kerosene from spills, aircraft or storage tank venting during fueling, jet engines (unburned kerosene escape)?
c. Are there limitations on Kerosene releases in your design?
d. Where are atmospheric Kerosene measurement records available to the public? Recommend station measured value versus time, on your web site.

2. How do you monitor and restrict Aircraft that do not meet current Noise Abatement requirements from landing at SEA?
a. Where is Aircraft Noise measured continuously around SEA, you have public responsibility to verify compliance?
b. Need measured ground verification of Airlines Aircraft Noise compliance at SEA.
c. Is the SEA Aircraft Hush house operating and being used.
d. Where are Noise measurement records available to the public? Recommend Noise station measured value versus time, on your web site.

Sincerely;

Gary M. Lawrenson
3418 South 198
Seatac, WA. 98188

File

1

2

310-1. General Response #5
General Response #8
General Response #9
Kerosene is not specifically listed as a criteria pollutant, air toxic, or hazardous air pollutant. An analysis of kerosene is not a requirement of the CAA or FAA Orders 1050.1F and 5050.4B.

310-2. General Response #5
General Response #6
General Response #13
The Port of Seattle operates a system of 24 noise monitors located throughout the greater Seattle area. Most of the monitors are placed within 5 miles of the airport. The rest are placed farther out to capture aircraft overflight noise for various arrival and departure flight paths. Data from the noise monitoring system provides a general perspective on aircraft noise and is just one component of a comprehensive suite of tools the Port uses to understand aircraft noise impacts. Other tools include monitoring and tracking flight paths, types of aircraft being flown, winds, and runway usage and periodical modeling of noise impacts. More information on the noise monitors can be found at: https://www.portseattle.org/page/aircraft-noise-monitoring-system

The proposed project does not include the construction of a Ground Run-up Enclosure. Construction of a Ground Run-up Enclosure was included as part of the 2012 Part 150 Noise Combability Program. The Part 150 Update is a separate process being completed by the Port. The FAA will provide your comment to the Part 150 team.

311. Patricia M.

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 6, 2024 9:46:01 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Patricia M

Address

8835 Burke Avel N

Email

murphy.patricia@live.com

Comment

Please dont further degrade the neighborhoods around SeaTac or the rest of the Seattle area. We are on the brink of no return with climate change. We cannot afford the damage!

] 1

311-1. General Response #11

312. Barbara Michieli

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 6, 2024 7:28:05 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Barbara Michieli

Address

3619 South 192nd Street, SeaTac, WA 98188

Email

micski2@comcast.net

Comment

ATTN: Port of Seattle and Federal Aviation Administration

I am writing to say a profound "NO!" to the SeaTac airport expansion. We should fix the harm; not increase it. 1

The draft Sustainable Airport Master Plan, which involves the construction of more than 30 airport-related, industrial developments in and around SeaTac Airport will, in addition to significantly increasing the heat, noise, light, and pollution in my Angle Lake neighborhood (of which I've been a resident for the last 33 years), destroy over 100 acres of trees that now clean and cool our air and, instead, it will replace them with more roads, warehouses, parking lots, and numerous other polluting sources. This will definitely harm every living creature in the area. 2

In spite of the claim that the projects proposed in the draft Sustainable Airport Master Plan would have no expected significant impacts on our community, as a nearby airport resident I know that is an absolutely false statement. The Port's plan will harm our public and personal health, the environment, social justice, and climate change. 3

Therefore, I am calling for an Environmental Impact Statement to confirm that these proposals do not have the potential for one or more significant impacts to the human environment. 4

Thank you.

312-1. Thank you for your comment. This comment has been noted.

312-2. General Response #8
General Response #13
General Response #18
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. The analysis completed for the EA determined that the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance.

312-3. General Response #8
General Response #10
General Response #11
General Response #12
General Response #13
General Response #14

312-4. General Response #1

313. Larkin Omenn

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 6, 2024 9:45:28 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Larkin Omenn

Address

1718 3rd Ave n

Email

Larkinomenn@gmail.com

Comment

VOTE NO stop creating more pollution it's time we starting caring for our planet and working for and with her not being selfish and exploiting the resources given.

] 1

313-1. Thank you for your comment. This comment has been noted.

314. Allsion Ostrer

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 6, 2024 12:28:46 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Allison Ostrer

Address

2721 SW Trenton St, #47131, Seattle, 98146

Email

aostrer21@gmail.com

Comment

I live and work near Seatac airport. I'm a small business owner and I pay taxes. I deal with the noise of planes and I enjoy the few green spaces that are still in existence, not wanting to lose more.

I strongly believe that the SAMP proposals pose a Significant Impact and that an Environmental Impact Statement is needed. Please commence one as soon as possible.

1

314-1. General Response #1
General Response #13
General Response #18

315. Jenny Phan

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 7, 2024 12:41:42 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Jenny Phan

Comment

Expanding the SeaTac airport would mean cutting down many essential trees in the SeaTac, Burien, and Des Moines areas. This would be extremely damaging to not only the environment but also the health of communities living close to the airport. These negative health impacts will be generational and overtime decrease the life spans of populations due to exposure of airport pollutants known to be disease causing (Public Health Seattle-King County, https://app.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf). An increase in disease risk exacerbates inequities marginalized communities experience. The majority of the people who live within a 10 mile radius of the airport are Black/African-American, Hispanic/Latinx, and Native American/Pacific Islander. Additionally, a great proportion of the population within a 10 mile radius of the airport are immigrants, children, and people near or in poverty. It is critical we remain cognizant of the inequities that these populations face when considering expanding the airport. The intersectionality of their identities creates barriers to healthy living. The potential expansion of the airport would only further exacerbate health inequities, putting the most vulnerable communities at higher risk for poor health.

1

2

315-1. General Response #18

315-2. General Response #8
General Response #10
General Response #13
General Response #14
General Response #15

316. Valerie Bank

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 7, 2024 1:36:01 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Valerie Bank

Address

9648 57TH AVE S

Email

vbank91@gmail.com

Comment

We should not be increasing airport sprawl into Seatac communities. There is opportunity to improve the space thats already in use as well as use it more efficiently. Airport sprawl will increase the heat, noise, light, and pollution in our neighborhoods and destroy dozens of acres of trees that now clean and cool our air. The people who live here do not want to trade trees for more roads, warehouses, parking lots, and other polluting sources.

1

316-1. General Response #7
General Response #8
General Response #10
General Response #13
General Response #14
General Response #18

317. Olivia Brooks

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 7, 2024 12:22:23 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Olivia Brooks

Address

23410 18th Ave S H302, Des Moines WA 98198

Email

okbrooks7@gmail.com

Comment

As someone who lives in Des Moines right below the flight path, I'm concerned about increases in the plane noise should there be significant expansion of SeaTac. I've been awakened at night on occasion due to the noise. What mitigation steps will be taken to ensure people will be able to tolerate any increases, as well as to make sure that during overnight hours, plane traffic will be kept to a minimum so as not to disrupt people's sleep?

1

317-1. General Response #6
General Response #13
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

318. Stephanie Bell

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, November 8, 2024 1:17:04 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Stephanie Bell

Address

21507 42nd Ave S E1 SeaTac, WA 98198

Email

jasperjosh@comcast.net

Comment

Dear Esteemed Officials:

I have lived in SeaTac since 2014 and have dire concerns about the proposed multi-pronged expansion of the airport into our neighborhoods which would have equally dire and significant impacts on the health and environment of this large community. A healthy environment cools our neighborhoods, shades our parks, offers wildlife vital habitat, reduces noise and air pollution, and increases our collective mental health. No surprise, healthy ecosystems are also associated with reductions in crime and an increase in well-being. Urban blight serves none of us well and this should always be reflected in public policy and decision making. Especially in the context of a mounting climate catastrophe.

Steps must be taken by our elected officials to protect the local community from becoming a wasteland. Please honor our collective needs for an EIS to mitigate harm. Tax-paying families like mine who are directly impacted by an expanded noise- and toxin-polluting airport deserve nothing less.

Might I hear from you soon with hopeful news?

1

318-1. General Response #1
General Response #8
General Response #10
General Response #11
General Response #13
General Response #14
General Response #18

319. Karen Wilt

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, November 8, 2024 2:40:28 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Karen Wilt

Address

412 S 302nd St, Federal WA 98003

Email

kawilt@comcast.net

Comment

It is understandable that some kind of an airport expansion is necessary for future air travel in the Seattle or WA State area, however, the impact on the surrounding community regarding noise is very concerning. Currently, my home is experiencing excessive noise from the last expansion of a new runway. Flights day/night come directly over our home disturbing our time outside and especially at night when trying to sleeping. 1

Why do the south end communities continually get impacted as a result of airport expansion? Additional terminals will only result in additional noise and traffic due to additional flights coming in and going out of SeaTac. Please explain how these additional impacts will be curtailed. 1

I have submitted many noise complaints, however, have never received answers on how to get my home assessed for current noise impact. Explain why and how a homeowner goes about getting this done? 2

SB5955 expanded area for excessive noise, however, map is unclear what street boundaries are covered. Please explain if expansion covers my home. 2

Why is the construction of a new airport either east or south not feasible? 3

Answers to my above concerns will be greatly appreciated.

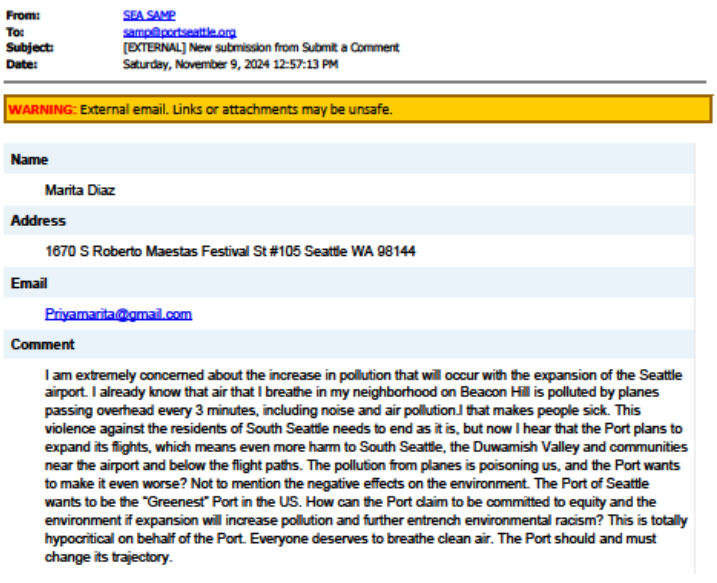
I do request that my personal information be protected from public view.

319-1. General Response #6
General Response #13

319-2. The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/ The FAA will provide your comment to the Part 150 team for consideration.

319-3. General Response #7
General Response #7a

320. Marita Diaz



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Saturday, November 9, 2024 12:57:13 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Marita Diaz

Address

1670 S Roberto Maestas Festival St #105 Seattle WA 98144

Email

Priyamarita@gmail.com

Comment

I am extremely concerned about the increase in pollution that will occur with the expansion of the Seattle airport. I already know that air that I breathe in my neighborhood on Beacon Hill is polluted by planes passing overhead every 3 minutes, including noise and air pollution.I that makes people sick. This violence against the residents of South Seattle needs to end as it is, but now I hear that the Port plans to expand its flights, which means even more harm to South Seattle, the Duwamish Valley and communities near the airport and below the flight paths. The pollution from planes is poisoning us, and the Port wants to make it even worse? Not to mention the negative effects on the environment. The Port of Seattle wants to be the "Greenest" Port in the US. How can the Port claim to be committed to equity and the environment if expansion will increase pollution and further entrench environmental racism? This is totally hypocritical on behalf of the Port. Everyone deserves to breathe clean air. The Port should and must change its trajectory.

1

320-1. General Response #1
General Response #8
General Response #10
General Response #15
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

321. Nicole Pollock

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Saturday, November 9, 2024 12:12:20 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Nicole Pollock

Address

Burien

Email

grasscrafts@gmail.com

Comment

Greetings

The Airport has put out their proposed Master Plan and Real Estate Plan. My understanding is that it removes many acres of trees and green space from the community. The Defenders of Highline Forest have estimated 110 acres. I have included a link to their report below.

Airport expansion is a big concern for me. More and more studies have shown that access to green space improves the health and lives of the people living there. Trees help filter the air we breathe. Cutting down trees and paving the land is only going to reduce our chance at clean air. All people need access to green spaces to walk, play, see and hear wildlife, and enjoy the Earth. North SeaTac Park hiking trails have been a huge boon to me and my family and I want that access for years to come. I am sure people living near the other green community spaces being eyed for tear down want the same access. 1

Yes, I chose to move to a house that is 4 miles from the airport. I knew my life would involve airport noise and traffic above my home. However, in the 12.5 years since I moved here the air traffic has increased. I have been driving home and will see 5 planes lined up in the sky coming in for landing. I have been at the park and watched planes come in so low that the top 20ft of a tree snapped off and fell to the ground. Luckily no one was injured, that I am aware. 2

The airport impacts our lives enough already. It doesn't need more land at the expense of the health and livelihood of the people in the surrounding communities. Other cities have developed 2 airports; it is impossible to continue to expand in a confined space. I'm not suggesting another airport is or isn't the solution for this plan, but there is a different solution, to whatever the airport needs, than to continue to encroach on our lives. 3

Thank you for your time
Nicole

tree impact link > https://www.defendersofhighlineforest.org/trees?ss_source=sscampaigns&ss_email_id=672b79ed78366702f4cae38b

321-1. General Response #18

321-2. General Response #5
General Response #13

321-3. General Response #7
General Response #7a

322. Gary Edgington

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Monday, November 11, 2024 7:27:54 PM

WARNING: External email. Links or attachments may be unsafe.

Name
Gary Edgington

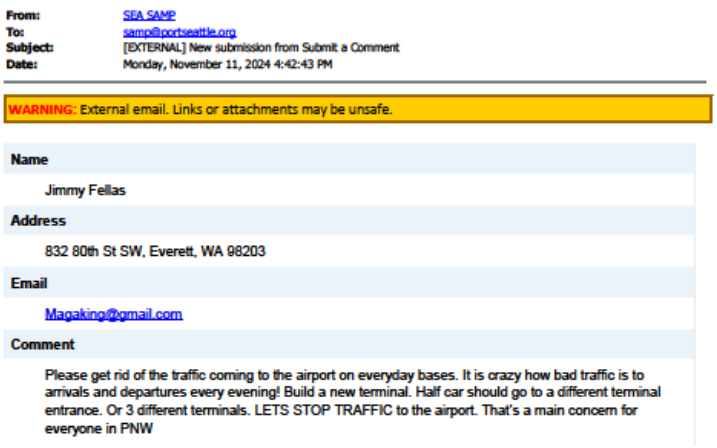
Address
25604 30th Ave. So., Kent,WA 98032

Email
edges@comcast.net

Comment
Get plenty of noise here & before 0700 at times. Would like to see other airports used/expanded or built. 1

322-1. General Response #7
General Response #7a
General Response #7b

323. Jimmy Fellas



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Monday, November 11, 2024 4:42:43 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Jimmy Fellas

Address

832 80th St SW, Everett, WA 98203

Email

Magaking@gmail.com

Comment

Please get rid of the traffic coming to the airport on everyday bases. It is crazy how bad traffic is to arrivals and departures every evening! Build a new terminal. Half car should go to a different terminal entrance. Or 3 different terminals. LETS STOP TRAFFIC to the airport. That's a main concern for everyone in PNW

1

323-1. Thank you for your comment. The proposed new terminal includes a new access road and arrival and departure curbs to accommodate 56 MAP (million annual passengers) at an optimal level of service. The Port will continue to look for opportunities to increase multimodal transportation use to and from the Airport. The Port of Seattle Commission authorized five new employee commute trip reduction programs for 2025.

324. Jason Greenland

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Monday, November 11, 2024 4:38:08 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Jason Greenland

Email

jasonmg99@hotmail.com

Comment

If we don't carry out all the short and long-term plans and confirm them in the short term, we may never have the opportunity again and who knows how much more the region and travel demand will grow. I think the airport's going to want it to be sure that it is fully expanded to that capacity as soon as possible for every year beyond 2050. But I think it will be important to focus on expanding the airport roadways and highways and greatly expanding the noise reduction and to be sure that clean fuel is enhanced so that it reduces or eliminates exhaust fumes which can be a health issue people are concerned about. But it's now or never and we want to be sure that all demand is met because the Everett airport is much more limited in their growth footprint

1

324-1. Thank you for your comment. The proposed project includes roadway improvements to enhance access to SEA and to mitigate impacts associated with the additional traffic.

325. Peter Jabin

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Monday, November 11, 2024 9:58:17 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Peter Jabin

Address

2009 Yale Ave E #203

Email

peterjabin@gmail.com

Comment

No to Airport Expansion

The 30+ proposed SAMP projects would: significantly expand the airport and its cargo handling infrastructure; profoundly impact human health and the natural environment; destroy large areas of the forest that clean and cool our air; and build polluting structures like roads, cargo warehouses, and parking lots.

Continuing to grow aviation at this juncture in the climate crisis is madness, talk of sustainable aviation fuel is greenwashing, and a just transition demands promoting economic development in other fields as we phase out our dependence on aviation.

I oppose the "Sustainable" Airport Master Plan.

1

325-1. General Response #8
General Response #10
General Response #11
General Response #18

326. Katie Kresly

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Monday, November 11, 2024 10:26:00 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Katie Kresly

Email

katiekresly@gmail.com

Comment

The health and climate impacts of an expanding airport are significant to me because I live in McMicken Heights, next to the SeaTac Airport.

Over the past twenty years, the air traffic, noise, and road congestion has only gotten worse. Many green spaces around the airport have been earmarked by Port of Seattle for repurposing Port-related usage. This is unfortunate because trees are one of the best mitigators of sound and pollution around an airport. 1

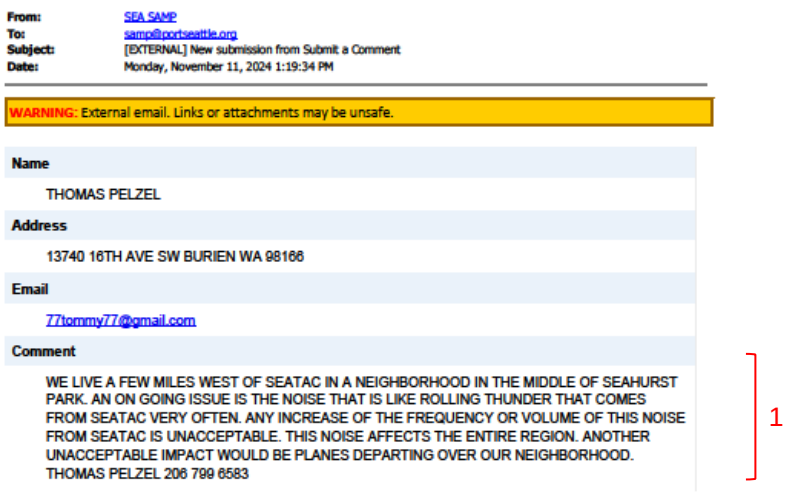
We need to have a full Environmental Impact Statement (EIS) to assess what else is needed beyond traffic congestion, including noise mitigation, and compensation to "airport cities" to help with the health related impact to residents.

"Sustainable" solutions need to include taking care of communities and the environment, not just the Port. 2

326-1. General Response #8
General Response #10
General Response #11
General Response #13
General Response #14
General Response #18

326-2. General Response #1

327. Thomas Pelzel



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Monday, November 11, 2024 1:19:34 PM

WARNING: External email. Links or attachments may be unsafe.

Name

THOMAS PELZEL

Address

13740 16TH AVE SW BURIEN WA 98166

Email

77tommy77@gmail.com

Comment

WE LIVE A FEW MILES WEST OF SEATAC IN A NEIGHBORHOOD IN THE MIDDLE OF SEAHURST PARK. AN ON GOING ISSUE IS THE NOISE THAT IS LIKE ROLLING THUNDER THAT COMES FROM SEATAC VERY OFTEN. ANY INCREASE OF THE FREQUENCY OR VOLUME OF THIS NOISE FROM SEATAC IS UNACCEPTABLE. THIS NOISE AFFECTS THE ENTIRE REGION. ANOTHER UNACCEPTABLE IMPACT WOULD BE PLANES DEPARTING OVER OUR NEIGHBORHOOD.
THOMAS PELZEL 206 799 6583

1

327-1. General Response #5
General Response #6
General Response #13

328. Robert Hanlon

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Monday, November 11, 2024 11:06:18 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Robert Hanlon

Address

1030 S SOUTHERN ST Seattle WA 98108

Email

Robert@utilitysquared.org

Comment

Hello fellow Earth inhabitant,

I write in objection to a dishonest and inadequate cumulative impacts section of the draft Environmental Assessment of 30+ Near Term industrial construction projects proposed in the Port of Seattle's Sustainable Airport Master Plan (SAMP) will have no significant impact on human health, the air quality, the water quality, noise or the heat index in the surrounding communities. To say that there would be no adverse environmental nor community impact in widespread clearing of forested land, expansion of logistics operations, and the carbon-based fuel the system relies on, is not consistent with recognized science, and studies carried fourth in this region. 1

As a Professional Engineer and Environmental Scientist, I strongly urge that a complete Environmental Impact Statement (EIS) be required of the Port of Seattle's SAMP prior to the award of any contracts for facilities' design or construction.

I live in the South Park community which already experiences disproportionate impacts from the SeaTac and KCIA airports and surrounding industry, which contributes to an average of 12 years shorter life expectancy for long time residents. Several days a month we are greeted by the smells of jet fuel the moment we walk out our front door, and continuously barraged by overhead aircraft noises. With an estimated 23% increase in flights, this expansion will contribute an equal or more increase in health disparities. Is this really an acceptable way to operate a business and generate profits? 2

A full EIS is needed to evaluate the near-term SAMP projects because key information is not available to assess the impacts of the projects on human health and the environment. The location of the projects are in and around communities which are already impacted by the airport, and the draft fails to address the cumulative nature of expansions, especially in tandem with those of other governmental groups, such as the Washington Department of Transportation's completion of the Highway 509 extension. The direct harm of the SAMP projects on our urban forest canopy will be impacted by climate change-related heat, drought, pollution, invasive weeds and insects that are already stressing the forest. Finally, the required outreach to the neighbors living within the immediate vicinity of the projects has not taken place and, therefore, their input has not been included in the analysis.

The unique location of these projects on and around an international airport matters. The cumulative impact among the regional projects matters. The voice of the neighbors surrounding each of these projects matters. The current assessment does NOT provide a reasonable evaluation of the harm to the community's health that the Port of Seattle's SAMP Near Term projects will cause - both from direct impacts and by destroying the important role that the remaining natural resources surrounding the airport provide to the community. Only a full Environmental Impact Statement can provide all these answers. 3

Thank you for your consideration.
Robert Hanlon, PE, EnvSP, NACE CP3 - Senior Project Engineer
King County Wastewater Treatment Division

328-1. General Response #1
General Response #8
General Response #10
General Response #11
General Response #12
General Response #13
General Response #14
General Response #15
General Response #17
General Response #18

328-2. General Response #10
General Response #13
General Response #14
General Response #15
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

328-3. General Response #1
General Response #8
General Response #10
General Response #11
General Response #12
General Response #13
General Response #14
General Response #15
General Response #17
General Response #18
General Response #19b

329. Jennifer Campbell

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Tuesday, November 12, 2024 6:21:08 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Jennifer Campbell

Address

32650 SR 20 B-102 #356, Oak Harbor, WA 98277

Email

jennlcampbell@live.com

Comment

There is no doubt that the SeaTac airport needs expansion and updating, and I appreciate this initiative and the opportunity to comment. Firstly, I would like to say that there is a strong need to get passengers off the tarmac and provide actual gates for loading and offloading passengers. Dropping them off on the tarmac and bussing them across busy taxiways in the dark in front of taxiing airplanes is not a good option and should be stopped ASAP. This is a public safety issue in my opinion. The expansion I hope will eliminate this unsafe practice once and for all. 1

As for the environmental impact of the expansion - we really do need to move toward getting people off the roads. Not by making it completely miserable for people to drive anywhere at all (which seems to have been the City's method thus far), but by making it easier for people to get to where they need to go by expanding access to the services they need. Expanding the only airport in the western half of the state will not accomplish this - building more airports closer to where people live will. No amount of road improvements around the SeaTac airport is going to help anybody struggling in traffic trying to get there in the first place. There is already too much traffic in the whole Seattle metro area, and it is getting markedly worse every day as companies force once remote workers to come back to the office. We had a wonderful opportunity following the pandemic to take hold of the environmental benefits we experienced and hang on to them by continuing to work remotely. However, we have now squandered that opportunity in the name of capitalism and economic greed along with every other opportunity we have ever had as a society to promote environmental conservation. Do we truly want to lesson our environmental impacts? The government and corporations need to step up and allow workers to work remotely.

So here we are now and what we really need is not one massive airport in Seattle, but more airports in the state. Airports that are closer to where people live. The Olympia / Tacoma and Arlington / Everett areas need to have their own airports. People are driving hours and hours to get to the only airport in the western half of the state that offers reasonably priced flights to destinations they need to go. Expanding access to more airports will remove thousands of cars from congregating in the Seattle area every day, making it miserable for commuters trying to get to work. It will also allow more people access to the downtown areas to enjoy the City, delay and perhaps minimize the need for future expansion of the I-5 corridor, and reduce congestion in the cities and neighborhoods surrounding the airport. Which, I am completely certain will be appreciated by the residents of those areas. 2

329-1. Thank you for your comment. This comment has been noted.

329-2. General Response #7
General Response #7a
General Response #7b
General Response #7c

330. Lynn Ormsby

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Tuesday, November 12, 2024 2:31:20 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Lynn Ormsby

Address

1104 SW 296th Street Federal Way, WA 98023

Email

lynnormsby@hotmail.com

Comment

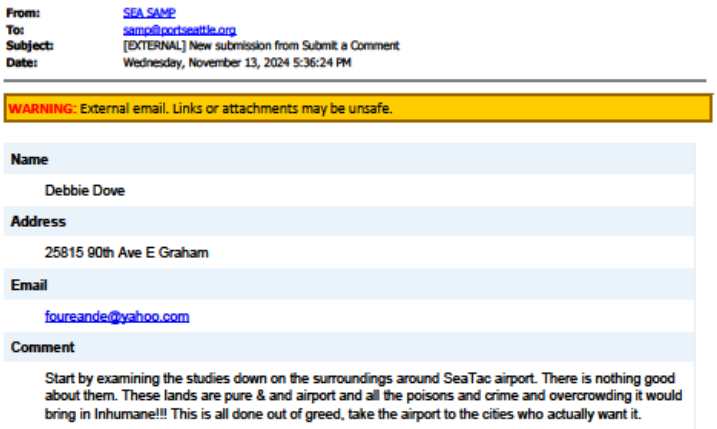
I have lived in Federal Way since 1974. I lived in Marine Hills under the flight path until 2007 when I moved to my present address. Each year I have experienced a significant increase in flights, airplane noise, and subsequent emissions in my neighborhood. Often at night it impacts sleep as southward planes bank toward the west. 1

There is a need to evaluate our airport capacity for the greater Puget Sound region. Now is the time to adapt just as many California cities have done by building satellite airports.
The Seattle-Tacoma International Airport is already at "over capacity". It is unjust to compromise the health of the citizens of Federal Way! 2

330-1. This comment has been noted.

330-2. General Response #7
General Response #7a
General Response #7b
General Response #7c

331. Debbie Dove



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 13, 2024 5:36:24 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Debbie Dove

Address

25815 90th Ave E Graham

Email

foureande@yahoo.com

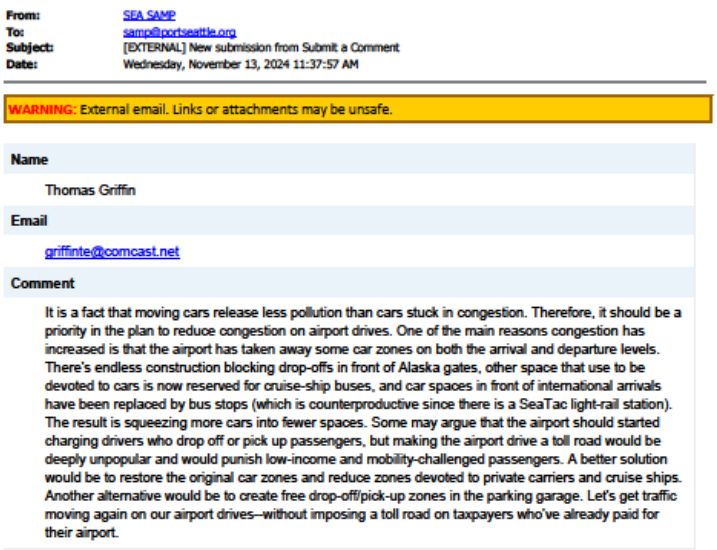
Comment

Start by examining the studies down on the surroundings around SeaTac airport. There is nothing good about them. These lands are pure & and airport and all the poisons and crime and overcrowding it would bring in Inhumane!!! This is all done out of greed, take the airport to the cities who actually want it.

1

331-1. General Response #2
General Response #7
General Response #7a
General Response #7b
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. The analysis completed for the EA determined that the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance.

332. Thomas Griffin



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 13, 2024 11:37:57 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Thomas Griffin

Email

griffinte@comcast.net

Comment

It is a fact that moving cars release less pollution than cars stuck in congestion. Therefore, it should be a priority in the plan to reduce congestion on airport drives. One of the main reasons congestion has increased is that the airport has taken away some car zones on both the arrival and departure levels. There's endless construction blocking drop-offs in front of Alaska gates, other space that use to be devoted to cars is now reserved for cruise-ship buses, and car spaces in front of international arrivals have been replaced by bus stops (which is counterproductive since there is a SeaTac light-rail station). The result is squeezing more cars into fewer spaces. Some may argue that the airport should started charging drivers who drop off or pick up passengers, but making the airport drive a toll road would be deeply unpopular and would punish low-income and mobility-challenged passengers. A better solution would be to restore the original car zones and reduce zones devoted to private carriers and cruise ships. Another alternative would be to create free drop-off/pick-up zones in the parking garage. Let's get traffic moving again on our airport drives—without imposing a toll road on taxpayers who've already paid for their airport.

1

332-1. The proposed project includes roadway improvements to enhance access to SEA and to mitigate impacts associated with the additional traffic. Please note that the proposed new terminal includes a new access road and arrival and departure curbs to accommodate 56 MAP (million annual passengers) at an optimal level of service. See Section 4.3.12 of the Draft EA for the proposed surface transportation mitigation.

333. Jessica Mesfin

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 14, 2024 1:23:06 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Jessica Mesfin

Address

20628 13th Ave s seatac WA 98198

Email

ulrichj1@seattleu.edu

Comment

I worry most about jet fuel pollutants from incoming flights. We live directly under incoming flights and we have two little kids, two dogs and our own health to worry about. It's not just fuel pollution but also noise pollution. The flights are coming and going until so late into the night sometimes waking up our kids, disruption of sleep and lack of sleep are huge in health of.all of us but especially small children.
I would hope both of these concerns can be looked at.

] 1
] 2

333-1. General Response #8
General Response #10
General Response #16

333-2. General Response #12
General Response #13
General Response #14

334. Anne Miller

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 13, 2024 4:16:30 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Anne Miller

Address

1116 35th Ave

Email

annemiller2733@gmail.com

Comment

The proposed expansion of the airport in the recently released SAMP will have huge impacts on the health of communities living near the airport. There needs to be a complete environmental review of the SAMP and an EIS. The increased number of flights, the increased construction, the increased traffic will also hugely increase the air and noise pollution and will affect people living near the airport and under the flight paths. The Port of Seattle needs to start mitigating the effects of pollution created by the airport, rather than increasing the harm. I have friends and family who live and/or work near the airport and I worry about their well-being. As a mother, as a former teacher and as a person of faith, I believe that the Port of Seattle has a moral obligation to care for the environment and our children's health.

1

2

334-1. General Response #1

334-2. General Response #5
General Response #6
General Response #8
General Response #10
General Response #13
General Response #14
General Response #16

335. Anna Pierce

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 13, 2024 5:22:39 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Anna Pierce

Address

2215 SW 149th ST

Email

annabrodie@gmail.com

Comment

To be quite to the point: decreased health (both respiratory and heart health) due to proximity to airports will lead to a population of people leaving the surrounding cities, or a widening income gap and gentrification of the neighborhoods. Your decision to maintain a healthy area surrounding the Seatac International Airport is critical to my, and my family's well being, and our decision to continue to reside in Burien. 1

There are few studies documenting the impact of forested areas surrounding an airport, and how they help air quality and via nitrogen dioxide, ozone and micro-particle reduction. It would be very wise of you to delay an decisions to reduce tree cover or access to planting future forests until we know the impacts nearby trees have on local's health. UW has one such study underway (see link below). 2

https://www.nber.org/digest/may12/airports-air-pollution-and-health

https://deohs.washington.edu/hsm-blog/can-trees-clean-jet-pollution

I implore you to consider your long-term impacts economically, for the region and cities, at to consider how this region will suffer if you only prioritize airport growth. Burien, Seatac, Tukwila, Des Moines, Normandy Park, Federal Way, Kent - we will all turn into unhealthy, industrial zones. Not the kind of place I'd ever dream of calling home. 3

335-1. General Response #5
General Response #8
General Response #10
General Response #13
General Response #14

335-2 General Response #18

335-3. General Response #5

336. Stephen Reilly

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 13, 2024 8:16:31 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Stephen Reilly

Address

4377 S 158TH ST

Email

stepreilly@hotmail.com

Comment

The airport is already to large and the health and environmental impacts for families and individuals is well documented and known. What mitigation for close-in residents is planned? Reducing noise pollution is not enough. What is planned to address increased health impacts on children, pregnant women and vulnerable populations? Has an assesment of the SAMP been conducted to better understand the impacts on property values and the potential decrease in funding for schools that rely on this tax base? Has a race and equity analysis been conducted? What efforts have been made to engage diverse communities that live near the airport and under the flight path? A full EIS and Health Impact Assesment needs to be completed before moving forward with SAMP. Do not continue to overburden and underfund communities that live under and in the shadow of the airport.

Stephen Reilly
Tukwila Resident

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2
3
4
5

336-1. General Response #5
General Response #6

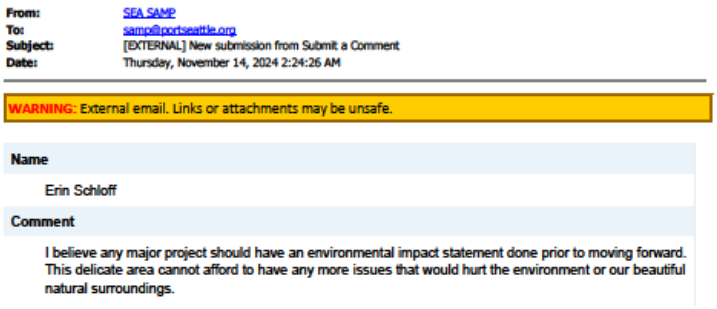
336-2. General Response #8
General Response #10
General Response #13
General Response #14

336-3. General Response #20

336-4. General Response #3
General Response #4
General Response #15

336-5. General Response #1

337. Erin Schloff



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 14, 2024 2:24:26 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Erin Schloff

Comment

I believe any major project should have an environmental impact statement done prior to moving forward. This delicate area cannot afford to have any more issues that would hurt the environment or our beautiful natural surroundings.

1

337-1. General Response #1

338. Robin Schwartz

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 13, 2024 6:05:18 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Robin Schwartz

Address

736 S Kenyon St

Email

robinschwartz@hotmail.com

Comment

Dear Port of Seattle officials,

My name is Robin Schwartz and I have been a South Park resident for over 18 years, therefore the health impacts from more air and noise pollution at SeaTac are incredibly significant to me. In the Duwamish Valley, we are disproportionately exposed to and impacted by air pollution from the 3 state and federal highways, 2 international airports - including SeaTac and the King County International Airport - Port activities from the movement of goods from drayage and medium-/heavy-duty trucks, 1,500 industries in our backyards, and a railroad. 1

In the 98108 area code, which encompasses South Park, Georgetown, and Beacon Hill, we have the highest rates of childhood asthma hospitalizations.Also, due to cumulative burdens from being an environmental justice near-Port community with two Superfund sites, South Park and Georgetown have a life expectancy rate 8 years shorter than the rest of Seattle, and 13 years shorter than wealthier areas of Seattle like Laurelhurst.

My community and my children should not have to bear the health and environmental impacts of a 30% increase in flights from SeaTac. 2

Aviation is also a major contributor to climate change. Aviation emissions will account for 27% of the global carbon budget by 2050. In 2017, tailpipe emissions from aviation fuel pumped at SeaTac Airport contributed an estimated 5,804,000 tonnes of CO_2, or close to a quarter of King County's emissions. An expansion of SeaTac would add more air pollution and environmental and climate impacts that would DERAIL Seattle and Washington's climate commitments. 3

Therefore, I am asking for:
a full Environmental Impact Statement that provides a more robust and cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens,
real solutions to restore health equity to our near-airport and flight path communities, and
the deployment of science-based proven solutions to close the gaps in life expectancy and health outcomes so our airport communities and airport workers can live long, healthy lives on par with the rest of King County. 4

I want healthy communities and healthy workers.

Please do not expand SeaTac! Adding more flights will bring more health inequalities and more climate chaos that we cannot afford.

Our communities are not "insignificant" and we all know the health and climate impacts of SeaTac's expansion aren't insignificant either. 5

Thank you
Robin Schwartz

338-1. These comments have been noted.

338-2. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property.

338-3. General Response #11

338-4. General Response #1
General Response #8
General Response #10
General Response #11
General Response #14
General Response #17

338-5. These comments have been considered. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

339. Kim Schwarzkopf

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 14, 2024 1:16:47 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Kim Schwarzkopf

Address

3036 SW Avalon Way

Email

seaweedtoasted@gmail.com

Comment

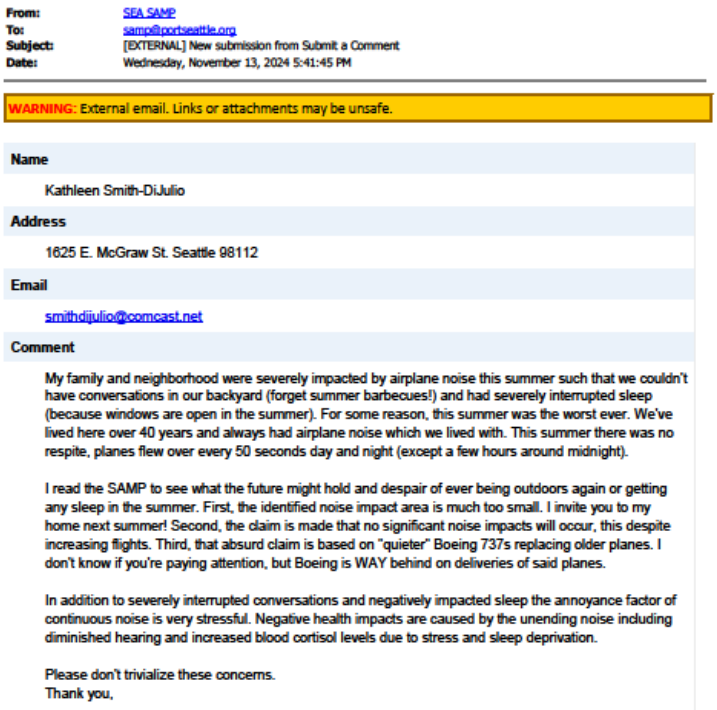
Hi! I'm a resident living in Southwest Seattle and I'm very concerned about any expansion of SeaTac airport.
I am begging for you to do an Environmental Impact Statement snd to make it a priority to protect the health pf people that live around the airport and also to protect the environment.

Thank you,
Kim

1

339-1. General Response #1

340. Kathleen Smith-DiJulio



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 13, 2024 5:41:45 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Kathleen Smith-DiJulio

Address

1625 E. McGraw St. Seattle 98112

Email

smithdijulio@comcast.net

Comment

My family and neighborhood were severely impacted by airplane noise this summer such that we couldn't have conversations in our backyard (forget summer barbecues!) and had severely interrupted sleep (because windows are open in the summer). For some reason, this summer was the worst ever. We've lived here over 40 years and always had airplane noise which we lived with. This summer there was no respite, planes flew over every 50 seconds day and night (except a few hours around midnight). 1

I read the SAMP to see what the future might hold and despair of ever being outdoors again or getting any sleep in the summer. First, the identified noise impact area is much too small. I invite you to my home next summer! Second, the claim is made that no significant noise impacts will occur, this despite increasing flights. Third, that absurd claim is based on "quieter" Boeing 737s replacing older planes. I don't know if you're paying attention, but Boeing is WAY behind on deliveries of said planes. 2 3 4

In addition to severely interrupted conversations and negatively impacted sleep the annoyance factor of continuous noise is very stressful. Negative health impacts are caused by the unending noise including diminished hearing and increased blood cortisol levels due to stress and sleep deprivation. 5

Please don't trivialize these concerns.
Thank you,

340-1. General Response #5

340-2. General Response #2

340-3. General Response #13

340-4. The FAA and the Port utilized the best available data available at the time when developing the future fleet mix. As noted in Section 5.0 of the 2023 Aviation Activity Forecast Update, the aircraft fleet distribution at SEA was based on:

- An evaluation of the current fleet serving the airport using SEA aviation records, published airline schedules, and the FAA's Traffic Flow Management System Counts (TFMSC)
- A review of individual airline fleets, orders for new aircraft, new aircraft delivery schedules, and airline plans for retiring aircraft using airline SEC filings and the Aviation Week Intelligence Network (AWIN) commercial aviation database
- A maximum useful life of 30 years for air carrier aircraft and 25 years for regional aircraft plus a 5- year buffer period as older aircraft are phased out of service
- Airline plans for replacement of retired aircraft as available

340-5. General Response #14

341. Kim Cutler

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 14, 2024 8:32:42 PM

WARNING: External email. Links or attachments may be unsafe.

Name
Kim Cutler

Address
9004 218th St Ct E Graham WA 98338

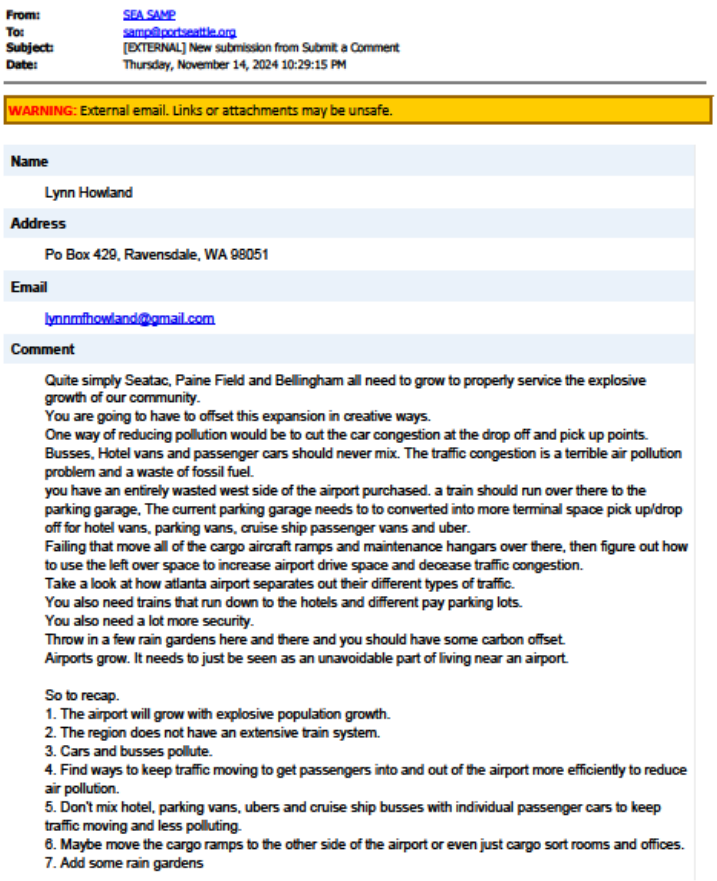
Email
13kimcut@gmail.com

Comment
Not by residential areas

] 1

341-1. Thank you for your comment. This comment has been noted.

342. Lynn Howland



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 14, 2024 10:29:15 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Lynn Howland

Address

Po Box 429, Ravensdale, WA 98051

Email

lynnmfhowland@gmail.com

Comment

Quite simply Seatac, Paine Field and Bellingham all need to grow to properly service the explosive growth of our community.
You are going to have to offset this expansion in creative ways.
One way of reducing pollution would be to cut the car congestion at the drop off and pick up points. Busses, Hotel vans and passenger cars should never mix. The traffic congestion is a terrible air pollution problem and a waste of fossil fuel.
you have an entirely wasted west side of the airport purchased. a train should run over there to the parking garage, The current parking garage needs to to converted into more terminal space pick up/drop off for hotel vans, parking vans, cruise ship passenger vans and uber.
Failing that move all of the cargo aircraft ramps and maintenance hangars over there, then figure out how to use the left over space to increase airport drive space and decease traffic congestion.
Take a look at how atlanta airport separates out their different types of traffic.
You also need trains that run down to the hotels and different pay parking lots.
You also need a lot more security.
Throw in a few rain gardens here and there and you should have some carbon offset.
Airports grow. It needs to just be seen as an unavoidable part of living near an airport.

So to recap.
1. The airport will grow with explosive population growth.
2. The region does not have an extensive train system.
3. Cars and busses pollute.
4. Find ways to keep traffic moving to get passengers into and out of the airport more efficiently to reduce air pollution.
5. Don't mix hotel, parking vans, ubers and cruise ship busses with individual passenger cars to keep traffic moving and less polluting.
6. Maybe move the cargo ramps to the other side of the airport or even just cargo sort rooms and offices.
7. Add some rain gardens

1

2

342-1. General Response #7
General Response #7a
General Response #7b

342-2. General Response #6 Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037.

The proposed project includes roadway improvements to enhance access to SEA and to mitigate impacts associated with the additional traffic. The proposed new terminal includes a new access road and arrival and departure curbs to accommodate 56 MAP (million annual passengers) at an optimal level of service.

See Section 4.3.12 of the Draft EA for the proposed surface transportation mitigation. The Port will continue to look for opportunities to increase multimodal transportation use to and from the Airport. The Port of Seattle Commission authorized five new employee commute trip reduction programs for 2025.

343. Andrea Lucero

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 14, 2024 3:18:47 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Andrea Lucero

Address

1417 S 124th St; Seattle, WA 98168

Email

ladylucero88@gmail.com

Comment

I'm in favor of expanding the capacity of SeaTac Airport as long as measures are taken to control noise pollution. I bought my current home in 2023, and the port-installed windows (which were done decades ago) are very old and in disrepair. My mother's home, which is 3 blocks away, also had triple-paned windows installed decades ago, and the brand that she had installed are holding up great and still do a good job at keeping most of the airplane noise out. My home is directly under a flight path, and our home vibrates every time a plane passes overhead. Our windows are a different brand (the previous homeowner probably used a different contractor and brand), and they are in horrible shape. Window replacement is very expensive, especially the types of windows that our home would require. It would be great if the airport would consider replacing some of these old windows on a case-by-case basis (i.e., if the windows were deemed old enough) and even helping with the cost of more noise cancelling siding and insulation. Thanks

1

343-1. General Response #6
General Response #13
The FAA will share this comment with the Part 150 team.

344. James Magar

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 14, 2024 5:37:29 PM

WARNING: External email. Links or attachments may be unsafe.

Name

James Magar

Address

16805 33RD AVE S

Email

james56.seattle@gmail.com

Comment

"An environmental review is a process to assess how projects at Port of Seattle facilities may impact the environment in a variety of categories that include air quality and climate, water resources, biological resources, and noise, among others. If impacts are identified, the analysis evaluates the extent of those impacts, and if required, identifies ways to reduce or avoid them. A project may require both federal and state environmental reviews, but not always both are required for every project."

My primary complaint is NOISE. We were badly mislead about the usage of the new third runway and the associated noise. I'm located about a mile east of the airport and the noise from the third runway is significantly worse than what was communicated; both in terms of magnitude and frequency. Shorter runways require more thrust for airplanes to take off and more thrust reversers for landing; and, I'm also outside of the window for receiving sound suppressing assistance. This needs to be revisited, and sound suppressing assistance extended to the east and west of the airport.

1

344-1. General Response #6
General Response #13
General Response #19a

345. Lynda Wong

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 14, 2024 2:20:06 PM

WARNING: External email. Links or attachments may be unsafe.

Name

lynda wong

Comment

I attended the public comment meeting last night in Federal Way and I feel strongly enough to submit additional thoughts. What I had hoped to have was an opportunity to ask my questions, but also an opportunity to hear the questions being asked by neighbors, the concerns they express, what their experience is, and hear the answers/discussion around them.

The Public Comment Meeting as you have it structured isolates people from each other. People can only comment to an intimidating court reporter or write out a paper card that isn't shared with anyone but the Port until the final document is published. I cannot hear and share my questions and concerns with my neighbors. I can't learn from them or the answers you provide because I never see or hear them!

Important conversations at each station with your experts are neither recorded nor summarized as comments for the record, even though attendees are commenting with every question and concern expressed. It is difficult to track the answers to all the questions I had and resorted to recording notes to myself along the way. I suspect not many people would think to do that, which means they forget to leave comments or it becomes too hard to recall and summarize all the conversations they had with a large number of strangers over several stations.

Oral commentary is awkward and it's intimidating to people who have never done it before--it feels like a deposition or a government "interview", which is no one's idea of fun and may even have past trauma attached. The comment cards are only for those with the time and energy to compose and handwrite--not to mention getting overwhelmed by all the experts using new concepts and language you don't necessarily understand. Talking to a room of your peers is much easier and a ton less forbidding than dictating to a stone-faced man watching a timer and a court reporter staring at you.

I don't understand why the conversations with each station, the questions that are asked there, the answers that experts gave are not judged relevant to community feedback, which is the ENTIRE point of public comment.

Lastly, it was raining hard and it took us an hour to get there through traffic and accidents. This is a high barrier for people who work two or three jobs with kids who would like to participate. Why is there no hybrid or virtual public comment option? The technology clearly exists.

Genuine question. Are these deliberate decisions to distract and dissuade the public from commenting? Because they feel like very real barriers deliberately created in the design.

Sure, the Port will answer all comments in the final EA document, but that is NOT the purpose of a public comment period. There is no option to ask furthering questions. There is no option to ask for clarification that a question was even understood correctly. These 4 meetings might fulfill the letter of your obligation, but it certainly violates the spirit of a public comment period and I strongly believe it is completely insufficient.

Will the Port be willing to help by creating a forum where we can share in a town hall like environment? And please, I am also requesting that at least two or more of these be set up (weekend and a

weeknight?) so that we can be as inclusive as possible, that people with disabilities or lack transportation or just don't have the spoons, can share in the live public comment experience.

1

345-1. General Response #3
General Response #4

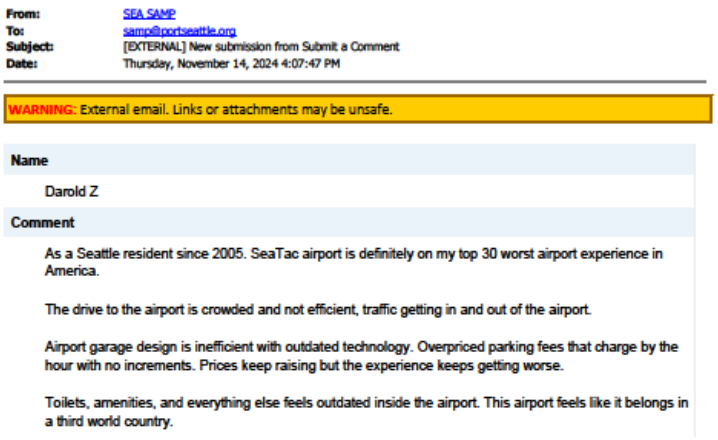
As noted in FAA Order 1050.1F, NEPA requires Federal agencies to:

- Consider environmental information in their decision-making process
- Solicit appropriate information from the public
- Fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives
- Provide the public with this information and allow it to comment on these findings.

How the Federal agency provides the public with information and obtains public comments for an EA is at the discretion of the Federal agency. The FAA determines the appropriate level of public involvement for an EA on a case-by-case basis. Public involvement will vary based on the proposed action and the potential impacts (FAA Order 1050.1F). Circulation of a draft EA for public comment should be considered but is not required. Public meetings or hearings are not required for EAs but may be considered.

The FAA considers the potential environmental impacts resulting from the proposed action and alternatives and public comments when determining whether to issue a Finding of No Significant Impact/Record of Decision or to prepare an EIS.

346. Darold Z.



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 14, 2024 4:07:47 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Darold Z

Comment

As a Seattle resident since 2005. SeaTac airport is definitely on my top 30 worst airport experience in America.

The drive to the airport is crowded and not efficient, traffic getting in and out of the airport.

Airport garage design is inefficient with outdated technology. Overpriced parking fees that charge by the hour with no increments. Prices keep raising but the experience keeps getting worse.

Toilets, amenities, and everything else feels outdated inside the airport. This airport feels like it belongs in a third world country.

1

346-1. As noted in Chapter 1 of the EA, the purpose and need for the Proposed Action is to accommodate 56 MAP (million annual passengers) at an optimal level of service. This includes improving access to the airport and providing sufficient processing facilities and gates.

347. Luz Bratcher

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, November 15, 2024 8:47:00 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Luz Bratcher

Address

202 SW 115th St

Email

luzbratcher@gmail.com

Comment

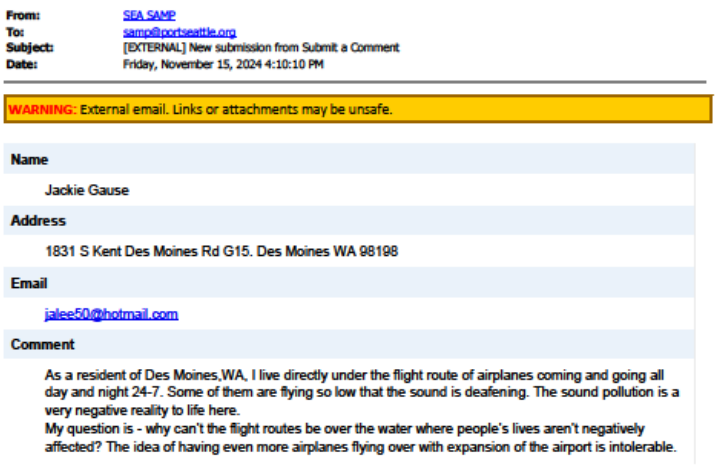
For the sake of the flourishing of our local communities, I ask that you reconsider additional alternative plans for expansion that preserve and/or increase the tree canopy in immediate airport communities. It's been established by Public Health Seattle King County that more trees and green spaces are needed to protect the health of our communities. University of Washington has strongly recommended additional study of ultra-fine particles and the pollution impact on the area—which additional tree coverage is likely to help mitigate.

I understand that these proposals require a lengthy process involving significant time and money to plan, but it seems this is a small oversight that has massive consequence on lives. Please be a good neighbor and take the time to identify alternatives that improve the health of our residents.

1

347-1. General Response #7
General Response #8
General Response #10
General Response #18

348. Jackie Gause



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, November 15, 2024 4:10:10 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Jackie Gause

Address

1831 S Kent Des Moines Rd G15. Des Moines WA 98198

Email

jalee50@hotmail.com

Comment

As a resident of Des Moines,WA, I live directly under the flight route of airplanes coming and going all day and night 24-7. Some of them are flying so low that the sound is deafening. The sound pollution is a very negative reality to life here.
My question is - why can't the flight routes be over the water where people's lives aren't negatively affected? The idea of having even more airplanes flying over with expansion of the airport is intolerable.

1

348-1. General Response #5
General Response #13
The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. The FAA will provide your comment to the Part 150 team for consideration in the development of the Noise Compatibility Plan.. For more information on the Part 150 update see: https://seapart150.com/

349. William Valela

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, November 15, 2024 10:29:07 AM

WARNING: External email. Links or attachments may be unsafe.

Name

William Valela

Address

721 S 234th Pl, Des Moines, WA 98198

Email

bill.valela@gmail.com

Comment

The proposed expansion of flights at the airport continue to put more environmental pressure on the air quality and noise in and around the airport. Currently, the amount of soot from departing and arriving airplanes leave a black dust on anything outside. Not only is this an issue but the smell from fuel permeates the air. Air quality has suffered and the need for the medical community to asses the long-term impact of continued air and noise

pollution needs to be studied prior to any additional growth. Then we have the noise issue which continues to increase with the number of flight in and out of the airport. The number of flights have increased so dramatically over the past ten years. This increase has put additional emotional pressures on those of us who live in the area. 1

When the third runway was being proposed and the Port and FAA held public comments we were told that the third runway would only be used in inclement weather. Well, we were lied to as the third runway is one of the primary runways used. So one can only surmise what is being told to the public is not accurate and misleading. Especially since the position being taken is that there won't be any additional impact on the surrounding areas. 2

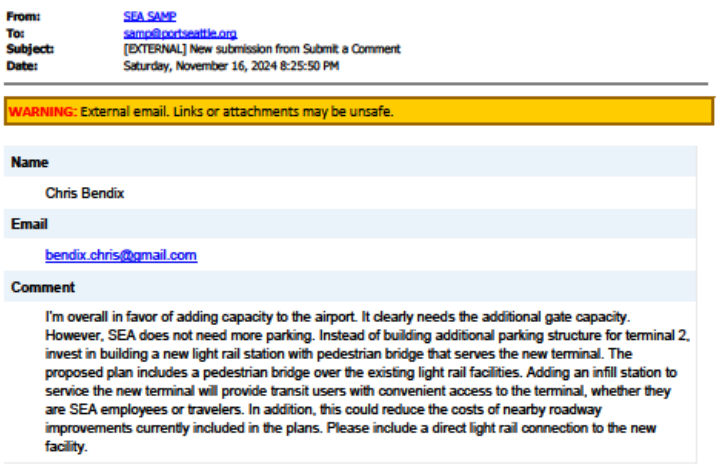
For these reasons I am not in favor of the expansion of flight or the airport. The need for other airports is needed not the expansion of an airport that is in the center of a residential area. 3

349.1 General Response #5
General Response #8
General Response #9c
General Response #10
General Response #13
General Response #14

349-2. General Response #19a
As documented in the administrative record for the Record of Decision (ROD), the addition of a third runway would alleviate delays and congestion at SEA. The July 3, 1997 ROD did not include limitations on how the third runway would be utilized. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the impact assessment and preparation of environmental documents.

349-3. General Response #7
General Response #7a
General Response #7b

350. Chris Bendix



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Saturday, November 16, 2024 8:25:50 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Chris Bendix

Email

bendix.chris@gmail.com

Comment

I'm overall in favor of adding capacity to the airport. It clearly needs the additional gate capacity. However, SEA does not need more parking. Instead of building additional parking structure for terminal 2, invest in building a new light rail station with pedestrian bridge that serves the new terminal. The proposed plan includes a pedestrian bridge over the existing light rail facilities. Adding an infill station to service the new terminal will provide transit users with convenient access to the terminal, whether they are SEA employees or travelers. In addition, this could reduce the costs of nearby roadway improvements currently included in the plans. Please include a direct light rail connection to the new facility.

1

350-1. General Response #7d NTP L04, Northeast Ground Transportation Center, will provide terminal quality space for passengers arriving / departing on the elevated busway and Link Light Rail at the Airport Station to transition to / from the Main Terminal. A person could access the new terminal by either taking a bus to the new terminal or by the elevated post-security pedestrian walkways from the north gates to the terminal and to the North Satellite.

351. Kelsey Nyland

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Saturday, November 16, 2024 2:54:30 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Kelsey Nyland

Address

6647 Carleton Ave S, Seattle, WA 98108

Email

kelsnyland@gmail.com

Comment

To Whom It May Concern:

My name is Kelsey Nyland, and I am a resident of Georgetown, a neighborhood in South Seattle that is overburdened by climate change and is directly under the flight path of SeaTac Airport. 1

I am writing in strong opposition to the Port's finding of "No Significant Impact" in its Environmental Assessment (EA), especially as it relates to air quality. I urge the Port to conduct a full Environmental Impact Statement (EIS).

The Port repeatedly insists that it must abide by Federal Aviation Administration (FAA) standards for its EA, however, it is clear that the Port is using these standards as a way to shield the true environmental impacts of this expansion project. 2

Per Port staff, the FAA measures King County's air quality as a whole, and finds that King County is in good standing with regard to air quality. However, the State of Washington recently found South Seattle (a community under the SeaTac flight path) and South King County (a community immediately adjacent to SeaTac) as being two of 16 communities overburdened by poor air quality. The State of Washington makes clear that communities in these areas are at a higher risk for disease and death impacted by proximity to unhealthy air.

All of that to say, the Port's insistence that increasing the frequency of flights would have no significant impact on surrounding communities flies in the face of basic logic. The Port's own EA acknowledges that aircraft operations are the largest source of increased Greenhouse Gas (GHG) emissions. This contradictory stance threatens to undo all trust that the Port has built with airport-adjacent communities. 3

I urge the Port to reject the finding of "no significant impact," measure air quality impacts against the State of Washington's overburdened by air quality metrics, and conduct a full EIS. I also urge the Port to better engage with communities under the SeaTac flight path, both in terms of events held and mapping exercises undertaken. 4

Thank you for the opportunity to provide public comment.

Kelsey

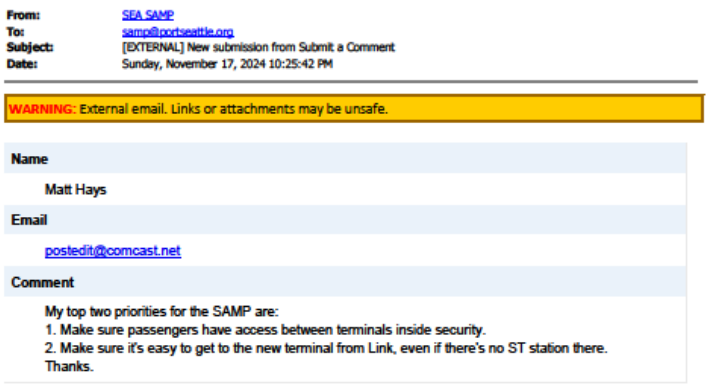
351-1. General Response #1

351-2. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. The FAA considers the potential environmental impacts resulting from the proposed action and alternatives and public comments when determining whether to issue a Finding of No Significant Impact/Record of Decision or to prepare an EIS.

351-3. General Response #8
General Response #9b
General Response #10
General Response #11
General Response #15

351-4. General Response #1
General Response #3
General Response #4

352. Matt Hays



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Sunday, November 17, 2024 10:25:42 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Matt Hays

Email

postedit@comcast.net

Comment

My top two priorities for the SAMP are:
1. Make sure passengers have access between terminals inside security.] 1
2. Make sure it's easy to get to the new terminal from Link, even if there's no ST station there.] 2
Thanks.

352-1 The proposed project includes elevated post-security pedestrian walkways from the north gates to the terminal and to the North Satellite with an option for a secure-side connection to Concourse D as well.

352-2. NTP L04, Northeast Ground Transportation Center, will provide terminal quality space for passengers arriving / departing on the elevated busway and Link Light Rail at the Airport Station to transition to / from the Main Terminal. A person could access the new terminal by either taking a bus to the new terminal or by the elevated post-security pedestrian walkways from the north gates to the terminal and to the North Satellite.

353. Vincent Rogers

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Sunday, November 17, 2024 10:58:46 AM

WARNING: External email. Links or attachments may be unsafe.

Name

Vincent Rogers

Address

9927 So 237th St

Email

vincerogers734@msn.com

Comment

I'm all for it, for the expansions project. SEA has become a nightmare, getting in and out. More and more Airlines are wanting to serve Seattle and Seattle needs to stay competitive to attract new carriers, when YVR and PDX has room to expand. It's almost embarrassing, when the Puget Sound Region continue to grow, and Seattle doesn't have airport to accommodate the growth. The South Satellite Terminal is outdated, along with C, D and B terminals. Seattle needs to be a world class city with a world class airport.

1

353-1. Thank you for your comment. These comments have been noted.

354. TJ Werle

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Sunday, November 17, 2024 6:18:21 PM

WARNING: External email. Links or attachments may be unsafe.

Name

TJ Werle

Address

Burien, WA 98166

Email

tjwerle@gmail.com

Comment

I would like to comment that I have significant concerns and reservations about two primary parts of the SeaTac Airport SAMP.

The first is future modifications to any intersections. Para 3.3.13.2 provides the methodology and states there are Six intersections that do not meet current mobility requirements. I would like that for any planned modifications to intersections beyond the six listed that each of them be given the opportunity for their own public feedback, notice of proposed changes, mailers sent to residents and business in the area, and an economic mitigation study for businesses, residents, or places of worship that may be impacted by future changes to traffic or intersections. The potential scope is so broad, with the study claiming impacts to roads miles away from the airport terminal, that many residents would need to be engaged on specifics of their neighborhood. I believe the port and it's team is currently unequipped to understand the impacts of nuance of individual intersections beyond the impersonal calculus of a traffic study. 1

Second, I would like to object to the plans for projects L07, S10, and L05. The area is adjacent to public park and greenspace, and the surrounding zip codes would be loosing considerable greenspace - area that provides environmental impact with reducing C02 impact and local cooling from thermal effects that can raise ambient temperatures of the surrounding neighborhoods. The port shows now plan to introduce local equipvalent greenspace or tree cover as a result from these projects. If the Port is going to expand buildings and parking structure, and significantly change traffic patterns by relocation the Uber/Taxi waiting lot, I strongly implore them to do by expanding a vertical parking structure at the existing off-site employee lot near the intersection of 24th Ave S and S 146th Street. 2

I greatly appreciated the open house opportunities to ask questions of the experts that helped craft the report.

354-1. Section 4.3.12.2 of the EA identifies the proposed surface transportation mitigation. The mitigation will be implemented during construction of the proposed project.

354-2. General Response #7
General Response #18
NTPs L07, S10, and L05 would occur on airport property. The Port will continue to look for opportunities to increase multimodal transportation use to and from the Airport. The Port of Seattle Commission authorized five new employee commute trip reduction programs for 2025.

355. Nancy Bartley

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Monday, November 18, 2024 8:33:41 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Nancy Bartley

Address

36835 4th Ave SW Federal WAy, Wa. 98023

Email

nancy.bartley@fulbrightmail.org

Comment

I am strongly opposed to any expansion at Sea-Tac International Airport. I was not living in the U.S. when the first extension occurred and returned to my home to find not the quiet community I had left the year before, but a community filled with the roar of aircraft. It was sickening. Day and night, low-flying planes cruise over my home. Once, I loved sitting in my garden listening to birds, but now that is punctuated by the roar of planes every few minutes without stop.
As humans living in a stressful world, our homes are our sanctuaries. Please recognize how important it is for us to maintain that sense of a safety and peace. Expanding the airport would only make this worse. As residents who live near the airport, we are now the threatened species; we are threatened by the greed and burning goal of capitalism without any thought about the environmental issues that noise would bring to all who live here. I urge you not to allow this project. An airport would in Moses Lake, which needs economic growth, would be ideal. When Bow Lake Airport opened long ago, it was never expected to become the monstrous transportation hub its prediscessor is now. Stop this airport now!

1

355-1. General Response #5
General Response #7
General Response #7a
General Response #7b

356. Patricia Bailey

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Tuesday, November 19, 2024 11:07:48 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Patricia Bailey

Comment

I am a Burien resident. At the Burien City Council meeting on October 28, the roll out of the Sustainable Airport Master Plan was presented which projected an increase in airport travel by 30%. A port representative gave highlights from the lengthy plan and asked for questions from the council where there were numerous red flags. 1

First, the presenter did not have an answer regarding the impact the expansion of the airport would have on 509 traffic. Even though 509 is under a different jurisdiction, one might expect, that since he was presenting to the Burien City Council, this would figure into his presentation. 2

A second red flag involved air pollution. When asked why, with increasing the airport travel by 30%, the consequent air pollution was deemed "not significant", he did not know. 3

A third red flag appeared when he was questioned about the noise levels. He said to ask the experts. One would expect the port to send an expert to the Burien City Council meeting to present this information. 4

A fourth red flag pertained to a University of Washington study to safe-guard public health regarding ultra-micro-fine particles. The presenter indicated these recommendations had not been followed. 5

A fifth red flag centered on the present failed mitigations for home owners in the flight path regarding noise and particulates, and how the Port planned to remedy that situation. Again, the presenter was unequipped to answer the question. 6

Something is not right.

356-1. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

356-2. General Response #17
General Response #19b

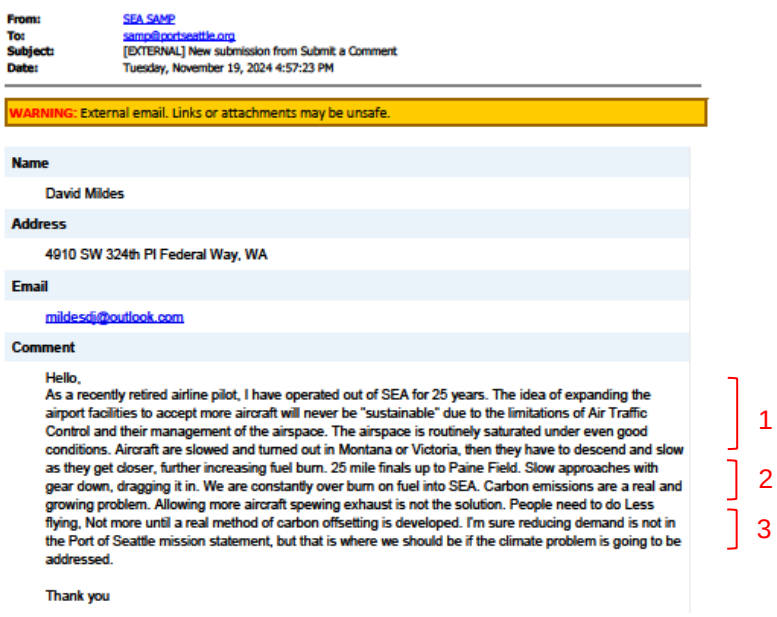
356-3. General Response #8
Table 4-1 provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

356-4. General Response #13

356-5. General Response #9b
General Response #10

356-6. General Response #6
General Response #8
General Response #13

357. David Mildes



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Tuesday, November 19, 2024 4:57:23 PM

WARNING: External email. Links or attachments may be unsafe.

Name

David Mildes

Address

4910 SW 324th Pl Federal Way, WA

Email

mildesdj@outlook.com

Comment

Hello,
As a recently retired airline pilot, I have operated out of SEA for 25 years. The idea of expanding the airport facilities to accept more aircraft will never be "sustainable" due to the limitations of Air Traffic Control and their management of the airspace. The airspace is routinely saturated under even good conditions. Aircraft are slowed and turned out in Montana or Victoria, then they have to descend and slow as they get closer, further increasing fuel burn. 25 mile finals up to Paine Field. Slow approaches with gear down, dragging it in. We are constantly over burn on fuel into SEA. Carbon emissions are a real and growing problem. Allowing more aircraft spewing exhaust is not the solution. People need to do Less flying, Not more until a real method of carbon offsetting is developed. I'm sure reducing demand is not in the Port of Seattle mission statement, but that is where we should be if the climate problem is going to be addressed.

Thank you

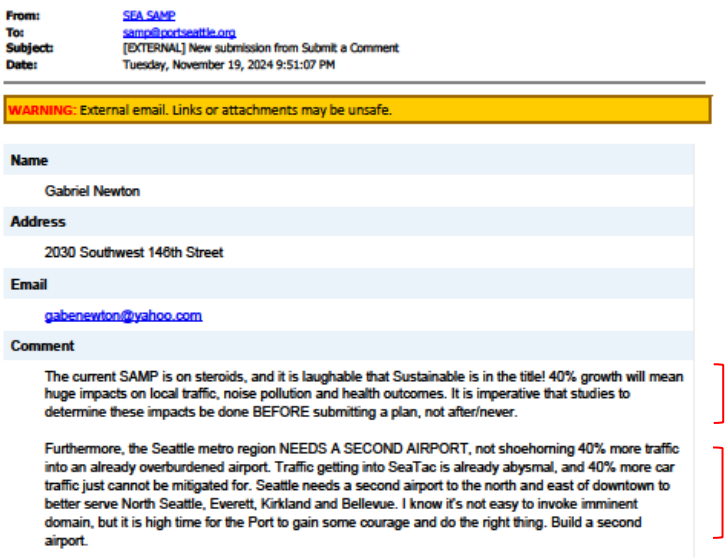
1
2
3

357-1. As explained in the Constrained Operating Growth Scenarios Report in Appendix A of the EA, implementation of the Proposed Action will increase SEA's ability to accommodate increased aircraft operations and passengers at an acceptable level of service by adding gates and passenger processing facilities. As a result, the number of aircraft operations and passengers will increase toward the projected unconstrained levels identified in the 2023 Updated Forecast. This higher growth rate is expected to occur for about three years as airlines adjust their schedules to the additional gate availability. However, SEA will again experience constrained growth rates as airfield and airspace constraints become the primary constraining factors, which will be exhibited through departure delay.

357-2. General Response #8
General Response #11

357-3. General Response #7c

358. Gabriel Newton



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Tuesday, November 19, 2024 9:51:07 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Gabriel Newton

Address

2030 Southwest 146th Street

Email

gabenewton@yahoo.com

Comment

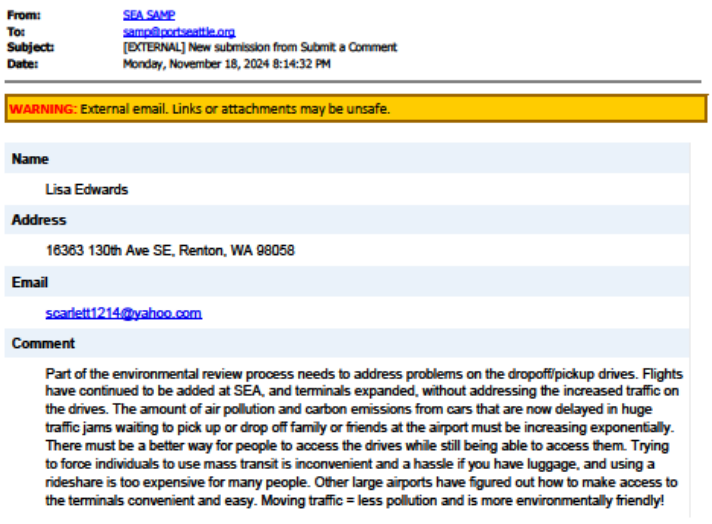
The current SAMP is on steroids, and it is laughable that Sustainable is in the title! 40% growth will mean huge impacts on local traffic, noise pollution and health outcomes. It is imperative that studies to determine these impacts be done BEFORE submitting a plan, not after/never. 1

Furthermore, the Seattle metro region NEEDS A SECOND AIRPORT, not shoehorning 40% more traffic into an already overburdened airport. Traffic getting into SeaTac is already abysmal, and 40% more car traffic just cannot be mitigated for. Seattle needs a second airport to the north and east of downtown to better serve North Seattle, Everett, Kirkland and Bellevue. I know it's not easy to invoke imminent domain, but it is high time for the Port to gain some courage and do the right thing. Build a second airport. 2

358-1. General Response #8
General Response #10
General Response #13
General Response #14
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

358-2. General Response #7
General Response #7a

359. Lisa Edwards



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Monday, November 18, 2024 8:14:32 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Lisa Edwards

Address

16363 130th Ave SE, Renton, WA 98058

Email

scarlett1214@yahoo.com

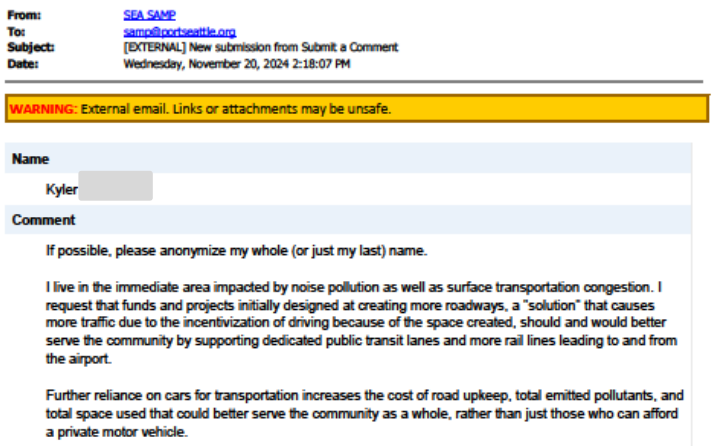
Comment

Part of the environmental review process needs to address problems on the dropoff/pickup drives. Flights have continued to be added at SEA, and terminals expanded, without addressing the increased traffic on the drives. The amount of air pollution and carbon emissions from cars that are now delayed in huge traffic jams waiting to pick up or drop off family or friends at the airport must be increasing exponentially. There must be a better way for people to access the drives while still being able to access them. Trying to force individuals to use mass transit is inconvenient and a hassle if you have luggage, and using a rideshare is too expensive for many people. Other large airports have figured out how to make access to the terminals convenient and easy. Moving traffic = less pollution and is more environmentally friendly!

1

359-1. The proposed project includes roadway improvements to enhance access to SEA and to mitigate impacts associated with the additional traffic. The proposed new terminal includes a new access road and arrival and departure curbs to accommodate 56 MAP (million annual passengers) at an optimal level of service. See Section 4.3.12 of the Draft EA for the proposed surface transportation mitigation.

360. Kyler



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 20, 2024 2:18:07 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Kyler

Comment

If possible, please anonymize my whole (or just my last) name.

I live in the immediate area impacted by noise pollution as well as surface transportation congestion. I request that funds and projects initially designed at creating more roadways, a "solution" that causes more traffic due to the incentivization of driving because of the space created, should and would better serve the community by supporting dedicated public transit lanes and more rail lines leading to and from the airport.

Further reliance on cars for transportation increases the cost of road upkeep, total emitted pollutants, and total space used that could better serve the community as a whole, rather than just those who can afford a private motor vehicle.

1

360-1. General Response #6
General Response #7
General Response #7d

The proposed new terminal includes a new access road and arrival and departure curbs to accommodate 56 MAP (million annual passengers) at an optimal level of service. The Port will continue to look for opportunities to increase multimodal transportation use to and from the Airport. The Port of Seattle Commission authorized five new employee commute trip reduction programs for 2025.

361. Forest Talal

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 20, 2024 2:29:30 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Forest Talal

Email

bluetf@duck.com

Comment

I'm a Rainier Beach resident. My neighbors and I already suffering from the current volume of air and noise polluting air traffic from SeaTac.

We demand that the proposed increase in traffic in SAMP be halted. This increase only benefits a small segment of the population and the business sector, while the real harm is shouldered by us - the residents. We are the communities of color near the airport who have already been disadvantaged by the myriad policies and projects that dot the city's timeline of expansion through exploitation and harm.

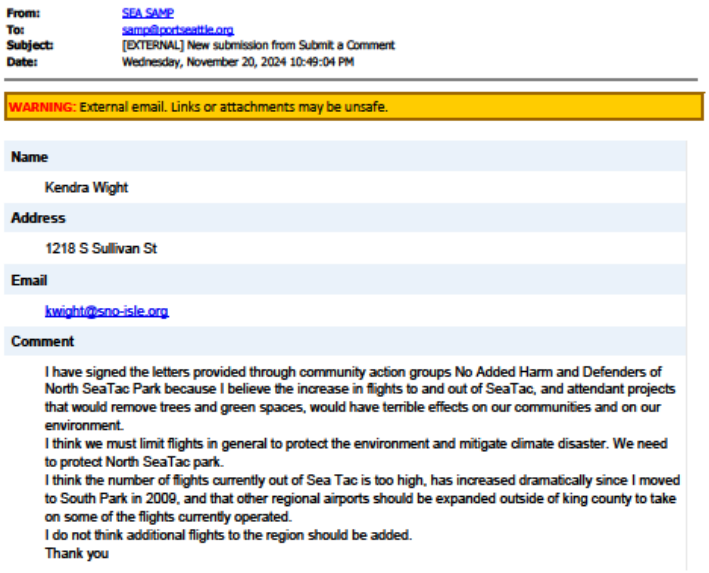
And how about the growing and intensifying climate crisis? How insane are we to respond to heating climate, extreme weather, and burning forests by cutting trees and adding more carbon emissions?

Stop the insanity. For everyone's grandchildren. For social justice. For environmental justice .

1

361-1. General Response #1
General Response #7
General Response #7c
General Response #8
General Response #10
General Response #13
General Response #14
General Response #15
General Response #17

362. Kendra Wight



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Wednesday, November 20, 2024 10:49:04 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Kendra Wight

Address

1218 S Sullivan St

Email

kwight@sno-isle.org

Comment

I have signed the letters provided through community action groups No Added Harm and Defenders of North SeaTac Park because I believe the increase in flights to and out of SeaTac, and attendant projects that would remove trees and green spaces, would have terrible effects on our communities and on our environment. 1

I think we must limit flights in general to protect the environment and mitigate climate disaster. We need to protect North SeaTac park.
I think the number of flights currently out of Sea Tac is too high, has increased dramatically since I moved to South Park in 2009, and that other regional airports should be expanded outside of king county to take on some of the flights currently operated.
I do not think additional flights to the region should be added. 2
Thank you

362-1. General Response #1
General Response #18

362-2. General Response #7
General Response #7a
General Response #7b
General Response #7c
General Response #7d
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

363. Erica Anderson

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 21, 2024 9:29:24 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Erica Anderson

Address

12226 21st Avenue South

Email

erateach99@gmail.com

Comment

Thank you for sharing so much information about this plan with stakeholders. I attended the information session and was grateful for all the individuals on hand to answer questions. One inconsistency that came up several times in these conversations was that many of the associated effects of the proposed airport expansion, such as increased air pollution and noise, are not covered by this plan but by separate commissions. It seems imprudent to make a major change to the community without taking these factors into consideration as part of the process. Any airport expansion will bring significant increased revenue to the Port of Seattle. It is only fair that the needs of the surrounding community for increased noise mitigation and increased air purification be taken into account as part of this plan. The economic growth of the region must not be borne by the predominantly lower-income and of color neighborhoods around the airport. What percentage of the Port's increased revenue will be devoted to increased mitigation? Thank you again for the opportunity to be involved in this process.

1

363-1. General Response #6
General Response #8
General Response #10
General Response #13
General Response #14

364. Irene Svete

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Thursday, November 21, 2024 8:34:26 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Irene Svete

Address

308 E Republican St., Seattle, WA 98102

Email

varina8@hotmail.com

Comment

Dear Port of Seattle officials,

The health impacts from more air and noise pollution at Seattle Tacoma International Airport are significant to me because I'm already feeling the negative effects of an increase in air traffic, despite being on Seattle's Capitol Hill, 12 miles north of the airport.

Like many Seattle seniors, I live in a multi-family building with no air conditioning. In the summer, when the windows are open, the jet noise can be deafening. I have to choose between being stressed by noise or overheated. I have lived here for seven years and have experienced a serious increase in air noise traffic over my home.

Winter is only slightly better. In 2012, the shareholders in the Melrose Terrace Cooperative had double-paned windows installed. However, these windows are no match for the growing level of aircraft noise. Depending on weather conditions, I can hear incoming aircraft noise, often beginning well before 6 am and continuing as late as 1 or 2 a.m.

We already know how noise can negatively affect the cardiovascular health. For those of us living close to Interstate 5, the growing amount of air traffic compounds negative effects from the noise and pollution from the freeway. I would note that this part of Capitol Hill and First Hill contains a large amount of low-income senior housing. This includes SHA's Denny Terrace building on Melrose Avenue East. Seniors are especially vulnerable to noise and pollution impacts.

1

The Port is proposing to add a new terminal and 19 new gates with an estimated 27% increase in flights. This is not an insignificant increase. A full Environmental Impact Statement (EIS) would provide a more robust and cumulative analysis of the total health and climate harms from SeaTac airport flights with a racial and economic lens.

The Port's current Environmental Assessment (EA) is flawed. The EA claims that this massive expansion will have "no significant impact" on health and climate. Anyone living near the airport or under flight paths knows that the ever-increasing air and noise pollution from flights becomes more and more significant every year, increasing the health risks. If a real EIS is conducted, I think you will find the negative impacts to the immediate community and all those living in the flight paths is far higher than you have estimated.

2

I also believe you are not taking into account the growing backlash against air travel and people's willingness to consider alternative forms of transportation. People want lower-carbon travel options in our region to reduce the need for flying, which is the most climate polluting mode of travel. Instead of just

3

Page 2

expanding SeaTac airport, we should invest in options such as faster regional intercity rail to give us better choices.

Thank you.
Irene Svete

364-1. General Response #5
General Response #13
General Response #14

364-2. General Response #1
General Response #8
General Response #10
General Response #13
General Response #14
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

364-3. General Response #7
General Response #7d

365. Arlene Brown

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, November 22, 2024 4:23:17 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Arlene Brown

Address

239 SW 189th PL, Normandy Park, WA 98166

Email

arlene8693@yahoo.com

Comment

1st online comment submittal
1-1) Please provide an electronic copy (link or email) AND hard copy of any items that are identified as "available by request" in the draft SAMP. I am not sure if my email will be able to handle file size especially if you send them all in the one email.

To date I have found the following but not sure of I have found everything yet:
Appendix M Water Resources on pdf Page 49 of 178 refers to appendix A "Background Information, available by request". I also need the Appendix B, C and D on the following three pdf pages that are also marked "available by request".

1-2) Can you also please provide me a hard copy of the entire SAMP. The one copy per library is not readily available and can not be checked out.

1-3) If you have an link to an electronic copy or paper copy of the poster boards used at the public open house Nov 14, 2024 that would also be greatly appreciated.

Thank you very much

1

2

3

365-1. The "available by request" items were added to the project website on November 26, 2024.

365-2. General Response #3 The Port offered to accommodate your schedule to allow you the chance to review the copy at the airport. They never received a response after making the offer.

365-3. Material from the open houses was added to the project website on November 12, 2024.

366. Caroline Ullmann

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 11/22/2024 6:53 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Caroline Ullmann

Address

8819 12th Ave NE, Seattle, WA 98115

Email

carolineu@mindspring.com

Comment

I urge you to conduct a full environmental impact statement of the potential effects of the proposed expansion of SeaTac Airport. Specifically, I request you consider the effect of noise and air pollution on the health of the area residents adjacent to and beneath the flight paths. 1

My understanding is that the Port's planned expansion would add a new terminal and 19 gates, resulting in a 27% increase in flights and a 39% increase in passengers. That is a significant expansion, which requires a thorough and detailed analysis, and the development of a thorough and detailed mitigation plan to support the health and well-being of area residents, particularly given the recent failures in noise mitigation for local households. 2

Thank you for your consideration.

Sincerely,
Caroline Ullmann
8819 12th Ave NE
Seattle, WA 98115-3015

1 of 1 11/26/2024, 1:12 PM

366-1. General Response #1
General Response #8
General Response #10
General Response #13
General Response #14

366-2. General Response #6 Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

367. Nada Hirkic

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sat 11/23/2024 4:34 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Nada Hirkic

Address

2812 S 148th Seatac, wa 98168

Email

nada2place@gmail.com

Comment

I understand importance of the project and having more space for the airport and passengers and it seems it is reasonable project. 1

My family an me live in Seatac erea for over 23 years and we like our home.

In last few years we noticed increased noise from airplanes.
When we are outside in our front or a back yard we are not able to have conversation because of constant noise from airplanes.
It has been constant interruptions, so we have to stop talking and wait until it is gone.
Sometimes it taking hours until noise from engines is little less. 2

That is making big impact to our emotional and well being.
There are constant departure and arrivals.
If there is necessity to expand airport and cat the trees there should be necessity to move residents from this area to safest area.
If reasonable price for our property is offered we will be willing to move out from this area.
This need to be taken seriously in consideration. It is already unhealthy but it will just get worse with further expanding 3

1 of 1 11/26/2024, 1:08 PM

367-1. Thank you for your comments. These comments and the comments in this letter have been noted.

367-2. General Response #5
General Response #13

367-3. General Response #18
The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. The FAA will provide your comment to the Part 150 team for consideration in the development of the Noise Compatibility Plan.. For more information on the Part 150 update see: https://seapart150.com/

368. Madison Partridge

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sat 11/23/2024 9:27 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Madison Partridge

Address

3011 S 148th St, SeaTac, WA 98168

Email

Madisonpartridge8@gmail.cok

Comment

The Dangers of Expanding Seattle-Tacoma International Airport: Environmental and Health Concerns for Local Communities

The Seattle-Tacoma International Airport (SeaTac) serves as a crucial gateway for air travel in the Pacific Northwest. However, proposals for its expansion have raised significant concerns regarding the potential detrimental effects on both the natural environment and the health of the communities surrounding the airport. Given the rich biodiversity and delicate ecosystems in the region, as well as the health implications for nearby residents, further expansion of SeaTac is a misguided course of action. Instead, a focus on creating supportive measures such as providing affordable soundproof windows for affected households could be a more equitable solution to the challenges posed by air travel. 1

Impact on the Natural Environment

Expanding SeaTac airport poses a dire threat to the local environment. The airport is situated near sensitive ecosystems, including wetlands and wildlife habitats. The construction of additional runways, taxiways, and terminal facilities would require significant land alteration, leading to the disruption of these vital natural spaces. Wetlands, which act as buffers against flooding and serve as habitats for diverse flora and fauna, could be drained or damaged, resulting in irreparable harm to local ecosystems. 2

Moreover, the environmental degradation resulting from increased air traffic cannot be underestimated. Expanded operations would lead to a surge in air pollution, contributing to carbon emissions and exacerbating climate change. Increased noise pollution from additional flight paths would further endanger local wildlife, particularly species sensitive to sound disturbances. Birds, for example, are known to alter their migratory patterns in response to noise, and such disruptions could have cascading effects on the entire food web. 3

1 of 5 11/26/2024, 1:10 PM

368-1. General Response #5
General Response #6

368-2. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. The FAA has determined that the Action Alternatives would not have a significant impact on biological resources, water resources, or wetlands in accordance with the thresholds established in FAA Order 1050.1F.

368-3. General Response #11
General Response #13

368. Madison Partridge (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Health Implications for Nearby Residents

The potential health ramifications of airport expansion for local communities cannot be overlooked. Increased air traffic leads to greater emissions of nitrogen oxides and volatile organic compounds, which are associated with respiratory issues such as asthma, chronic bronchitis, and other serious health conditions. The World Health Organization recognizes air pollution as a leading environmental cause of disease and early death. For the residents living in close proximity to SeaTac, the substantially increased pollution levels would markedly decrease air quality, thereby posing a direct threat to their health.

In addition to air pollution, noise from increased flight traffic is a significant source of community concern. Studies have shown that chronic noise exposure is linked to an array of health issues, including sleep disturbance, increased stress levels, and cardiovascular problems. The constant drone of aircraft overhead can lead to a decreased quality of life for those living in the vicinity of the airport, making everyday activities increasingly difficult and stressful. 4

Equitable Solutions: Affordable Soundproof Windows

Rather than proceeding with a potentially harmful expansion plan, a more just and effective solution would be to invest in measures that help existing residents cope with the challenges posed by airport operations. One viable approach would be to offer affordable soundproof windows for homes in the surrounding areas. Noise pollution mitigation strategies, such as installing soundproof windows, would serve as a critical buffer, allowing residents to maintain a higher quality of life without the looming threat of increased airport activity.

This initiative could easily be framed as a partnership between local government and the airport authority, addressing residents' concerns while safeguarding their health. Affordable soundproof windows would not only diminish noise pollution but also reduce energy costs and improve home comfort, particularly in the wake of climate change. As a result, residents would have a tangible solution to mitigate the adverse effects of living near a major airport, promoting overall community well-being. 5

The proposed expansion of SeaTac airport presents serious threats to both the natural environment and the health of nearby residents. By prioritizing expansion, decision-makers would jeopardize vital ecosystems and expose communities to increased air and noise pollution, ultimately compromising their quality of life. As an alternative, investing in practical measures to support the current population, such as providing affordable soundproof windows, represents a more equitable response to the challenges posed by air travel. By protecting the environment and prioritizing community health, we can forge a path toward a sustainable and harmonious coexistence with our air travel infrastructure.

Alternatives to Airport Expansion: Sustainable Solutions for Transportation Needs

As discussions about the expansion of Seattle-Tacoma International Airport (SeaTac) continue, it is crucial to consider alternative approaches that address the growing demand for air travel while prioritizing environmental conservation and community health. Instead of expanding the airport, several strategies can be employed to improve transportation infrastructure and enhance the travel experience without compromising the surrounding ecosystem or resident well-being. 6

Improve Public Transportation Options

2 of 5 11/26/2024, 1:10 PM

368-4. General Response #8
General Response #9b
General Response #10
General Response #14

368-5. General Response #6
General Response #13
The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. The FAA will provide your comment to the Part 150 team for consideration in the development of the Noise Compatibility Plan. For more information on the Part 150 update see: https://seapart150.com/

368-6. General Response #7
General Response #7d
The Port will continue to look for opportunities to increase multimodal transportation use to and from the Airport. The Port of Seattle Commission authorized five new employee commute trip reduction programs for 2025.

368. Madison Partridge (continued)

Investing in robust public transportation systems can dramatically reduce the need for airport expansions. Enhancing light rail and bus services to and from SeaTac can make air travel more accessible, encouraging more people to use public transit instead of personal vehicles. Improved frequency, coverage, and affordability of public transportation will reduce traffic congestion, lower emissions, and alleviate parking demands at the airport. 6

Additionally, developing partnerships with rideshare services and local businesses can create more efficient transportation networks, connecting residents with airport services while minimizing their carbon footprint.

Implement Demand Management Strategies

Rather than expanding infrastructure to accommodate increasing air traffic, implementing demand management strategies can help balance capacity with demand. This could include initiatives like air traffic pricing and congestion charges that provide economic incentives for airlines to operate during off-peak hours. Encouraging flexible work arrangements and promoting alternative travel schedules can effectively spread out the demand, reducing pressure on current facilities and minimizing environmental impacts. 7

Promote Sustainable Aviation Practices

Investing in sustainable aviation technologies and practices can help alleviate some of the environmental burdens associated with air travel. Encouraging airlines to transition to more fuel-efficient aircraft and explore alternative fuels, such as biofuels or electric options, can significantly decrease emissions. Additionally, adopting practices like improved flight planning and continuous descent approaches can optimize fuel efficiency and reduce noise pollution. 8

Enhance Airport Experience Through Technological Integration

Instead of expanding physical infrastructure, SeaTac could leverage technology to enhance operational efficiency. Implementing advanced scheduling and management software can streamline operations, reducing the need for additional runways or gates. Furthermore, investing in passenger experience technologies—such as mobile check-in, automated baggage handling, and better communication systems—can improve overall efficiency and reduce congestion at terminals. 9

Develop Nearby Airports

Encouraging the growth of nearby airports can also distribute air traffic more evenly across the region. By upgrading and promoting smaller regional airports, more travelers can access air travel options without overwhelming SeaTac. This strategy could involve expanding flight options and services at these airports while enhancing connections to Seattle and surrounding areas. 10

Invest in Alternative Travel Methods

Encouraging alternative travel methods, such as high-speed rail, would provide viable options for travel between major cities that currently rely heavily on flights. High-speed rail systems can significantly reduce travel times and offer a greener alternative to short-haul flights. By investing in and promoting inter-city rail networks, policymakers can encourage a shift in transportation modal share, reducing pressure on SeaTac. 11

Engage the Community in Decision-Making

368-7. General Response #7
General Response #7c

368-8. The proposed project includes the expansion of fuel storage facilities to enable the Port to meet their goal to power every flight with at least 10 percent SAF. Improved flight planning is outside the scope of this EA, but the FAA will share this comment with the Part 150 team.

368-9. General Response #7

368-10. General Response #7
See response to Comment 368-7.
The volume of air service at an airport is a direct reflection of the population, incomes, economic activity, geographic location of communities using an airport and gate/hardstand availability.

368-11. General Response #7d
The Port will continue to look for opportunities to increase multimodal transportation use to and from the Airport.

368. Madison Partridge (continued)

Instead of pursuing expansion plans, airport authorities should actively engage the local community in discussions about transportation priorities and solutions. By incorporating feedback from residents and stakeholders, policy decisions can better reflect the community's needs and values. This collaborative approach can help develop tailored solutions that avoid the negative consequences associated with expansion.

The expansion of SeaTac airport is not the only path to meeting growing travel demand. By prioritizing sustainable transportation practices, enhancing public transportation, and integrating technological advances, we can address capacity needs without compromising environmental integrity or resident health. Investing in community-oriented initiatives, promoting sustainable practices, and fostering regional collaboration will create a more resilient transportation framework that serves both travelers and the surrounding communities in an equitable manner.

The Importance of Community Consultation in Transportation Expansion Decisions

The prospect of expanding major infrastructure, such as Seattle-Tacoma International Airport (SeaTac), brings with it a flurry of economic and logistical considerations. However, amidst the analyses of projected growth and operational demands, a critical element often overlooked is the voice of the community. Engaging residents and stakeholders in meaningful consultation before making decisions about expansion is not merely a formality; it is an essential step that ensures transparency, accountability, and community well-being. This essay argues that community input is vital for informed decision-making, fosters a sense of ownership among residents, and leads to more sustainable and equitable outcomes.

Understanding Community Needs and Concerns

Communities living near airports are directly impacted by the consequences of expansion, including increased noise pollution, air quality deterioration, and changes in traffic patterns. Without consulting these residents, decision-makers risk imposing burdens on people who already face significant challenges associated with airport operations. Community consultations help policymakers understand not only the direct impacts of expansion but also the broader concerns and aspirations of residents, including public health, environmental preservation, and quality of life.

12

By actively seeking feedback, authorities can identify and address specific community needs that may be overlooked in traditional planning processes. For example, residents might express concerns about air quality and its effects on health, calling for stringent emission controls or enhanced green spaces to mitigate pollution. Such insights are crucial when contemplating expansion and can inform decisions that prioritize the health and well-being of the community.

Fostering Trust and Transparency

Engaging the community in the expansion dialogue fosters trust between residents and local authorities. When people feel they are heard and their opinions valued, it cultivates a collaborative environment where stakeholders are more likely to support necessary changes. Conversely, when decisions are made unilaterally, it breeds resentment and opposition, leading to costly delays and potential backlash.

Transparent communication—about the reasoning behind expansion, projected benefits, and potential consequences—allows the community to make informed decisions. Holding public forums, workshops, and surveys on expansion options gives residents the opportunity to voice their opinions and engage in meaningful discussions. This participatory approach strengthens civic engagement, encourages a sense of responsibility, and

368-12. General Response #3
General Response #4

The Port conducted public outreach during both the planning and environmental review processes. Members of the public are encouraged to engage with the Port during this public outreach to provide comments and input.

The FAA considers the potential environmental impacts resulting from the proposed action and alternatives and public comments when determining whether to issue a Finding of No Significant Impact/Record of Decision or to prepare an EIS.

368. Madison Partridge (continued)

promotes collective action toward shared goals.

Enhancing Decision-Making Through Diverse Perspectives

Communities are composed of individuals with diverse backgrounds, experiences, and perspectives. Engaging residents in the decision-making process brings a wealth of knowledge to the table, enhancing the quality of proposals and ideas. Local insights can spark discussions about alternative solutions that decision-makers may not have considered, such as investments in public transportation or technology enhancements instead of expansion.

By incorporating a broader range of voices, including those of vulnerable populations who may be disproportionately affected by airport expansion, decision-makers can promote equity and inclusivity. A well-rounded consultation process ensures that all community members, regardless of their socioeconomic status, have a voice in decisions that directly impact their lives.

Examples of Successful Community Engagement

Several cities have recognized the importance of community engagement in infrastructure planning and have set successful precedents through their processes. For example, the San Francisco International Airport (SFO) fosters a Community Roundtable where stakeholders participate in discussions about airport operations and environmental issues. By consistently engaging with residents and local organizations, SFO has been able to implement measures to mitigate noise and pollution, reflecting community concerns.

In Portland, Oregon, the city established a formal citizen advisory committee for its airport expansion initiative. Residents collaborated with local government to articulate community values, identify needs, and develop alternatives that align with those objectives. The committee's involvement led to amendments in expansion plans that prioritized sustainable practices and minimized adverse impacts.

The importance of engaging the community before deciding to expand infrastructure like SeaTac airport cannot be overstated. Through meaningful consultation, authorities can better understand the needs and concerns of residents, fostering trust and accountability while enhancing decision-making with diverse perspectives. The insights garnered from community input lead to more sustainable, equitable, and informed outcomes that respect the rights and needs of all stakeholders. Before imposing expansion plans upon an unconsulted community, decision-makers must take the crucial step of inviting residents into the conversation, ensuring that the future of their neighborhoods is shaped by their voices, aspirations, and values. Only by working together can we forge a transportation landscape that benefits both the region and its inhabitants.

12

Thanks for Reading! I hope you guys understand the cocern of expanding the airport as this poses a huge risk to many residents & natural habits around SeaTac & Burien.

13

368-13. Thank you for your comments. These comments and the comments in this letter have been noted.

369. Dan Wahlstrom

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sat 11/23/2024 8:47 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Dan Wahlstrom

Address

26485 MARINE VIEW DR S

Email

dwahlstrom4@gmail.com

Comment

Allowing more early morning flights should not be allowed. Already we have a 12am to 5am voluntary no fly timeframe which is ignored. Adding more flights would make this even worse and quite frankly unbearable for us living and trying to sleep during this time. Already, every morning there are 747's taking off around 1:30am that wake us up, and to make things worse they choose to use the 3rd runway. At least they could use the #1 RUNWAY and go over mostly Pac hwy. If anyone from the Port of Seattle actually lived under the flight paths, I think the outcome would be much different. 1

My solution: Move cargo flights to another airport or build an airport dedicated for cargo. Lots of land in the Kent valley available for a cargo airport and next to storage facilities, freeways, rail and shipping. Another alternatives would be to use Paine field or Bellingham airport for cargo, close to ports and away from major residential areas.

If the only idea we have is just cramming more flights and traffic into this already congested space, then I don't think we have done our homework and really considered other alternatives. Stop trying to put the square peg in the round hole, enough. 2

1 of 1 11/26/2024, 1:11 PM

369-1. General Response #13
The proposed nighttime usage of Runway 16R/34L is consistent with how the runway was utilized in 2022 (Table 7-2 in the Draft EA).

369-2. General Response #7
General Response #7b

370. Jimmy Donaldson

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 11/27/2024 11:26 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Jimmy Donaldson

Address

426 14th Ave E

Comment

Nighttime noise in this area is already at time unbearable. Increasing by 10+ decibels multiple Times in 60s or less. While the section claims that's sound increases will be marginal, I would venture to say that the sound is already too loud and too frequent. It interrupts and prevents sleep several times per week for myself and my family

1

1 of 1 12/3/2024, 2:03 PM

370-1. General Response #5
General Response #13
The proposed nighttime usage of Runway 16R/34L is consistent with how the runway was utilized in 2022 (Table 7-2 in the Draft EA).

371. Susan Flentje

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 11/27/2024 10:23 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Susan Flentje

Address

1207 SW 152nd Burien WA 98166

Email

organicsusan@gmail.com

Comment

I own a home 2.5 miles to the west of SEATAC airport. My family has owned the home for over 50 years and in those years we have noticed many changes with the airport. The issue that I am currently concerned about is air quality. I have noticed that when the clouds are low and the wind is still that the air has a strong jet fuel smell. So strong that I am not comfortable gardening or spending time outside. My questions are, what it the air quality standard? How often is it tested? How can you properly manage it? 1

1 of 1 12/3/2024, 2:06 PM

371-1. General Response #5
General Response #8
General Response #9
General Response #10
The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

372. Steven Aller

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 11/28/2024 12:16 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Steven Aller

Address

617 South 210th Street

Email

aller63@gmail.com

Comment

Enough! Any further continued expansion of SeaTac will completely destroy the surrounding local communities. Build more/new airport elsewhere.] 1

1 of 1 12/3/2024, 2:00 PM

372-1. General Response #5
General Response #7
General Response #7a
General Response #7b

373. Brenda Limric

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sat 11/30/2024 11:57 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Brenda Limric

Address

2115 S 250th St, Kent 98032

Email

qtpony07@gmail.com

Comment

I live under the flight path on 21st and 250th St and have dealt with the layers of "dust" from the airplanes for the nearly 30 years i have been here. It is not only unhealthy, it destroys furniture and covers much faster. Also, the port package windows I recieved in the 90's are beginning to fail. I had to replace the largest window in my home and it cost over $1500 out of my pocket (back in 2011, because it was a special order 3 pane window to help keep the noise down. As the noise reduction products begin to age and fail and additional capacity air traffic is continually being added to the airport, home owners need to be made whole. The aging windows need to be replaced. The dampener fans are failing and need to be replaced. The insulation has compressed over the years and needs to be freshened and maintained. The "noise zones" from the 90's need to be redrawn. The increased capacity for air traffic has made it difficult for people who were in the "window package" only area. The noise is much more frequent and disruptive and by the time SEA is done with the latest projects, it will be even more disruptive. I get it. I live near an airport and bought my house knowing that. I didn't know the layers of pollution that would coat everything I own outside, or what impact it would have to my families health. And I couldn't have predicted the large increase in air traffic over the years. I was sure they would build another airport.

1
2
3

1 of 1 12/3/2024, 1:59 PM

373.1 General Response #9c

373.2 General Response #6
General Response #13
The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. The FAA will provide your comment to the Part 150 team for consideration in the development of the Noise Compatibility Plan. For more information on the Part 150 update see: https://seapart150.com/

373-3. General Response #7
General Response #7a

374. Adam Mack

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sat 11/30/2024 1:03 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Adam Mack

Address

3905 tower Dr. in Richton Illinois

Email

mackadam798@gmail.com

Comment

Is FDA going to have Rules, Regulations and Public health Guidelines on all forms of transportation.] 1

1 of 1 12/3/2024, 1:57 PM

374-1. This comment has been noted but is outside the scope of this EA. The FDA does not currently have rules or regulations related to air travel.

375. Barbara Conner

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 7:33 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Barbara Conner

Address

1011 East Laurel Street

Email

barbara.clements60@gmail.com

Comment

I believe a full EIS should be conducted on this site, with special concerns toward the land that has been preserved as a green space, and the extra pollution this will cause. Particulate matter from the airport has already caused increased asthma in this area, and down into the Kent Valley. 1

1 of 1 12/3/2024, 1:26 PM

375.1 General Response #1
General Response #8
General Response #9b
General Response #10
General Response #18

376. Julie Fluke

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 6:18 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Julie Fluke

Address

2115 Southwest 149th Street

Email

julie.fluke@gmail.com

Comment

Please, I beg you and the Port team, to reconsider development around the precious greenways surrounding the airport. Living close to the airport, in nearby Seahurst, the noise and smell from the airport can be horrific. Instead of making life for those of us in the Southend WORSE, how about doing something to make life BETTER? The current development plan is not responsible and will only cause more harm. 1

The Port needs to resume locating space for a second airport to offset the growth in this already congested area. Please, reconsider this plan, save our valuable trees, and do the right thing by thinking smarter, considering development in other areas, and supporting the people who pay your salaries. 2

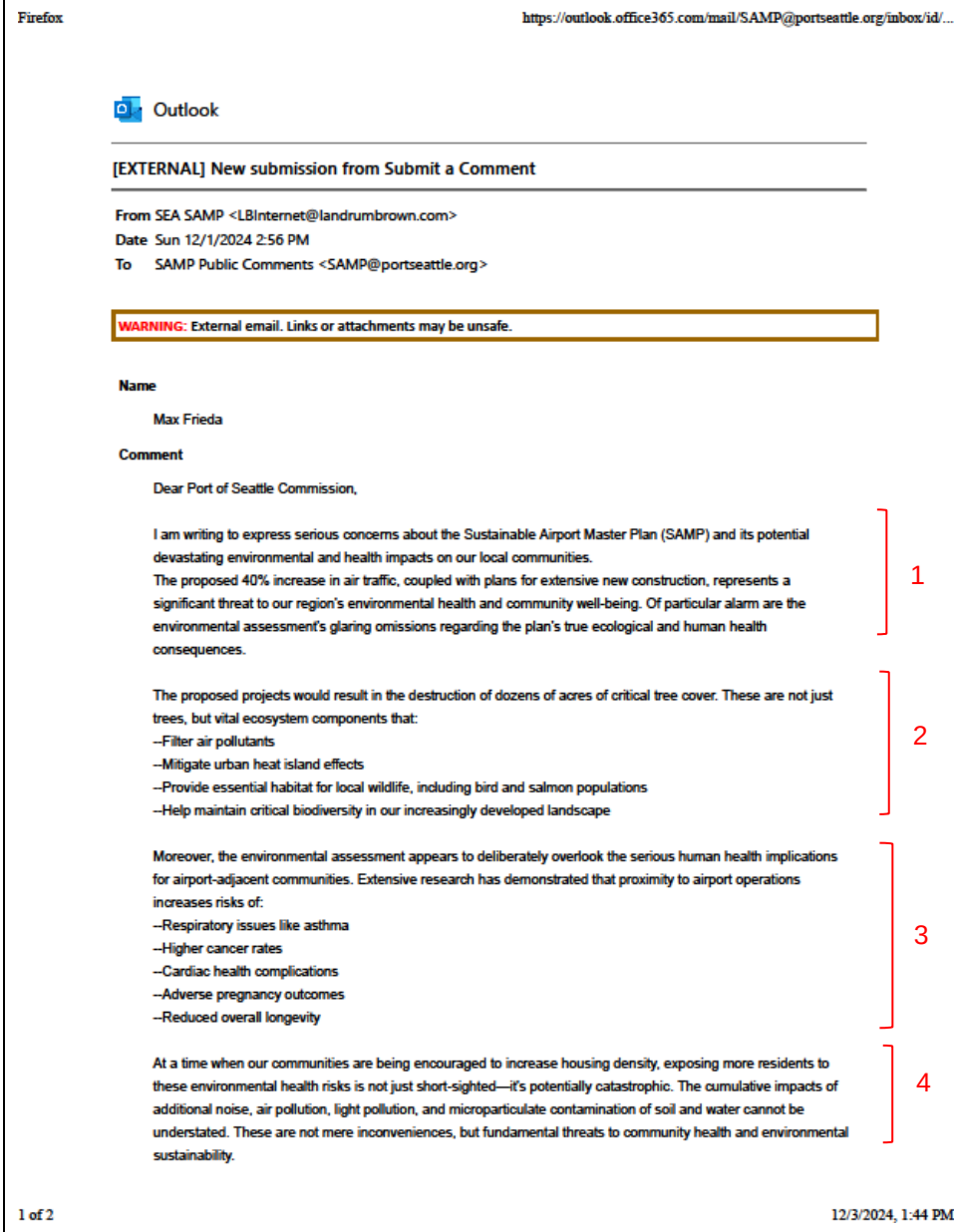
Thank you,
Julie

1 of 1 12/3/2024, 1:34 PM

376-1. General Response #5
General Response #18

376-2. General Response #7
General Response #7a

377. Max Frieda



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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 2:56 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Max Frieda

Comment

Dear Port of Seattle Commission,

I am writing to express serious concerns about the Sustainable Airport Master Plan (SAMP) and its potential devastating environmental and health impacts on our local communities.
The proposed 40% increase in air traffic, coupled with plans for extensive new construction, represents a significant threat to our region's environmental health and community well-being. Of particular alarm are the environmental assessment's glaring omissions regarding the plan's true ecological and human health consequences. 1

The proposed projects would result in the destruction of dozens of acres of critical tree cover. These are not just trees, but vital ecosystem components that:
--Filter air pollutants
--Mitigate urban heat island effects
--Provide essential habitat for local wildlife, including bird and salmon populations
--Help maintain critical biodiversity in our increasingly developed landscape 2

Moreover, the environmental assessment appears to deliberately overlook the serious human health implications for airport-adjacent communities. Extensive research has demonstrated that proximity to airport operations increases risks of:
--Respiratory issues like asthma
--Higher cancer rates
--Cardiac health complications
--Adverse pregnancy outcomes
--Reduced overall longevity 3

At a time when our communities are being encouraged to increase housing density, exposing more residents to these environmental health risks is not just short-sighted—it's potentially catastrophic. The cumulative impacts of additional noise, air pollution, light pollution, and microparticulate contamination of soil and water cannot be understated. These are not mere inconveniences, but fundamental threats to community health and environmental sustainability. 4

1 of 2 12/3/2024, 1:44 PM

377-1. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property.

377-2. General Response #18

377-3. General Response #8
General Response #10
General Response #13
General Response #14

377-4. General Response #17

377. Max Frieda (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

I urge the Port of Seattle to:
--Conduct a comprehensive and transparent environmental impact assessment
--Prioritize preservation of existing tree canopy
--Develop mitigation strategies for community health risks
--Explore more sustainable growth alternatives that do not compromise environmental and human health

5

Our community deserves responsible, forward-thinking development that balances economic growth with ecological preservation and public health.

Sincerely,
Max Frieda
Concerned Community Member

2 of 2 12/3/2024, 1:44 PM

377-5. General Response #1
General Response #6
General Response #7
General Response #18

378. Samantha Good

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 2:42 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Samantha Good

Address

807 S Thistle St

Email

samanthagood@gmail.com

Comment

Hello,
I'm writing to express my concerns about the SAMP plans and their effects on myself and my children and my neighborhood. I'm concerned about increased noise and air pollution and lack of tree cover in my neighborhood of south park. We already face major environmental justice concerns and health problems here. We are losing tree cover and already have less than other seattle neighborhoods. WE have noise and air pollution which contribute to significant health problems for our residents, including asthma and lowered life span.
Please do not increase plane traffic over our neighborhood.
Sincerely,
Samantha Good

1

1 of 1 12/3/2024, 1:48 PM

378-1. General Response #8
General Response #10
General Response #13
General Response #14
General Response #15
General Response #16
General Response #18

379. Kirstin Harding

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 8:42 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Kristin Harding

Comment

Hello Mr Steve Rybolt,

I am contacting you regarding the deforestation that is demolishing the natural landscape of the communities I am a part of. Over the last ten years on our drives between Burien and Des Moines or Tukwila and Des Moines to visit my kids' grandmother it is amazing the amount of warehouse we have seen spring up in place of once beautiful, and necessary green spaces. What is going on?!?! Where is all the wildlife suppose to go? And how is this having an affect on all of our health? Can we please stop and think for a few minutes about what our world is going to be like in a mere few years if we do not slow down or stop?? The noise and traffic and pollution are getting out of hand in our neighborhoods and it is only getting worse. Please do something if you are able! Thank you for taking a moment to consider this mom's plea. 1 2

Thank you.

1 of 1 12/3/2024, 1:19 PM

379-1. General Response #18

379-2. General Response #5
General Response #8
General Response #10
General Response #13
General Response #14

380. Amy Hitchens

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 2:55 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Amy Hitchens

Address

253 S 197th St

Email

amyehitch@comcast.net

Comment

I am very concerned about the Port's EA of the SAMP. It did not take into consideration numerous environmental impacts that a 40% increase of air traffic would include. 1

We need an assessment of air quality, especially particulate matter that impacts the prevalence of asthma in the community; noise pollution (trust me there are flights regularly after 11:30 pm and before 5:00 am, they wake me up); we also need to study micro particles in the water and soil surrounding the airport, within a 5 mile radius. It is irresponsible of the Port to neglect these important environmental impacts that affect human health. The airport is situated as we all know, in the middle of cities in S. King County. The people of Des Moines, Burien, SeaTac, Normandy Park all deserve to have a say and to see a transparent process. The Port chooses again and again economic short term interests over the health and vitality of the people who live near the SeaTac airport. 2

I did not have asthma until I moved to my current residence. I have lived here for 17 years. My teenager goes to Mount Rainier High school. Noise pollution plagues the students all day long. The creep of infrastructure continues and more and more trees are being removed for port "progress." What ensues are heat domes in the summer and dirtier air. 3

The Port needs to rake a step back and do a thorough environmental impact assessment before rushing ahead to meet this "projected need." 4

1 of 1 12/3/2024, 1:46 PM

380-1. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property.

380-2. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14

380-3. General Response #3
General Response #4
General Response #18

380-4. General Response #1

381. Bob Marshall

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 3:57 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Bob Marshall

Address

2009 SW 347th Pl, Federal Way, WA

Email

lmbeohbe@aol.com

Comment

I think a people mover like the one at DFW that is inside the security perimeter to go between the different terminals, without requiring transferring passengers to go out of the security area then back through security screening to get to their next flight. No one wants to have to go back through security screening while just making a connecting flight. The lines at security screening are too long as it is now, without requiring all of the connecting passengers from the new terminal going through it too.

Also, the people mover outside the security area to go and from the parking area and terminal to terminal as well as the rental car facility would be much more passenger friendly and easier for everyone, similar to what EWR has. No shuttle busses!

1

1 of 1 12/3/2024, 1:43 PM

381-1 General Response #7 The proposed project includes elevated post-security pedestrian walkways from the north gates to the terminal and to the North Satellite with an option for a secure-side connection to Concourse D as well.

382. Marjorie McKinney

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 5:35 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Marjorie McKinney

Address

18806 8th Ave SW

Email

Marjoriebillings@yahoo.com

Comment

Trees are terribly important to l protecting our environment. These projects are not recognizing the impacts I'd airport growth c we who have lived here know the health effects. Please don't keep ignoring us and the impact of these actions on our quality of life. Save the trees. 1

1 of 1 12/3/2024, 1:37 PM

382-1. General Response #8
General Response #10
General Response #13
General Response #14
General Response #18

383. Martin Pagel

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 5:42 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Martin Pagel

Address

3925 S Edmunds St

Email

mjpagel@gmail.com

Comment

I wrote a blog post about the transit access https://seattletransitblog.com/2024/11/30/busway-for-seatac-airport which got a lot of good comments and good ideas.
If the busway is open to other transit services and hotel shuttles, it should be extended to TIBS and circle around the central parking structure (along the old shuttle route) to serve the International Terminal, too. If the busway is a closed loop, it should follow the same route but use the same people mover technology as behind security or modern TSB guideways (as proposed in Munich) to allow for all-day frequent automated service. Please review the post for further details.

1

1 of 1 12/3/2024, 1:36 PM

383-1. This comment has been noted.

384. Robert Pastore

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 9:23 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Robert Pastore

Address

292 E Vineyard Crest Rd #5

Email

captainminibar@gmail.com

Comment

As a retired Captain (TWA) I never understood why the entire cargo operation wasn't moved to the west side and replaced by a terminal. 1

1 of 1 12/3/2024, 1:55 PM

384-1. This comment has been noted.

385. Matthew Phillips

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 9:30 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Matthew Phillips

Email

Matthewdphillips27@gmail.com

Comment

I am writing in support of the proposed expansion of gates at SEA as a critical step toward meeting the growing demand for air travel. This expansion will help accommodate more passengers, support economic growth, and solidify SEA as a leading airport on the West Coast.

However, while expanding the airport's capacity is essential, it is equally important to prioritize the development of an efficient people mover system and enhance public transportation options to and from the airport. As SEA continues to grow, it is vital that we not only improve the airport's physical infrastructure but also create a seamless, sustainable transportation network for passengers, employees, and residents alike.

The proposed busway and the continued development of light rail connections are key pieces of this puzzle. A robust and accessible public transit system will reduce congestion on roadways, decrease reliance on cars, and help address environmental concerns. It will also provide greater accessibility for travelers and reduce the strain on local communities that are impacted by traffic and airport-related congestion.

Looking to the future, we must make bold investments in transportation infrastructure that prioritizes transit-oriented solutions. This means integrating a fully functional, frequent people mover system within the airport complex and expanding connections to regional transit networks. A comprehensive approach to transportation will ensure that SEA is not only ready to handle more passengers, but also able to provide an equitable and efficient travel experience for all.

I urge decision-makers to prioritize these public transportation investments alongside the gate expansion to ensure that SEA can continue to grow responsibly and sustainably for generations to come.

1

1 of 1 12/3/2024, 1:52 PM

385-1 General Response #7 The Port will continue to look for opportunities to increase multimodal transportation use to and from the Airport.

386. Carrie Pizzano

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 8:58 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

CARRIE PIZZANO

Address

3534 S 194th St

Email

carriepizzano@gmail.com

Comment

I am concerned about the Port of Seattle's "Sustainable Airport Master Plana" (SAMP). The Port of Seattle says it anticipates a 40% increase in air traffic over the next ten years, and the SAMP would bring construction of a major new terminal, several new warehouses, an expansion of the aviation fuel tank farm, and more parking lots – not only at SeaTac Airport, but also to properties in the surrounding neighborhoods! 1

These plans will have not only have a huge impact on local traffic but will also destroy dozens of acres of tree cover – which means even worse air pollution (because trees provide important air filtering properties), even more "heat island" effects in areas that already have subpar tree canopy, and loss of precious habitat for birds, salmon, and woodland creatures
Harmful aviation-related impacts on human health (asthma, cancer, cardiac health, pregnancy outcomes, longevity, etc.) in my community.

I believe that this area has taken all it can and the airport should not further destroy the health and well being of the community with the pursuing the SAMP and the resulting health consequences of the inhabitants of the area due to the resulting, additional noise impacts, additional air pollution impacts, additional light pollution impacts, and additional microparticulate pollution of soil and water. 2

I am already finding it very hard to sleep at night with the airplane noise as it is, and taking walk during the day is even worse.

1 of 1 12/3/2024, 1:17 PM

386-1. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property. As noted in Table 4-1, it is projected that there would be 475,655 operations in 2032 with the Proposed Action, an increase of 19% from 2022 operations (401,351) and 509,882 operations in 2037 with the Proposed Action, an increase of 27%.

386-2. General Response #7
General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14
General Response #18
The FAA and the Port collaborated with WSDOT to complete a surface transportation study to identify roadway intersections that would fail to meet local and agency mobility standards in 2032 and 2037 due to the implementation of the Action Alternatives. Mitigation was proposed for impacted intersections according to each jurisdiction's requirements. With the proposed mitigation, the impacts are not considered significant.

387. Peter Reagel

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 5:25 PM
To SAMP Public Comments <SAMP@portseattle.org>

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Name

Peter Reagel

Comment

My concern with Alternatives 2 and 3 is the increase in emission of GHG at a time when airports should do everything in their power to reduce GHG. Additionally I am concerned with an increase in local air pollution. When walking in the Burien and SeaTac area I have noticed jet fuel fumes and this is projected to increase under alternatives 2 and 3. I am not directly impacted by an increase in aircraft noise, but I'm sure many others will be under alternatives 2 and 3. 1

1 of 1 12/3/2024, 1:40 PM

387-1. General Response #8
General Response #10
General Response #11
General Response #13
General Response #14

388. Jason Rock

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 7:56 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Jason Rock

Address

4719 35th Avenue South

Email

jrock08@gmail.com

Comment

Please consider extending the busway to the tukwilla international boulevard link and bus transfer station. Allowing for direct transfers from Metro buses to airport buses would be a very effective option for people traveling to the new north concourse compared to transferring to the link and then backtracking on the busway. 1

1 of 1 12/3/2024, 1:56 PM

388-1. The Port will continue to look for opportunities to increase multimodal transportation use to and from the Airport.

389. Sandy Shettler

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 7:52 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Sandy Shettler

Email

sshettler@msn.com

Comment

It is time to stop subsidizing and promoting unsustainable growth. The airline travel of "first world" citizens is placing people in developing countries at risk of grave personal harm through climate change impacts and sea level rise. There is no reason to mindlessly promote unending growth in air travel at such a cost. 1

In addition, at least five of the proposed near-term projects will destroy dozens of acres of tree cover – which means even worse air pollution (because trees provide important air filtering properties), even more "heat island" effects in areas that already have subpar tree canopy, and loss of precious habitat for birds, salmon, and woodland creatures 2

Harmful aviation-related impacts on human health (asthma, cancer, cardiac health, pregnancy outcomes, longevity, etc.) in airport-adjacent communities, and this comes at a time when all of our communities have been told to increase housing, which will bring in even more people who would be subjected to these health concerns 3

This plan should be severely cut back or eliminated in favor of sustainable development. 4

1 of 1 12/3/2024, 1:22 PM

389-1. General Response #7c
General Response #11

389-2. General Response #18

389-3. General Response #8
General Response #10
General Response #13
General Response #14

389-4. These comments have been noted. The analysis completed in the Draft EA is in accordance with FAA Orders 1050.1F and 5050.4B.

390. Betsy Sproger

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 2:26 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Betsy Sproger

Address

26409 Marine View Drive South

Email

hsoutback17@gmail.com

Comment

I live in an airport neighborhood and experience the noise of the planes already every 4 minutes. At church we have to stop service when a plane goes over. And how you want to add 80,000 more flights? This is such a hardship to me and my neighbors due to the noise but not just that. Also due to the toxic emissions that come to us invariably with each flight.

Residential neighborhoods all around the airport, from Des Moines to Riverton Heights to Burien, are experiencing firsthand the impacts of the Port of Seattle's airport expansion. And if the Port of Seattle's "Sustainable Airport Master Plan" is approved, the Port intends to shift cargo operations off the airport tarmac and into neighborhoods to create space for the construction of an additional terminal with 19 new passenger gates. As cargo warehouses rise up, mature tree canopies and green space come down, fueling a relentless cycle of pollution and congestion that we cannot afford to overlook. Across the country, similar patterns reveal these same warehouse facilities encroaching on already-strained neighborhoods, creating air pollution so intense that NASA can measure it from space.

1

1 of 1 12/3/2024, 1:51 PM

390-1. General Response #7
General Response #8
General Response #10
General Response #13
General Response #14
General Response #18

Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property.

391. Shannon Thomas

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 4:04 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Shannon Thomas

Address

253 S.197th st.

Email

Shannoncthomas@gmail.com

Comment

We need at least a five mile radius study of the amount of particulates in the air, the soil and water. And this also needs to include the sound and noise pollution. Our kid goes to Mt Rainier High and their classes are all interrupted multiple times daily. And there are times our entire neighborhood smells like jet engine exhaust-trapped and covering all of our houses and schools. And stop cutting down the trees and wild spaces! 1

1 of 1 12/3/2024, 1:41 PM

391-1. General Response #5
General Response #6
General Response #7
General Response #8
General Response #9b
General Response #9c
General Response #10
General Response #13
General Response #14
General Response #18

392. Roxy Zamora

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/1/2024 2:32 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Roxy Zamora

Address

2405 s Starlake Rd , Apt 65-303

Email

Roxyzamora200@gmail.com

Comment

I grew up in seatac my whole life , as of last year i moved to Federal Way . I am so saddened to see our beautiful trees go down for this project it does not good whatsoever. It is going to harm many people and animals . They are only caring about getting it done rather than not realizing that this is a huge impact . This change puts all of us in danger. 1

1 of 1 12/3/2024, 1:49 PM

392-1. General Response #18

393. Aaron Barton

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Mon 12/2/2024 6:53 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Aaron Barton

Address

3007 59th Ave SW

Email

aaronpbarton@gmail.com

Comment

Please bring back the people mover. A bus option is not convenient for travelers.] 1

1 of 1 12/3/2024, 1:12 PM

393-1. The Port will continue to look for opportunities to increase multimodal transportation use to and from the Airport.

394. Juliette Mirsepasy

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Mon 12/2/2024 9:38 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Juliette Mirsepasy

Address

8421 9th Ave SW

Email

juliette@wsgardengroup.com

Comment

Concerned the Port's "Environmental" Assessment (EA) of the SAMP only recognizes that these plans will have an impact on local traffic – while failing to acknowledge the broad environmental impacts... 1

At least five of the proposed near-term projects will destroy dozens of acres of tree cover – which means even worse air pollution by reducing air filtering benefits, increasing "heat island" effects in areas that already have subpar tree canopy, and the loss of precious habitat for birds, salmon, and woodland creatures
Harmful aviation-related impacts on human health (asthma, cancer, cardiac health, pregnancy outcomes, longevity, etc.) in airport-adjacent communities, and this comes at a time when all of our communities have been told to increase housing, which will bring in even more people who would be subjected to these health concerns
Additional noise impacts
Additional air pollution impacts
Additional light pollution impacts
Additional microparticulate pollution of soil and water 2

Please address these and all other impacts and return with a more comprehensive approach. 3

1 of 1 12/3/2024, 1:11 PM

394-1. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts.

394-2. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14
General Response #18

394-3. General Response #1

395. Bruce Burger

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/3/2024 12:13 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Bruce Burger

Address

106 Lynn St.

Email

bruce@burger.net

Comment

I don't fully understand this plan, but my initial reaction is that it will be inefficient to have a new terminal with 19 gates that's 1.2 miles away from the existing terminal – and reached by a new bus line rather than any of the 3 existing train lines. Why not build the new terminal on top of the existing terminal and connect the new gates via the current N/C/D loop? 1

1 of 1 12/3/2024, 12:57 PM

395-1 General Response #7 NTP L04, Northeast Ground Transportation Center, will provide terminal quality space for passengers arriving / departing on the elevated busway and Link Light Rail at the Airport Station to transition to / from the Main Terminal. A person could access the new terminal by either taking a bus to the new terminal or by the elevated post-security pedestrian walkways from the north gates to the terminal and to the North Satellite.

396. Janit Calvo

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/3/2024 12:40 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Janit Calvo

Address

10204 12th Ave. S.

Email

Info@TwoGreenThumbs.com

Comment

When we bought our home in Boulevard Park North in 2010, we were assured that the plane activity would stay to the east of us. While we were/are in line with the "third runway," it was supposed to be for emergencies only, NOT for regular daily traffic. That changed within a couple of years and has gradually gotten busier, louder and our properties more polluted. It's not that we move by the airport, then complained about it - the airport moved to us. 1

The 'Port package windows' that our neighborhood was offered over 30 years ago are in desperate need of upgrading. Please note that some of the houses didn't receive ANY triple-paned windows at all - and now they literally are "under the runway." This is painfully obvious that this progression is not good for any human, animal or the environment. More: 2

Air Pollution

- When our windows are open in the summer, we get a layer of soot inside our homes - it's not dust, it is a fine layer of soot. And no, shutting the windows permanently in the summer time is not a reasonable alternative.

- We stopped growing our own vegetables because of the soot generated by your constant flights overhead is more than likely permeating the soil as well - it's just not reasonably safe to grow our own food at our property anymore so it costs us more at the grocery store now.

- We have home-based business and our inventory is kept in a second building on our property. The damage from the layer of soot is permanent on some things and the inventory unrecoverable. If it's not in a box and that box is not under a cover or in another box - it will get covered in the sediment from the airplanes. 3

- Debris has been falling constantly since the flights have become more frequent on this "third runway." Along with

1 of 2 12/3/2024, 12:49 PM

396-1. General Response #19a

396.2 General Response #6
General Response #13
The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. The FAA will provide your comment to the Part 150 team for consideration in the development of the Noise Compatibility Plan.. For more information on the Part 150 update see: https://seapart150.com/

396. Janit Calvo (continued)

small metal bits and lawd-knows-what, we've found chunks of ice in in our backyard - in September. (We had a magnet attached to a metal arbor, after a year, it was obvious that "things" are falling on us from the planes.)

- The smell from the jets is getting worse and worse. If we are smelling it then we are breathing it, no?

3

Sound Pollution

- Every single morning, between 4am and 6:15 we get "buzzed" by huge jets, flying so low, they shake us awake. Every. Morning.

- We have an online garden business that requires me to generate videos. This is now impossible to do any live video-taping outside at any time - much to the detriment of my business. I have tried to work "between the planes," I've tried to investigate when the breaks are with SeaTac so I may coordinate my schedule, and I have tried to stop and start video-taping in an attempt to get around the constant noise - and nothing has worked. My business suffers because of this obstacle that I did not buy into.

- When we converse with each other outside, we literally have to stop the conversation and wait for the plane to go by, then continue our conversation. Fun huh?

- My watch has a noise sensor on it to tell me when the sound level can be damaging to my ears. It goes off in my backyard when a particularly low-flying planes buzzes by. Delta, Amazon and Quatar seem to be the worst.

4

The Crux

This is expansion is obviously NOT SUSTAINABLE, and we are sure that you are aware of that.

We just don't see this ending with just this expansion. Once this is done, you'll want to expand again to get more people on planes so you can make more money - regardless of the inconvenience of your neighbors and your customers. This is NOT sustainable. You would be better to expand the airport in Everett to serve the north part of the city and state, rather than congesting an area that is already congested. ICYMI - it's a brutal SLOG for anyone north of the city to get in or out of Seatac Airport.

We are tired of the plane noise, the dirt generated and the stink of airplanes. We didn't ask for it. It wasn't here when we moved here and now you want to do more of it. Please be reasonable with your city planning. It's not working for a lot of us. The north end of the city must share the brunt of this burden. Adding to the pollution, traffic, chaos and noise on the south end just shows the discrimination and unfairness that the lower-income areas of the greater Seattle area are having to deal with.

It's disappointing, disheartening and discouraging that the north end of the city isn't even a consideration. This is not sustainable at all.

5

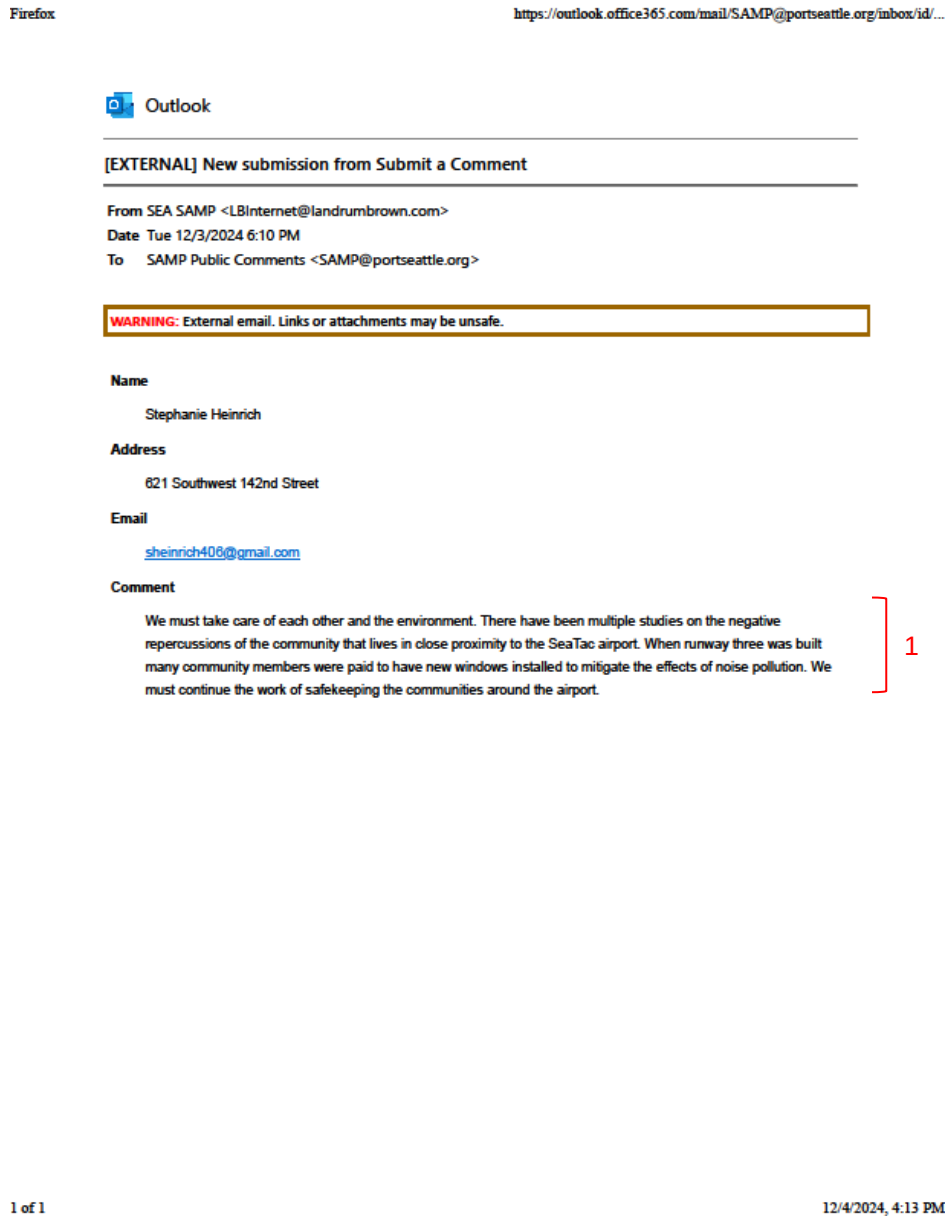
Janit Calvo

396.3 General Response #5
General Response #8
General Response #9b
General Response #9c
General Response #10

396-4. General Response #5
General Response #13
General Response #14

396-5. General Response #1
General Response #7
The SAMP includes a whole chapter on the Port plans to incorporate sustainability into planning, development, and operations (Tech. Memo #9).

397. Stephanie Heinrich



Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/3/2024 6:10 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Stephanie Heinrich

Address

621 Southwest 142nd Street

Email

sheinrich406@gmail.com

Comment

We must take care of each other and the environment. There have been multiple studies on the negative repercussions of the community that lives in close proximity to the SeaTac airport. When runway three was built many community members were paid to have new windows installed to mitigate the effects of noise pollution. We must continue the work of safekeeping the communities around the airport.

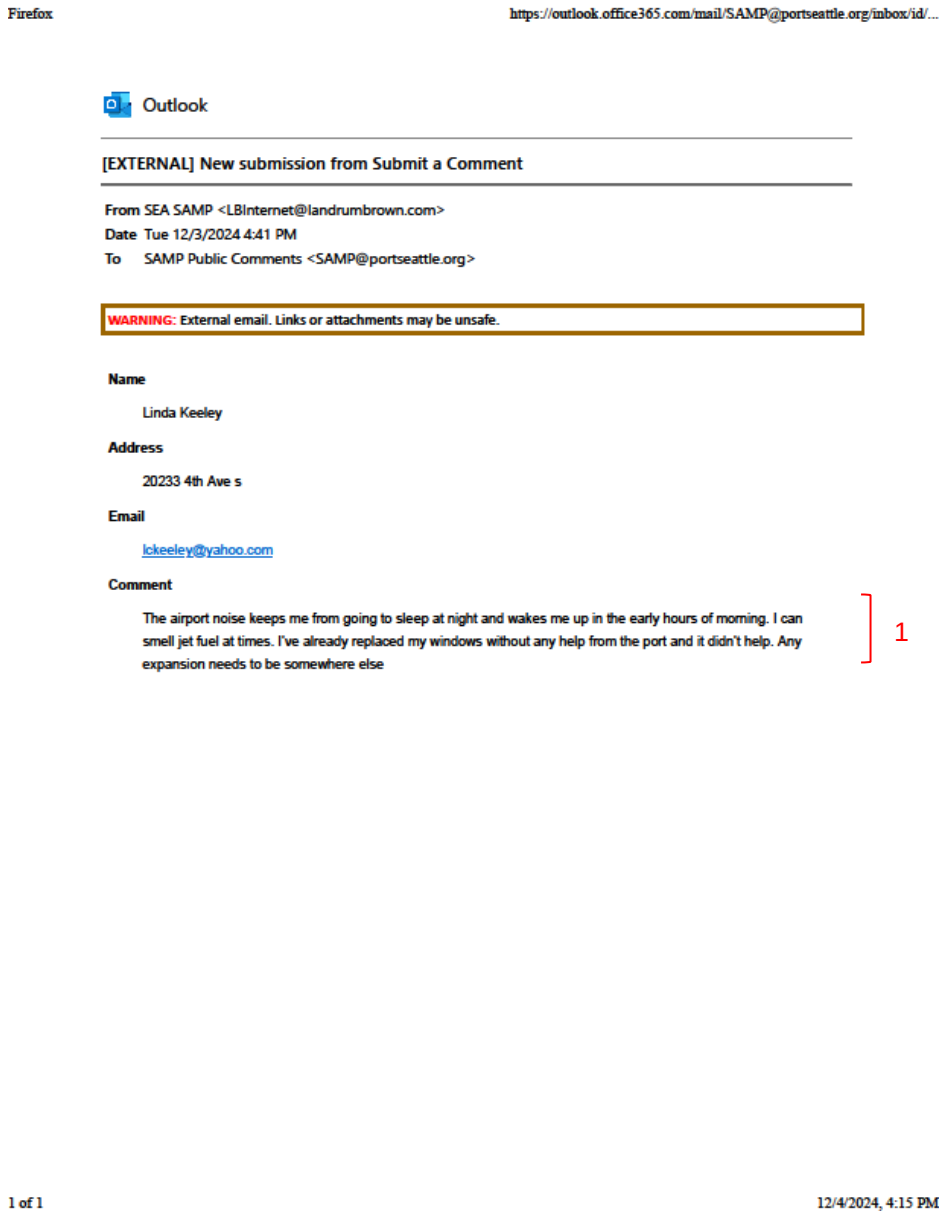
1

1 of 1 12/4/2024, 4:13 PM

397-1 General Response #5
General Response #8
General Response #10
General Response #13
General Response #14

The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. The FAA will provide your comment to the Part 150 team for consideration in the development of the Noise Compatibility Plan.. For more information on the Part 150 update see: https://seapart150.com/

398. Linda Keeley



Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/3/2024 4:41 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Linda Keeley

Address

20233 4th Ave s

Email

lckeeley@yahoo.com

Comment

The airport noise keeps me from going to sleep at night and wakes me up in the early hours of morning. I can smell jet fuel at times. I've already replaced my windows without any help from the port and it didn't help. Any expansion needs to be somewhere else

1

1 of 1 12/4/2024, 4:15 PM

398-1 General Response #5
General Response #7
General Response #7b
General Response #8
General Response #10
General Response #13
General Response #14

The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. The FAA will provide your comment to the Part 150 team for consideration in the development of the Noise Compatibility Plan.. For more information on the Part 150 update see: https://seapart150.com/

399. John Parisi

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/3/2024 11:31 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

John Parisi

Address

26437 Marine View Dr S

Email

jparisi2451@gmail.com

Comment

I am concerned that our quality of life will further erode with continued airport growth. We live on Marine View Dr. south of Des Moines and are currently victims of noise, air and traffic pollution. I have lived here since 1980 and can attest to a degrading Quality of Life due to SEA-Tac airport.
Talking and listening to conversations outside during aircraft take-offs is impossible. We just have to stop and wait for the plane to get farther away.
Late night and early morning,12:00- 3:00 AM takeoffs keep me from sleeping.
Black exhaust dust settles on anything parked outside.
Etc. Etc. Etc. 1

So, how is the Port of Seattle and SEA-Tac airport going to keep my Quality of Life from getting worse?
I really don't think Quality of Life has a seat at the decision table and it should!
Does growth of Commerce, always have to win ?
What happens in 2035 when the expansion is built out?
How many flights a day are planed
at SEA-TAC? 2

How many minutes between take-offs?
What happens if the expansion plan is tabled?
If I really have no choice and just have to accept the noise, dirty air and increased traffic, cut my property taxes to that of farm land. 3

Thanks for asking,
John

1 of 1 12/3/2024, 12:50 PM

399-1. General Response #5
General Response #8
General Response #9c
General Response #10
General Response #13
General Response #14

399-2. General Response #6 Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

399-3. These comments have been noted.

400. Alyse Brindle

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/3/2024 10:05 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Alyse Brindle

Address

1202 S 102nd Street

Email

alysebrindle@gmail.com

Comment

To Whom It May Concern:

I am writing to express my strong opposition to the proposed Sustainable Airport Master Plan (SAMP) for SeaTac Airport and its surrounding properties. While the Port of Seattle highlights anticipated economic growth and an increase in air traffic as justifications for this expansion, the Environmental Assessment (EA) fails to adequately address the severe environmental, public health, and community impacts that these plans will cause. Below, I outline several critical concerns that must be considered before moving forward with this plan: 1

1. Loss of Tree Canopy and Associated Environmental Impacts

The SAMP includes at least five near-term projects that will destroy dozens of acres of tree cover. This destruction has far-reaching consequences: 2

Air Quality Degradation: Trees provide essential air filtering functions by removing pollutants such as nitrogen dioxide and particulate matter. Losing this canopy will exacerbate already poor air quality in the SeaTac area, increasing respiratory illnesses like asthma.

Heat Island Effect: The removal of tree cover will intensify heat island effects, particularly in areas with inadequate tree canopy. Vulnerable populations, including the elderly and low-income residents, will be disproportionately affected by rising temperatures.

Loss of Habitat: The proposed projects will result in the destruction of vital habitats for birds, salmon, and other woodland creatures, further threatening biodiversity in the region.

1 of 3 12/3/2024, 12:55 PM

400-1. This comment has been noted. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts.

400-2. General Response #18

400. Alyse Brindle (continued)

2. Human Health Concerns

The Port's EA does not adequately account for the harmful aviation-related impacts on human health in airport-adjacent communities. Numerous studies have shown links between proximity to airports and increased rates of asthma, cancer, cardiac health issues, and adverse pregnancy outcomes. Expanding SeaTac Airport will:

Compound these health risks for residents in neighboring areas, who are already burdened by high levels of pollution.

Introduce additional health concerns as more housing is developed to meet regional growth demands, bringing more people into these impacted zones. 3

3. Increased Noise Pollution

The proposed 40% increase in air traffic will result in significantly higher levels of noise pollution, which:

Negatively affects mental health, cognitive function, and overall quality of life for nearby residents.

Disrupts local wildlife, further compounding the ecological damage caused by the project. 4

4. Air and Water Pollution

The expansion of aviation fuel facilities and additional air traffic will:

Increase emissions of greenhouse gases and other pollutants, undermining local and regional climate goals.

Introduce more microparticulate pollution into the soil and water, posing risks to both human health and aquatic ecosystems. 5

5. Traffic and Light Pollution

The additional warehouses, parking lots, and terminal expansion will:

Strain already congested traffic systems, leading to more idling vehicles and localized air pollution.

Increase light pollution, which disrupts human circadian rhythms and affects nocturnal wildlife. 6

Recommendations

To ensure a truly sustainable approach to airport management, I urge the Port of Seattle to:

Conduct a more comprehensive Environmental Impact Statement (EIS) that includes detailed analyses of all environmental, health, and community impacts. 7

Prioritize mitigation strategies, including preserving tree canopy, implementing stricter emissions controls, and investing in green infrastructure. 8

Engage meaningfully with community stakeholders to address their concerns and identify less harmful alternatives. 9

400-3. General Response #8
General Response #10

400-4. General Response #13
General Response #14
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

400-5. General Response #9b
General Response #11
As noted in Section 4.3.2, the proposed project would not result in significant impacts to biological resources in accordance with the thresholds established in FAA Orders 1050.1F and 5050.4B.

400-6. As noted in Section 4.3.12 of the EA, the Action Alternatives would not result in any significant surface transportation impacts that cannot be mitigated below levels of significance.

Although new light sources would result from the construction of the Action Alternatives, no significant increase in light intensity is expected to occur due to the presence of existing light-emitting sources such as buildings, parking areas, and public roads that would make the new light sources indistinguishable from the ambient light.

400. Alyse Brindle (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Scale back the proposed projects to minimize environmental degradation and health impacts.

The current EA does not meet the standards of transparency, equity, or sustainability that our communities deserve. I urge decision-makers to reevaluate the SAMP with a stronger commitment to environmental stewardship and public health. 10

Sincerely,

3 of 3 12/3/2024, 12:55 PM

400-7. General Response #1

400-8. General Response #6

400-9. General Response #3
General Response #4

400-10. Thank you for your comments. These comments have been noted.

401. David Ortman

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/4/2024 11:00 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

David E Ortman

Address

7043 22nd Ave NW

Email

deortman@msn.com

Comment

See attached comments.

File

- FAA-EA-Port-of-Seattle-SAMP-comments.pdf

1 of 1 12/5/2024, 2:36 PM

401. David Ortman (continued)

December 4, 2024

COMMENTS OF
David E. Ortman
Attorney-at-Law
7043 22nd Ave N.W.
Seattle, WA 98117
on

FAA's Draft NEPA Environmental Assessment (EA)
for the Seattle-Tacoma International Airport (SEA)
Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTPs)

The following are comments on **FAA's Draft NEPA Environmental Assessment (EA)** for the Seattle-Tacoma International Airport (SEA), Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTPs).

Sec. 1.2.1 (pp. 1-1 to 1-2) states:

> The SAMP identified a Long-Term Vision to accommodate future passenger levels and address identified needs for SEA over the 20-year planning horizon (through 2034). One of the overarching needs from the SAMP was to improve the experience for passengers at SEA. The current passenger processing functions, such as on-site parking, check-in hall, security screening, holdrooms, and the number of gates, were limited or undersized for the number of passengers SEA served in 2018 and continue to be undersized. The results of these limitations are crowded spaces, long lines, and delayed flights. These problems are expected to worsen as passenger demand increases. The SAMP ultimately concluded that even with the implementation of the full Long-term Vision, unconstrained 20-year demand would result in airfield congestion and high levels of delay.
> The SAMP ultimately concluded that even with the implementation of the full Long-term Vision, unconstrained 20-year demand would result in airfield congestion and high levels of delay. This congestion and delay would occur primarily as a result of limitations in the airfield / airspace system. The Port of Seattle (Port) and FAA determined that addressing these long-term airfield / airspace limitations is outside of the scope of SAMP and that a more comprehensive airfield and airspace planning study is needed to understand if additional actions would be required before the Long-term Vision could be fully implemented. Because additional planning is needed, the FAA determined that the Long-term Vision was not yet ripe for environmental review. The Port developed the NTPs, which is a plan to address the near-term needs, whether the Port pursues the long-term projects or addresses the long-term airfield / airspace limitations. The NTPs are the subject of this

1

1

401-1. General Response #1
General Response #7
General Response #7a
General Response #7b
General Response #19
General Response #19c

401. David Ortman (continued)

environmental review and include 31 projects that would improve the efficiency and safety of SEA, access to SEA, and support facilities for the airlines and SEA. Because the NTPs focus on a more immediate timeframe and address needs that are distinct from what may come from future planning, the NTPs are independent from the Long-term Vision. The FAA determined that the NTPs are ripe for environmental review.

COMMENT: The Port of Seattle has concluded that even with their SAMP (through 2034), airfield congestion and high levels of delay would still occur. Rather than address and evaluate the adverse environmental impacts from this obvious conclusion, the FAA has decided to lump a batch of 31 "near-term" projects as part of an Environmental Assessment. This is a classic case of piecemealing and segmenting projects to avoid preparing a draft Environmental Impact Statement that includes alternatives. Such an alternative would include relocating Sea-Tac to another site, such as Joint Base Ft. Lewis-McCord after relocating JBLM to eastern Washington. FAA needs to prepared a DEIS on the Port's SAMP. Please provide a better response and rationale for preparing only an EA. 1

Table 4-2 (p. 4-7) and 4.3.10 Noise and Noise-Compatible Land Use (p. 4-42). This section states:

> This section presents the results of aircraft and construction noise analyses for the Proposed Action and alternatives. The impact of aircraft-related noise levels upon the surrounding area is presented as the number and type of noise sensitive land uses located within the noise contours for each alternative for both 2032 and 2037 conditions. Noise contours for the levels of DNL 65, 70, and 75 dB were calculated and represent average-annual day conditions.

COMMENT: Both the FAA and the Port of Seattle have had their heads in a silo, ever since the Port lied about the purpose and use of the Third Runway, which opened November 20, 2008. Instead of being used for dual landings during bad weather situations, the Port and FAA have acquiesced to allowing the Port to use the Third Runway routinely. In addition, the Port and FAA have limited its noise responsibilities (which it has yet to meet) to a small buffer around the airport. This totally ignores the flight paths of dozens or more flights that generate a noise nuisance and interference with quite enjoyment of propoerty far to the north of the airport (over 16 miles away). 2

Currently the FAA allows aircraft noise nuisance to occur from 4:30 AM to 1:30 AM from:

- northbound flights arriving from the south (CA/OR) to travel north up Puget Sound past SEA only to make loud turns back to SEA, often at under 3,000 feet over Ballard, Loyal Heights, and Shoreline, instead of making these U-turns over Elliott Bay.
- southbound flights arriving from Alaska to travel over Ballard, Loyal Heights, and Shoreline, again often under 3,000 feet, instead of routing flights down Elliott Bay.

2

401-2. General Response #2
General Response #5
General Response #13
General Response #17
General Response #19a

There are voluntary noise abatement measures in place at SEA as part of the Part 150 Noise Compatibility Plan. The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/ The FAA will provide your comment to the Part 150 team for consideration.

401. David Ortman (continued)

- northbound flights departing after midnight for destinations in the Southeast (e.g., Florida, Texas) making loud turning climbs over Ballard, Loyal Heights, and Shoreline, instead of routing these flights south after departure, since they are heading south anyway. 2

In 2011, I successfully appealed my King County Residential Property Assessment due to overhead SEA aircraft noise nuisance and received a property tax reduction in 2012. Imagine if all the residential properties in Seattle impacted by low flying landing aircraft were to receive similar property tax reductions. It would dramatically reduce the King County Property Tax receipts and expose the true costs of FAA and the Port's continued refusal to address noise problems across the greater Seattle Area. 3

Please send me a copy of any decision made by the FAA on this proposal. Thank you. 4

3

401-3. This comment has been noted.

401-4. The final FAA decision will be posted on the project website. Commenters who provided their email will receive an email notification once the document(s) has been added to the site. In addition, there will be a notice published in the Seattle Times and Daily Journal Commerce.

402. Cara Brooke

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/4/2024 3:22 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Cara Brooke

Address

Normandy Park, WA

Email

ck.brooke@gmail.com

Comment

Hello, my name is Cara Brooke. I live in Normandy Park, WA. I shared a few public comments to voice my concern and opposition of the SeaTac expansion project at the 11/16/24 public meeting and I'm writing today to pull all those comments together here. 1

There are myriad reasons I am opposed to the expansion of Sea Tac mainly due to the health, and environmental impacts and noise pollution that would increase with an expansion.

We already know that SeaTac is causing dire health impacts on communities within a 10 mile radius of the airport. We know this due to the King County 2020 health impact study. We can further discern from that study that there are also major environmental impacts due to the heavy metals that, Sea Tac planes, are polluting the surrounding air, land, and water and we know that these negative impacts are decreasing life expectancy, increasing cancer rates, as well as heart disease as reported in the 2020 health impact study. Knowing all of this, it is my belief that these health and environmental problems that we are already facing (that are affecting thousands and thousands of people) need to be dealt with and mitigated before any expansion is even considered. To knowingly harm WA residents is SO wrong. 2

I have a small child and I'm deeply concerned about how ultra particulate matter will impact her health as well as my own health if we continue to live here.
I am also deeply concerned for the environment and our warming planet, we need all the tree canopy we've got in this area and we need to be decreasing emissions not increasing them.
I believe this expansion would be a major detriment to our carbon output and global warming and further exacerbate the negative consequences of a warming planet.

Lastly, we already experience the hum of planes and the smell of jet fuel at our home regularly, and because of the

1 of 2 12/4/2024, 3:58 PM

2 of 2 nature of Sea Tac being governed by the FAA we have no recourse for these issues that we experience in Normandy Park. Any additional increase in air traffic and capacity will further degrade the quality of life for residents in this area: our health, our environment, our quality of life, all of which are why I am opposed to the SeaTac expansion and sincerely hope you take my concerns and the concerns of other residents into consideration. We need to fix the problems that the airport is already causing not exacerbate them. 3

Thank you.

402-1. This comment has been noted. The Draft EA was prepared following the policies, procedures, and guidelines as outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts.

402-2. General Response #8
General Response #9b
General Response #10
General Response #11
General Response #13
General Response #14

402-3. Thank you for your comments. These comments have been noted.

403. Jason Curtis

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/4/2024 9:04 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Jason Curtis

Comment

I am a resident of Normandy Park WA and am writing to voice my concern and state my opposition to the SeaTac expansion project. 1

We already smell jet fuel regularly and hear ever louder plane noise due to increased airplane traffic.
My concerns are primarily around environmental and health impacts that increased plane traffic brings to our community.
I'm deeply concerned about how ultra particulate matter will impact the health of my family and could potentially contribute to asthma and cancer rates.
If this expansion project is approved I am seriously considering leaving this area due to concerns for our health and safety. I truly love living in Normandy Park but this expansion is posing a large threat to our communities health and wellbeing. 2

1 of 1 12/5/2024, 2:38 PM

403-1. This comment has been noted.

403-2. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14

404. Alexander Deriugin

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/4/2024 9:38 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Alexander Deriugin

Address

28057 13th Ave S

Email

aderiugin@msn.com

Comment

It's high time to get serious and find alternative airports to support the growth in Washington State specifically in King, Pierce and Snohomish counties. Sea-Tac Airport has outgrown it's foot print and infastrure and trying to squeeze more in, should not be the overall long term plan. We need some new ideas and plans. Continuning down the same plan is misguided. I look at Denver Aiport as an example. Denver Stapleton out grew it's foot print and finally they built an world class aripoort outside the metroploitan area.

1

1 of 1 12/4/2024, 4:07 PM

404-1. General Response #7
General Response #7a

405. Jon Hopkins

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/4/2024 8:55 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Jon Hopkins

Comment

-Pollution and unknown effects of exposure.
-Noise, especially for visitors.
-Negative perception of potential buyers because Boulevard Park is next to an ever-expanding airport.

We don't need more air traffic!

1

1 of 1 12/5/2024, 2:40 PM

405-1. General Response #8
General Response #9
General Response #10
General Response #13
General Response #14
General Response #20

406. Henry Rodgers

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/4/2024 6:26 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Henry Rodgers

Address

13652 SE 43rd St, Bellevue, WA 98006

Email

henrykrodgers@gmail.com

Comment

The Port should seriously reconsider the current disjointed plan for connections to the new terminal. By foregoing an air-side connection to the existing terminal (and satellites) and doing nothing to enable transit access to the new terminal, this plan will turn Seatac from an airport of best practices to one of the worst of any major metropolitan area in the US. Forcing passengers to move between each terminal outside of security will be incredibly inefficient, both for connecting passengers between flights as well as for anyone getting to the airport by transit. If the Port simply extended the existing gold-standard automated people mover system inside the airport to the new terminal, it would both enable much easier connections and make it much easier for those accessing the airport by transit. In fact, the proposed busway could even be scrapped, as arriving passengers could use the air-side people mover to access the new terminal (and thereby the rental car facility) and departing passengers could go through security at the main terminal if they arrive by Link Light Rail and then use the people mover to access gates at the north terminal. 1

If the current design is retained, it is imperative that the Port consider options to add access from the Tukwila-International Blvd station to the new north terminal. This station is already one of the highest ridership stations in the Link system, and in the coming years will become a major interchange between Sound Transit's new Stride bus rapid transit system and Link Light Rail. It will be as close to the rental car facility as the current Seatac light rail station is to the main terminal, and connecting it to airport facilities would provide a one-seat ride to hundreds of thousands on the eastside that otherwise would be forced to transfer to light rail at TIBS. If this is not done, this new terminal will be a massive step in the wrong direction for the Port's climate goals, as the lack of quality transit access will be a major incentive to those flying out of the north terminal not to take transit. Why build a new roadway for the North Terminal if the Port refuses to build new transit access? 2

It would be much more climate-friendly and financially sound to forego (or downsize) the new roadway to the north terminal and spend the money on improving both air-side and transit connections instead. If this plan is followed

1 of 2 12/5/2024, 2:41 PM

2 of 2 through, congestion pricing on the Airport Drive is vital to prevent continued traffic jams brought by the induced demand of increased flight & roadway capacity. The only way to fight miserable traffic while increasing airport capacity is to improve transit connections and give travelers an alternative. Sound Transit is doing that in its system across the entire Puget Sound region, it's time for the Port to plug their upgrades into the airport. 3

406-1 NTP L04, Northeast Ground Transportation Center, will provide terminal quality space for passengers arriving / departing on the elevated busway and Link Light Rail at the Airport Station to transition to / from the Main Terminal. A person could access the new terminal by either taking a bus to the new terminal or by the elevated post-security pedestrian walkways from the north gates to the terminal and to the North Satellite.

406-2. General Response #7
General Response #7d

406-3. Thank you for your comments. These comments have been noted.

407. Jenny Smith

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/4/2024 9:03 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Jenny Smith

Address

24043 13th Place s

Email

Jennysmith920@gmail.com

Comment

The continued lowering of the flight path and primary use of the 3rd runway which was sold to residents as for bad weather has continued to degrade my property value and my ability to use my outside property. When I bought my house in 2008 the flight path of the 3rd runway was high enough that the airplanes did not impact outside conversations. We could sit and enjoy our backyard and not listen to airplanes all day. Since then the flight path has lowered and now I can't have a conversation outside without having to pause and wait for the airplanes to go overhead. The constant traffic overhead has caused us to no longer be able to open windows during good weather.

Seatac has no cares to the impact their lies have caused residents. They didn't ask me if they could fly lower and start disrupting my life. I get that I own under a flight path but we spent a significant amount of time outside to determine if we were OK with the airplane noise before we purchased. What we did not anticipate is the airport making the 3rd runway their primary or the fact that flight paths were lowered. I want the flight path raised back so that I can go back to enjoying the property I bought. The planes every 90 seconds has ruined the joy I once found in my outside but since it was ruined by the lowering of the flight path I have no way to fix it. You have decreased everyone's property value because of this that is under the flight path but we received no compensation.

1

1 of 1 12/4/2024, 4:10 PM

407-1. General Response #5
General Response #19a
The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft.

408. Jean Spohn

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/4/2024 4:56 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Jean Spohn

Address

11925 Marine View Dr SW

Email

jeanspohn@centurylink.net

Comment

I am very concerned that the 420,000 SeaTac Airport flights are harming the environment and climate and risking the
health of all who live and work below. Now, SeaTac Airport wants to increase the flights to 509,892 with
the Sustainable Airport Master Plan (SAMP). This is unjust. 1

SeaTac Airport flights impact more than 419,761 residents living near the airport and under flight paths. The residents
include roughly 64% people of color/mixed race, 29% immigrants and refugees, 22% children, and 12% elders.
The near airport communities include Burien, Des Moines, Federal Way, Normandy Park, Renton, SeaTac, and Tukwila.
Communities that are not near the airport but are under the flight paths include Beacon Hill, Georgetown, Duwamish,
Skyway, White Center, and Chinatown International District. 2

Aviation is a major contributor to climate change. Aviation emissions are on track to account for 27% of the global carbon
budget by 2050. In 2017, tailpipe emissions from aviation fuel pumped at SeaTac Airport contributed an
estimated 5,804,000 tonnes of CO_2, or close to a quarter of King County's emissions. Also, the nonCO_2 impacts of aviation
emissions cause them to have three times the climate warming impact as on-the-ground emissions. 3

I ask that you determine that the SAMP does have significant impacts and that it needs:
1) cumulative environmental, health and climate impact analysis (EIS),
2) the requested racial and economic impact analysis under President Clinton's Executive Order 12989 on Environmental Justice as submitted in the SAMP Scope of Work and promised,
3) contextual analysis of the SAMP short term project in relation to the SAMP long term projects. 4

1 of 2 12/5/2024, 2:41 PM

2 of 2 This is about our people's lives, our planet's health and our joint futures.

408-1. This comment has been noted.

408-2. General Response #15

408-3. General Response #11

408-4. General Response #1
General Response #15
General Response #19c

409. Robert Vetter

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/4/2024 3:05 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Robert Vetter

Address

11215 5TH AVE SW

Email

robertvetter4@gmail.com

Comment

been noticing a low rumble.....just before a rattle about last 6 months. I hear your junk in my house, you trespassing. Time to have a conversation. 1

1 of 1 12/4/2024, 4:00 PM

409-1. General Response #5
General Response #13

410. Mark Lavrentyev

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/5/2024 2:29 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Mark Lavrentyev

Email

mark@mlavrentyev.com

Comment

I would ask the proposal, particularly Appendix L to provide more details on surface transportation. In particular, the document (appendix L) mentions little about how the new north terminal will be easily accessible for passengers arriving or departing by transit (specifically Link light rail). I would encourage the study of and include comparisons of the proposed 6000ft busway with an automated people mover (APM) system similar to JFK's airtrain. This has the potential to connect the existing terminal, the light rail station (eliminating a 10 minute walk for passengers), the new terminal, and the rental car facility.

At a minimum, this would be providing better connectivity to transit users, rental car users, and anyone transferring between terminals. Plus, an APM would likely have lower operating costs than a frequent shuttle service between terminals.

1

1 of 1 12/5/2024, 2:30 PM

410-1. NTP L04, Northeast Ground Transportation Center, will provide terminal quality space for passengers arriving / departing on the elevated busway and Link Light Rail at the Airport Station to transition to / from the Main Terminal. A person could access the new terminal by either taking a bus to the new terminal or by the elevated post-security pedestrian walkways from the north gates to the terminal and to the North Satellite.

411. Steve Peterson

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/5/2024 9:40 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Steve Peterson

Comment

I was born and raised under the flight path 1957-2024 so far, I was diagnosed with CML in 1999 and Prostate cancer in 2022 , I use to watch the fumes drop from every jet that flew over my house growing up. I wonder what cancer will be next, my wife was diagnosed with breast cancer and MS. 1

1 of 1 12/5/2024, 2:33 PM

411-1. General Response #5
General Response #10

412. Catherine Stoltey

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/5/2024 8:57 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Catherine Stoltey

Address

2417 S 140th St, SeaTac, WA 98168

Email

Catherinestoltey69@gmail.com

Comment

Please do not remove the trees and green spaces of North SeaTac Park and surrounding neighborhoods of SeaTac under and adjacent to runways. We desperately need trees to clean the air we breathe to remove jet exhaust from constantly falling on us and carried by the southwest winds. There are wetlands that need to protection for birds and wildlife as well. We have eagles that reside at Glacier Middle School. 1

1 of 1 12/5/2024, 2:34 PM

412-1. General Response #18 As noted in Chapter 2 of the EA, several commenters requested the removal or modification of L06 Employee Parking Surface Lot during scoping due to concerns about additional traffic in the adjacent neighborhoods and impacts to North SeaTac Park. As a result of the comments, the Port eliminated L06 and expanded L07 to accommodate the employee parking needs identified.

413 Linda LaBarre

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/5/2024 5:19 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Linda LaBarre

Address

1046 SW 152 ND street

Email

lindaleelabarre@gmail.com

Comment

I am concerned about airport development and the environmental impacts to my community. The airport noise, pollution and destruction of a vulnerable wetland need to be considered. Please consider explaining in another area. This airport is already maxed out.

1

1 of 1 12/6/2024, 3:46 PM

413-1. General Response #1
General Response #7
General Response #7a
General Response #7b
General Response #8
General Response #10
General Response #13
General Response #14

414. Michele Lewis

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/5/2024 7:58 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Michele Lewis

Comment

I'm writing in regards to the new SAMP. I'm very concerned that while SeaTac Airport has big plans for increasing air traffic and expansion that results in even less tree cover for the surrounding areas, there are no dedicated plans for compensating for this increased pollution and decreased environmental mitigation. If the Port wants to increase pollution in the area, they have a moral responsibility to the people in communities around the airport to mitigate all the additional pollution. The people in the surrounding communities support the airport and at the very least, the airport should not be harming them environmentally. We already know that MORE should be done to mitigate the environmental impacts of the current airport. We should not be expanding until we can exceed those expectations. 1

1 of 1 12/6/2024, 3:45 PM

414-1. General Response #1
General Response #5
General Response #6
General Response #8
General Response #18

415. Heather Enajibi

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/6/2024 12:53 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Heather Enajibi

Address

311 S 199th St, Des Moines, WA 98148

Email

henajibi@outlook.com

Comment

I've lived at this address for over 10 years and we rarely heard the aircraft. In the last year, we hear them ALL the time. I'm not sure if it's because all of the trees taken down near Des Moines Memorial Drive for new construction, or if the flight patterns have changed. My home doesn't have the Port Package from the past and now my sleep is frequently interrupted by plane noise.

1

I'm hoping something can be done to change this!

Thanks,
Heather Enajibi

1 of 1 12/6/2024, 3:41 PM

414-1. General Response #5
General Response #13
The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/ The FAA will provide your comment to the Part 150 team for consideration.

416. Heidi Raykeil

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/6/2024 12:17 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Heidi Raykeil

Address

1010 S Thistle

Email

Hraykeil@gmail.com

Comment

This is shameful. Our physical health and quality of life in the south end already differ due to the expansion of the third runway. When we bought our house, the airplanes were a consideration- but have gotten worse and worse. Do you know the "South Park pause"? It when you're trying to have a conversation on the precious weekend that's nice enough to be outside and you can't talk with your family because planes are coming every 5 minutes. Beyond that we already suffer from inequitable health issues related to diesel trucks, pollution and more. Enough is enough. Do not punish us for not being able to afford a home elsewhere. Other areas need to carry their fair share of the burden. Thank you for considering the actual human element of this decision and not just money. Quality of our lives matters.

1

1 of 1 12/6/2024, 3:42 PM

416-1. General Response #1
General Response #5
General Response #7
General Response #7a
General Response #7b
General Response #8
General Response #10
General Response #13
General Response #14

417. Pauline Cheslock

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/6/2024 4:33 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Pauline S. Cheslock

Address

27826 - 10th Ave. S.

Email

polishpc@aol.com

Comment

Several years ago, residents in Redondo and other parts of Des Moines were asked to provide comments about the number of flights as well as the emission from the number of planes overhead. What ever became of that survey. We moved here in 2006 and yes there were planes but nothing like what's happened over the past few years. Between the air quality and the plane noise, it's no longer one of the most beautiful and comfortable areas around. 1

Please, please, please, consider all the residents who have lived here for a number of years as well as the new residents who have just arrived. There have to be other options rather than just putting in more landing areas and extend the runways. PLEASE>

Pauline Cheslock

1 of 1 12/9/2024, 5:44 PM

417-1. General Response #5
General Response #8
General Response #10
General Response #12
General Response #13
General Response #14

417-2. General Response #7
The proposed project does not include a runway extension.

418. Mark Hoppet

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sat 12/7/2024 5:03 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Mark Hoppet

Address

8133 Shirley Ave

Email

Mhoppet1950@hotmail.com

Comment

Before wasting billions of dollars on SEAs next terminal there are systematic failures that need to be corrected in how the current terminal is run. Airport leadership has failed to push back against airline greed as hub carriers attempt to build fortress real estate portfolios. Fully common use airports in Europe, LAS, and EWR have become the global examples for efficiency where ticket counters, gates, and bag claims can support the entire airport and not just the needs of a few individual airlines. SEA must make this transition in order to accommodate the increasing demand for air travel. Until all gates and remote stands can accommodate 10-12 turns per day and balance airfield movements (while combatting systemic early arriving flights) the airport will continue to fail in achieving peak optimization of its resources. Technology investments and policy change will allow SEA to accommodate more aircraft movements , not billions of wasteful spending on mismanaged capital projects. Further, a Private Public Partnership should be the only avenue to consider delivering a future terminal once it's needed. The Port has demonstrated no ability to run these mega projects on their own with IAF and North Satellite as prime examples of the Ports extremely high overhead for project management without delivering anything on budget or on time.

1

2

1 of 1 12/9/2024, 5:42 PM

418-1. This comment has been noted.

418-2. This comment has been noted.

419. E.S.

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Sun 12/8/2024 2:57 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

E S

Address

Beacon Hill

Comment

I am in opposition of the increase of flights over my home and neighborhood in Beacon Hill. This will increase noise , pollution, and decrease in value our health and livelihood. You are ignoring the current studies that do find health related harms to the current number of flights that pollute and harm our neighbors. Too many neighbors have asthma, anxiety, cancer, and don't grow food in the soil to avoid further harming their health. 1

The harm induced by the current number of flights that fly within five miles over the most vulnerable population is insulting and a continuation of racism that redlined this area as the only housing option available to this vulnerable community. 2

As our elected representatives, it is your responsibility to ensure that the harm to our health and livelihood due to the airport pollution is fixed instead of increasing the current harm to our community. We deserve a right to a healthy life that is not shortened because of the constant air traffic and airplane pollution, and that right means we do not bare the burden and short sight of the Port only providing one flight path that covers us with pollenates that causes harm to our health, livelihood, and ability to live a healthy, happy life in our community. 3

The Port has not lived up to the noise abatement agreements. We still live in a community affected by 24 hour noise from Sea-Tac airport and King County airport. 4

Cities, such as Pierce County, Bothell School District, and others, recently wrote their opposition to possible airport sites in fear of all the concerns I have mentioned. No one wants airports in the their back yards. No one wants the harm it causes. Share the harm and do not bare the harm to only those who have been forbidden to live outside of the redlining caused by racism and reduced ability for healthy livelihoods. Stop increasing flights in my community. Stop harming my community. Revisit the flight path to make it equitable to all. We all pay property taxes. We all fly. We all should bare the burden and not just my community. Stop the harm. Fix it. 5

File

1 of 2 12/9/2024 5:30 PM

2 of 2

Pierce-County-R2023-12s-Final-Res.pdf
Bothell_R-15-22-23-Airport-Opposition.pdf

419-1. General Response #5
General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14

419-2. General Response #5
General Response #15

419-3. General Response #5

419-4. There are voluntary noise abatement measures in place at SEA as part of the Part 150 Noise Compatibility Plan. The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/ The FAA will provide your comment to the Part 150 team for consideration.

419-5. General Response #7
General Response #7a
General Response #7b
The attachments provided are noted.

419. E.S. (continued)

Sponsored by: Councilmembers Amy Cruver, Marty Campbell, Paul Herrera, Ryan Mello, and Dave Morell
Requested by: County Council

RESOLUTION NO. R2023-12s

A Resolution of the Pierce County Council Objecting to the Siting of a New Airport at Any Greenfield Site in Pierce County; Requesting the Commercial Aviation Coordinating Commission (CACC) to Exclude Greenfield Sites in Pierce County from Its Final Preferred Location Recommendation for an Airport; and Requesting the Washington State Legislature Take Specific Actions.

Whereas, in 2019, the Washington State Legislature passed Senate Bill 5370, creating a Commercial Aviation Coordinating Commission (CACC), which was tasked to identify and recommend a location for a new primary commercial aviation facility (airport); and

Whereas, the mission of the CACC was constrained due to limited funding and the pandemic outbreak, which constrained its ability to provide suitable public outreach, and to examine air space constraints and built environments; and

Whereas, the preliminary recommendation of the CACC short-listed two greenfield sites in Pierce County as potential locations for a new primary commercial aviation airport; and

Whereas, in October 2022, Pierce County leaders sent a letter to the CACC strongly objecting to inclusion of either greenfield site in the CACC short-list of potential locations for a new commercial aviation airport; and

Whereas, the Pierce County greenfield sites are outside of the Urban Growth Area on rural undeveloped land and lack the necessary infrastructure to support a commercial aviation airport; and

Whereas, a commercial aviation airport on either greenfield site poses significant risk to ground water and aquifer recharge, may adversely affect surface water and watershed health, and may endanger habitat for salmon and other critical species; and

Whereas, a commercial aviation airport on either greenfield site also poses risks of significant air and noise pollution; and

Pierce County Council
930 Tacoma Ave S, Rm 1046
Tacoma, WA 98402

419. E.S. (continued)

Whereas, a commercial aviation airport on either greenfield site will adversely affect existing rural communities and rural character and may threaten generational investments in schools, businesses, and other community assets; and

Whereas, the Nisqually, Puyallup, and Squaxin Island Indian Tribes have expressed strong objections to the siting of a major commercial aviation airport on the greenfield sites; and

Whereas, emergency service providers have also expressed concerns regarding the impact that a commercial aviation airport within the rural area would have on the providers' ability to respond to emergency calls; and

Whereas, a commercial aviation airport at either of the greenfield locations could also adversely interfere with Joint Base Lewis-McChord, a military installation that is essential to the national defense and critical to the regional and state economies; and

Whereas, additional consideration must be given to integrating new technologies and expanding current facilities for the purpose of meeting future air cargo and air passenger capacity needs; and

Whereas, the Pierce County Council has reviewed information provided by the CACC, received input from residents, industry, and community leaders and has determined that siting a commercial aviation airport at either of the two identified greenfield sites would negatively impact the health, safety, welfare, and quality of life of the citizens, residents, work force, and all who desire to live, work and recreate in Pierce County, Washington; and

Whereas, HB 1791, sponsored by Representatives Fey and Dent, relating to studying the need for increased commercial aviation services, was introduced in the 2023 Regular Session on February 6, 2023; and

Whereas, HB 1791 restarts and reorganizes the Commercial Aviation Coordinating Committee (CACC) process under a new name, the Commercial Aviation Coordinating work group, and establishes new timelines, membership and focus on concerns expressed by this Resolution; and

Whereas, the proposed work group will address aviation needs in the context of overall state transportation needs over the next 20 years; and

Whereas, the proposed work group will be composed of 29 members to include representatives from the state House and Senate, airline, cargo, aviation and airport-oriented entities, metropolitan planning associations and citizen representatives with at least two coming from statewide environmental organizations and citizens representing communities that are included in the work group's site research; and

Whereas, the proposed work group will consider both new greenfield sites and previously identified sites as well as expansion of current airports; and

Resolution No. R2023-12s
Page 2 of 4

Pierce County Council
930 Tacoma Ave S, Rm 1046
Tacoma, WA 98402

419. E.S. (continued)

Whereas, sites will be evaluated for impacts on community members, quality of life, environmental impacts, weather patterns, alignment with county master plans and other local planning and zoning, as well as airspace operations; and

Whereas, the work group will work with government actors such as the Federal Aviation Administration, the Environmental Protection Agency, Department of Energy, Indian Tribes, local communities, and economic development agencies; and

Whereas, the work group will look at important topics such as weather patterns, terrain, airspace restrictions, costs of construction and site infrastructure needs including access to aircraft fuel; and

Whereas, the work group is barred from considering the expansion or siting of an airport incompatible with military operations; and

Whereas, the work group will report annually to the Transportation Committee of the legislature starting in 2024 but has no deadline that might lead to incomplete consideration of important matters; **Now, Therefore,**

BE IT RESOLVED by the Council of Pierce County:

Section 1. The Pierce County Council affirms its objections to the siting of a commercial aviation airport at greenfield sites in Pierce County as stated in Pierce County's October 11, 2022, letter to the Commercial Aviation Coordinating Commission (CACC).

Section 2. The Pierce County Council requests the CACC and any successor work group not include any currently identified greenfield sites in Pierce County as the CACC's final preferred commercial aviation airport location recommendation to the Washington State Legislature.

Pierce County Council
930 Tacoma Ave S, Rm 1046
Tacoma, WA 98402

419. E.S. (continued)

Section 3. The Pierce County Council respectfully requests the Washington State Legislature take the following actions:

- Adopt legislation substantially similar to HB 1791 (2023) as proposed by Representative Fey and Dent, et al.
- Disregard the final recommendation of the CACC should it include a Pierce County greenfield site;
- Require a finding of air space adequacy for any recommended site following consultation with the Federal Aviation Administration;
- Require all recommended sites include assessments of the infrastructure and transportation systems necessary to accommodate a commercial aviation airport along with estimated costs of addressing infrastructure and transportation system deficiencies; and
- Require all recommended sites undergo further assessment of potential impacts to the natural and built environment to include, but not be limited to, further assessment of ground and surface water quality impacts, air quality impacts, noise and lighting impacts, impacts to the habitat of salmon and other critical species, impacts to transportation systems, and impacts to emergency responders and emergency response times.

ADOPTED this _____ day of _____, 2023.

ATTEST:

Denise D. Johnson
Clerk to the Council

PIERCE COUNTY COUNCIL
Pierce County, Washington

Ryan N. Mello
Council Chair

Resolution No. R2023-12s
Page 4 of 4

Pierce County Council
930 Tacoma Ave S, Rm 1046
Tacoma, WA 98402

419. E.S. (continued)

Bethel Public Schools
RESOLUTION 15 (22-23)

A RESOLUTION OF THE BOARD OF DIRECTORS, BETHEL SCHOOL DISTRICT #403, TO CERTIFY THAT THE BOARD OF DIRECTORS OPPOSES THE CONSTRUCTION OF AN AIRPORT IN THE BETHEL SCHOOL DISTRICT AREA.

WHEREAS, Bethel School District #403, Pierce County, Washington, operates 29 schools for 20,000 students in 202 square miles of Pierce County and at least four of these schools are in proximity to the possible locations for a new regional airport in Pierce County, and

WHEREAS, the District has great concerns related to the impact of a new regional airport to include safety, noise pollution, air pollution, degradation of the natural environment and scenery, increased traffic that will detract from our ability to transport our 10,500 students that rely upon daily school bus transportation especially in consideration of the already marginal transportation network that currently exists in the area, (and as reflected by the current Washington State Department of Transportation's study of the Intermodal (surface) Transportation capabilities of this part of Pierce County).

AND, WHEREAS, considering that Pierce County has recently changed zoning housing densities to significantly increase the number of people who will soon be living in this area, and, therefore, increase traffic congestion and other related problems.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Bethel School District #403, its opposition to the construction of a new regional airport in the portion of Pierce County in which Bethel School District is located.

The foregoing resolution was adopted in an open, public session at a regular meeting of the board of directors of Bethel School District held this 24th day of January 2023; the following members present and voting:

Board of Directors:

Bethel
SCHOOLS

Brenda L. Rogers, President

Marcus Young, Sr., Vice President

Terrance Mayers, Sr., Director

Roseanna Camacho, Director

John L. Manning, Director

ATTEST:

Secretary to the Board

420. Jesse Adamson

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Mon 12/9/2024 4:26 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Jesse Adamson

Address

2830 SW 107th St

Email

adamsonjesse@gmail.com

Comment

I definitely vote for expanding SEATAC vs building a 2nd airport. I fly out of there a few times a year and it is often pretty crowded so I think it is probably time to expand it. 2 airports would be much less efficient as far as transfers between them. I flew through Paris to Mallorca in July and transferring from one airport to the other in Paris to catch another flight took over 2 hours. Cities should just have one main airport! Don't worry about all the haters and complainers, they will always find something to complain about.

1

1 of 1 12/9/2024, 5:11 PM

420-1. Thank you for your comment. This comment has been noted.

421. Colleen Hinton

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Mon 12/9/2024 3:21 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Colleen Hinton

Address

16763 Maplewild Ave SW, Burien, 98166, WA

Email

colleenmhinton@msn.com

Comment

I live in an airport community (Burien) and I experience the overwhelming noise and air pollution of flights overhead, so close to a thriving urban center, where more affordable housing is located. I have seen the public health disparities in our airport communities in research reports by the University of Washington etc. and believe it's unconscionable for us to continue to ignore those. I oppose the airport expansion plan due to the heavy number of flights already in and out of SeaTac, and the negative impact this has on the surrounding communities, in terms of noise and air pollution. I think it is time to spread flights more evenly over several other communities, to share this load. 1

In addition to the highly negative public health impacts of increased flights, the increase to our greenhouse gas emissions is even more alarming, over the long term. In a decade in which we are supposed to be doing everything we can to reduce emissions, it is very discouraging to see the airport just continue with business as usual, profit over people and our planet. 2

I strongly support the development of sustainable fuels.
I strongly support limiting the number of flights to any given destination. Just because the demand for flying increases, doesn't mean we have to meet that demand. For the sake of our planet, people need to learn to live with the existing number of flights (or preferably a reduced number). We cannot keep increasing our emissions. It's a suicide mission for the earth. 3

I would also like the effects of the expansion of Highway 509 past Burien, Normandy Park and Des Moines, to be taken into consideration alongside the airport expansion. Hwy 509 will be carrying tons of freight via diesel engine semi-trucks between the Ports of Tacoma and Seattle, past the same communities already struggling with air and noise quality. The cumulative impacts of both the proposed airport expansion (additional flight AND airport traffic pollution) in addition to the 509 expansion, represents a massive increase that the SAMP alone does not account for. 4

1 of 1 12/9/2024, 5:14 PM

421-1. General Response #5
General Response #7
General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14

421-2. General Response #11

421-3. General Response #7
General Response #7c

421-4. General Response #17
General Response #19b

422. Dawn Claflin

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Mon 12/9/2024 7:45 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Dawn Claflin

Address

604 South 160th Street

Email

dawnclaflin@gmail.com

Comment

To Whom It May Concern:

I live in Burien, less than ¼ mile from the center of Sea-Tac Airport's 3rd runway. 1
I am writing to ask you to conduct the EPA's required air quality studies (Dispersion Analysis / Air Quality) before moving forward with the SAMP. Relying on old data is unacceptable, as the number and nature of flights has changed since the last test decades ago.
These studies, and a cumulative impact analysis, can be paid for with half a million dollars—easily covered by the SAMPs massive budget.
Hundreds of thousands of people—including young children and the elderly—live in the neighborhoods surrounding the airport. Lack of data regarding our air quality hurts residents, and disproportionately affects poor and minority populations.
Please consider the lives of the very real people who live around the airport and do the right thing for us by testing the air quality that we breathe. 2

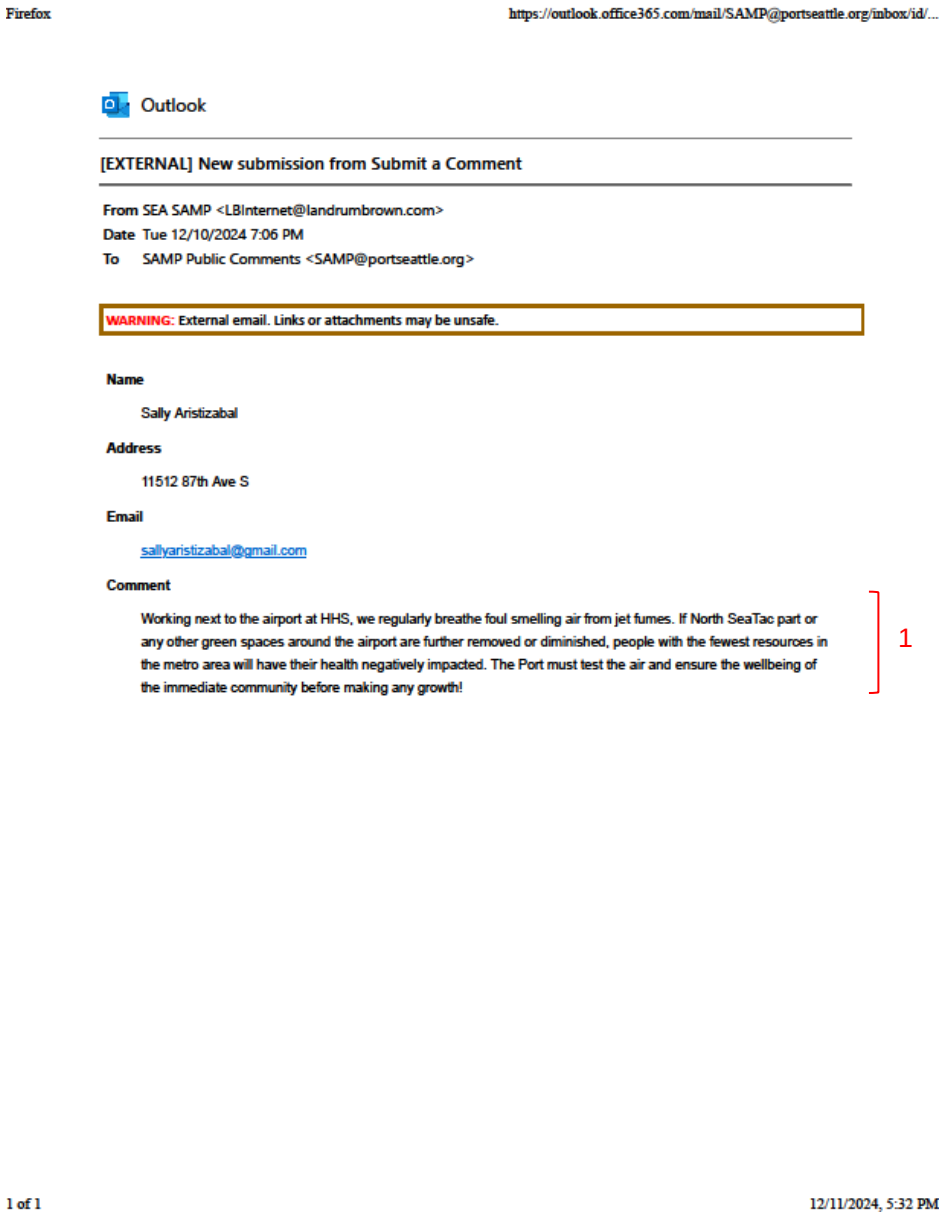
Thank you,
Dawn Claflin
Burien Resident of 24 years, prior Des Moines and SeaTac resident

1 of 1 12/11/2024, 6:33 PM

422-1. General Response #8
General Response #9b
General Response #10

422-2. The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

423. Sally Aristizabal



Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/10/2024 7:06 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Sally Aristizabal

Address

11512 87th Ave S

Email

sallyaristizabal@gmail.com

Comment

Working next to the airport at HHS, we regularly breathe foul smelling air from jet fumes. If North SeaTac part or any other green spaces around the airport are further removed or diminished, people with the fewest resources in the metro area will have their health negatively impacted. The Port must test the air and ensure the wellbeing of the immediate community before making any growth!

1

1 of 1 12/11/2024, 5:32 PM

423-1. General Response #5
General Response #6
General Response #8
General Response #10
General Response #18

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

As noted in Chapter 2 of the EA, several commenters requested the removal or modification of L06 Employee Parking Surface Lot during scoping due to concerns about additional traffic in the adjacent neighborhoods and impacts to North SeaTac Park. As a result of the comments, the Port eliminated L06 and expanded L07 to accommodate the employee parking needs identified.

424. Cody Bay

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/10/2024 9:12 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Cody Bay

Comment

Regarding the airport expansion and its farcical consideration of environmental and health impacts for its surrounding communities: 1

I moved with my young family to Des Moines 7 years ago, excited by the prospect of being part of a community that was just waiting for its true potential to be realized. With a good school district, the gem of our waterfront, and lovely homes with water views and walking distance to beaches, it felt like such a great place to call home and raise my family. But it didn't take long to grow exhausted by the constant noise overhead and inability to have a conversation outside and enjoy our backyard pool in the summer -- not to mention the often choking smell of jet fuel that greets me when I walk out my door in the morning. 2

Now I'm just waiting for interest rates to come down so I can relocate as soon as possible. This community is destined to stay the sad, stagnated backwater that it is now, growing ever more toxic as you build and expand with pathetic regard to the beautiful nature and good people who wanted to have a healthy life in Des Moines.

- Cody Bay

1 of 1 12/11/2024, 5:28 PM

424-1. General Response #8
General Response #10
General Response #13
General Response #14
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

424-2. General Response #5

425. Alec Brennan

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/10/2024 10:25 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Alec Brennan

Address

418 14th Ave E

Comment

The noise some nights is unbearable. Occurring almost every 5 minutes, this can have dramatic impact on our community overall health. Neighbors all across the street have spoken to me about how disruptive the plans have been, flying so low to the city over such a residential area. The health impacts, sleep quality impact, and general disruption is quite harmful.

I would encourage the team to look into what can do to change flight paths to run higher above the city or over the abundant water around Seattle.

1

1 of 1 12/11/2024, 5:55 PM

425-1. General Response #5
General Response #13
General Response #14

The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft.

The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/ The FAA will provide your comment to the Part 150 team for consideration.

426. Alan Davis

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/10/2024 9:46 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Alan Davis

Address

19612 5th Ave S, Des Moines, WA 98148

Email

a.alan.davis@gmail.com

Comment

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

Comments on the Sustainable Airport Master Plan Draft Environmental Assessment (SAMP EA)

On behalf of the 1,300 members of Sea-Tac Noise.Info we are submitting these comments regarding the Draft Environmental Assessment (EA) for the Port of Seattle's Sustainable Airport Master Plan (SAMP). After thorough review of the Draft EA documents, we have identified multiple significant areas where the environmental review appears inadequate to address the complex and far-reaching impacts of the proposed airport expansion. The following detailed analysis demonstrates why a more comprehensive Environmental Impact Statement (EIS) is necessary to properly evaluate the environmental consequences of the SAMP. 1

Missing Past Growth
The Draft EA's study period beginning in 2017 critically fails to account for the airport's demonstrated growth pattern since 1996. Historical data shows operations increasing from 300,000 in 1996 to 450,000 in 2019, with projections reaching 540,000 by 2032. By discounting this established growth trajectory and excluding impacts from the 2008 Third Runway expansion, the SAMP's forecasts appear to significantly undervalue both current and future operational impacts. A comprehensive EIS is required to properly analyze and account for these long-term growth patterns and their cumulative environmental effects over the full operational history of the airport. 2

Missing Past Construction
The Draft EA fails to account for significant construction projects completed since the 2015 SAMP announcement, 3

1 of 4 12/11/2024, 5:57 PM

426-1. General Response #1 The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

426-2. General Response #1
General Response #5
General Response #17

426. Alan Davis (continued)

most notably the International Arrivals Facility. These projects were originally intended to be evaluated within the SAMP's environmental review framework, but have instead been segmented out of the analysis. This segmentation prevents proper evaluation of cumulative impacts from related airport expansion projects. A comprehensive EIS is required to assess the combined environmental effects of all recent facility expansions, including the International Arrivals Facility, in conjunction with proposed future development. 3

Missing Future Construction
The Draft EA artificially segments the SAMP's environmental review by only analyzing Near Term Projects (NTP) while excluding Long Term Projects (LTP). This segmented approach prevents proper consideration of cumulative impacts and likely understates the true environmental effects of the airport's complete development plans. The interdependent nature of NTP and LTP components requires that both phases be evaluated together to understand their full environmental impact. A comprehensive EIS is required to assess both NTP and LTP phases as connected actions within a single environmental review. 4

Missing Freeway
The Draft EA fails to adequately address the interconnected impacts of SR-509 expansion and increased airport cargo capacity. The freeway's 2003 EIS predated even the Third Runway's completion, with only a limited update in 2018. The project's explicit purpose of facilitating increased cargo aviation capacity, particularly for night flights to Asia, will have significant impacts on both ground and air operations. Additionally, plans for a southern entrance, were shelved in the 2018 plan only due to lack of funds. As airport operations increase, it will surely reappear. Current forecasts likely underestimate future aviation cargo volumes and associated truck traffic, especially near the 28th south access point. This underestimation leads to an incomplete assessment of combined road and aviation impacts on surrounding communities. A comprehensive EIS is required to evaluate the cumulative effects of increased cargo operations, night flights, and associated ground transportation infrastructure changes. 5

Missing Demand: recruitment/tourism
The Draft EA's fundamental assumption that flight demand is organic represents a significant analytical flaw. The SAMP planning process fails to acknowledge or account for the Port's active role in stimulating artificial demand through both recruitment efforts and tourism promotion. This artificial stimulation of demand directly impacts operational forecasts and subsequent environmental impact assessments. A comprehensive EIS is required to properly evaluate the environmental consequences of intentionally stimulated aviation demand, including specific analysis of how recruitment and tourism promotion programs affect flight operations and their associated environmental impacts. 6

Geography: APE vs. DNL65
The Draft EA's restricted Area of Potential Effect (APE), limited to physical construction boundaries, fails to acknowledge the variable geographic reach of different environmental impacts. Aviation-related effects extend well beyond construction boundaries and vary significantly across resource categories including noise, air quality, and socioeconomic impacts. The DNL65 noise contour alone demonstrates how aviation impacts extend far beyond the physical airport boundary. Each resource category requires its own scientifically determined impact area based on the unique characteristics of that impact type. A comprehensive EIS is required to properly delineate and evaluate distinct geographic impact areas for each environmental resource category, ensuring that all affected communities receive appropriate consideration. 7

Socioeconomic Impacts
The Draft EA's treatment of Socioeconomics, Environmental Justice, and Children's Health is severely inadequate, relegating this crucial analysis to Appendix K. Over two-thirds of this appendix consists of a 2018 Port of Seattle Economic Impacts Study that focuses solely on purported economic benefits while failing to address community 8

426-3. General Response #1
General Response #17
General Response #19

426-4. General Response #1
General Response #19c

426-5. General Response #1
General Response #19b

426-6. General Response #1
General Response #7c

426-7. General Response #1
General Response #2

426-8. General Response #1
General Response #15
General Response #16

The 2017 data was the most recent and best data available at the time the study was completed. Information used for this analysis is sufficient for the FAA to accurately assess the impacts for each alternative.

426. Alan Davis (continued)

needs or public health impacts. This approach implies that economic benefits can somehow offset or compensate for negative health impacts on vulnerable populations, particularly children. The Draft EA fails to properly evaluate environmental justice concerns or assess how airport operations disproportionately affect sensitive populations. A comprehensive EIS is required to properly evaluate socioeconomic impacts, with particular attention to environmental justice communities and children's health concerns, separate from any economic benefit analysis. 8

Incomplete Science: Water
The Draft EA fails to adequately address the airport's extensive history of water quality impacts. Sea-Tac Airport's location adjacent to multiple creek systems has resulted in documented damage to local water infrastructure, affecting both community drainage and the regional water system. The true Area of Potential Effect extends across multiple major Basin Plans and into Puget Sound itself. Furthermore, the Draft EA fails to address significant 'unknown unknowns' in water quality impacts. Given the airport's problematic history with water quality during the Third Runway expansion and the complexity of interconnected watershed systems, a comprehensive EIS is required to properly evaluate both known and emerging water quality concerns across all affected basin plans. 9

Incomplete Science: Air
The Draft EA fails to adequately address emerging science regarding ultrafine particles (UFPs), which have only been recognized as a major component of jet engine emissions in the past 25 years. Recent scientific studies have linked UFPs to serious health conditions including Alzheimer's and cardiovascular disease, yet these particles remain unregulated and improperly measured. The University of Washington MOV-UP Study has recently made it possible to distinguish between aviation and roadway emissions, representing a significant advancement in understanding aviation-specific air quality impacts. Given these scientific developments and their serious health implications, a comprehensive EIS is required to properly evaluate UFP impacts using current scientific methodologies and measurement techniques, particularly the new ability to differentiate aviation-specific emissions from other sources. 10

Incomplete Science: Ground
The Draft EA fails to comprehensively assess terrestrial environmental impacts across multiple aspects of airport operations and related development. FAA safety requirements extend wildlife habitat impacts up to three miles along flight paths, affecting even detention ponds like those at Des Moines Creek Business Park. The Flight Corridor Safety Program's tree removal mandates, combined with the conversion of residential areas to industrial parks and SR-509 development, have resulted in the loss of over forty acres of forest and tens of thousands of trees. While a 2017 Port-funded study attempted to quantify tree loss in fence line cities, it failed to evaluate broader ecosystem impacts on wildlife and community resources. A comprehensive EIS is required to evaluate the cumulative effects of habitat loss, deforestation, and ecosystem disruption across the entire affected area, including both direct airport operations and related development impacts. 11

Incomplete Science: Noise
The Draft EA fails to incorporate significant scientific advances in understanding aircraft noise health impacts that have emerged since the Third Runway's construction. Current research demonstrates more severe and wide-ranging health effects than previously recognized, requiring updated analysis methodologies and impact thresholds. A comprehensive EIS is required to evaluate noise impacts using current scientific standards and methodologies that reflect our improved understanding of aviation noise's health effects on surrounding communities. 12

Impacts to cities: finance
The Draft EA inadequately addresses the complex financial impacts on surrounding communities. As airport operations increase, surrounding property values experience documented relative decline, eroding local tax bases 13

426-9. General Response #1
General Response #5
General Response #17
As noted in Section 4.3.14 of the Draft EA, all impacts to water resources will be mitigated in accordance with all federal, state, and local requirements. The existing stormwater and industrial treatment facilities will be expanded to accommodate the increase in impervious surface. The Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Orders 1050.1F and 5050.4B. In addition to the testing of treated stormwater for the contaminants regulated under the NPDES permit, the Port conducts acute toxicity testing, sublethal testing, and in-situ toxicity testing (Appendix D). No acute toxicity or sublethal toxicity has been identified. The Rainbow Trout Early Life Stages *In-Situ* Monitoring Testing is an effective instream biological monitoring tool for assessing the potential effects of stormwater discharges on the receiving environment. The Des Moines Creek Lower site (after receiving treated stormwater runoff) has substantially higher hatching, post hatch survival, and cumulative survival rates compared to the Des Moines Creek Upstream site (located upstream).

	426-10. General Response #1 General Response #8 General Response #9b General Response #10 **426-11.** General Response #1 General Response #18 The FAA has determined that the Action Alternatives would not have a significant impact on biological resources, water resources, or wetlands in accordance with the thresholds established in FAA Order 1050.1F. **426-12.** General Response #1 General Response #12 General Response #13 General Response #14 **426-13.** General Response #1 General Response #20

426. Alan Davis (continued)

and compromising cities' ability to provide essential public services. This effect is compounded by the Port of Seattle's acquisition of properties through buyout programs, converting taxable private property into tax-exempt Port holdings. While historical precedent existed for converting such properties into community assets like North Sea-Tac Park, recent decades have seen these properties developed solely for airport support services. Additionally, the FAA imposes significant unfunded mandates on airport properties, such as $124,000 bird deterrent systems at Des Moines Creek Business Park. The Port's Economic Impact Study, included in the socioeconomic impacts category, contains gross inaccuracies that prevent meaningful analysis of true airport impacts on local economies. A comprehensive EIS is required to properly evaluate these complex financial impacts on municipal governments and local communities, including detailed analysis of property value effects, tax base erosion, and unfunded regulatory mandates. 13

The EA/EIS decision
The 2018 decision to proceed with a less rigorous Environmental Assessment rather than a comprehensive Environmental Impact Statement appears procedurally compromised. This concern is validated by Alaska Air's 2018 scoping comments specifically requesting the FAA to reconsider and provide a full EIS. Evidence suggests the Port and FAA may have used the extended timeline not to develop community-beneficial plans, but rather to inappropriately compress EIS-level analysis into an EA framework. Given these procedural concerns and stakeholder requests, including those from major airlines, a proper EIS must be required to ensure thorough environmental review. 14

Conflicts of Interest
The Draft EA's integrity is fundamentally compromised by the Port of Seattle's dual role as both project proponent and permit issuer. This conflict of interest in the environmental review process creates an untenable situation where the Port effectively self-regulates its construction projects, going so far as to provide a bonus to the City of SeaTac on the largest projects. Self-permitting undermines the objective analysis required by NEPA and other environmental regulations. A comprehensive EIS, conducted under proper federal oversight and independent review, is required to ensure unbiased evaluation of environmental impacts. 15

Summary
The issues detailed above demonstrate fundamental inadequacies in the current Environmental Assessment process. From the artificial segmentation of project components to the failure to incorporate current scientific understanding across multiple disciplines, the Draft EA consistently understates or overlooks significant environmental impacts. The scope and complexity of these impacts – including air quality, water resources, noise, socioeconomic effects, and cumulative impacts – clearly exceed the appropriate bounds of an Environmental Assessment. 16

The Port's role as both project proponent and permit issuer, combined with the documented concerns from stakeholders including major airlines, further emphasizes the need for a more rigorous and independent review process. Given the extensive history of environmental impacts from past airport expansion, the significant scale of proposed development, and the complexity of interrelated effects on surrounding communities, I strongly urge the FAA to require a comprehensive Environmental Impact Statement for the SAMP. Only through a full EIS can the true environmental consequences of this major federal action be properly evaluated and disclosed to the public.

Sincerely,
Alan Davis

426-14. General Response #1

426-15. General Response #1 FAA Orders 1050.1F and 5050.4B allow the airport sponsor to complete the EA. The FAA actively participates in the NEPA process and completes an independent review of the EA. Upon review of the EA, public comments, and applicable interagency and intergovernmental consultation, the responsible FAA official determines whether any environmental impacts analyzed in the EA are significant and issues its own finding of significance and decision document.

426-16. General Response #1 See responses to Comments 426-1 – 426-15.

427. Nolan Grady

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/10/2024 8:24 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Nolan Grady

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njgrady6@gmail.com

Comment

It seems no priority is given to people within the contamination zone of the airport, further inflicting damages to this community for the benefit of others. Additionally, most of my neighbors are unaware of this project, making it seem as the intent of doing successful outreach is lacking, and instead focused on compliance to move this along at our expense.

1

1 of 1 12/11/2024, 5:30 PM

427-1. General Response #1
General Response #3
General Response #4

The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

428. Jim Hanna

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/10/2024 10:30 PM
To SAMP Public Comments <SAMP@portseattle.org>

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Name

Jim Hanna

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1201 SW 152ND STREET

Email

HANNA.JIM@GMAIL.COM

Comment

It appears that the analysis done to determine existing conditions for both noise and air quality are based on modeling assumptions about aircraft equipment, landing patterns and other variables, and the future conditions analysis is merely an extrapolation of these models with assumptions about changes in these variables. Was any calibration done using actual monitoring sensors deployed over the land area in question. If so, how many sensors were deployed, at what locations and for what time periods? Without calibration based on actual data, the modeling exercise is interesting but not meaningful. 1

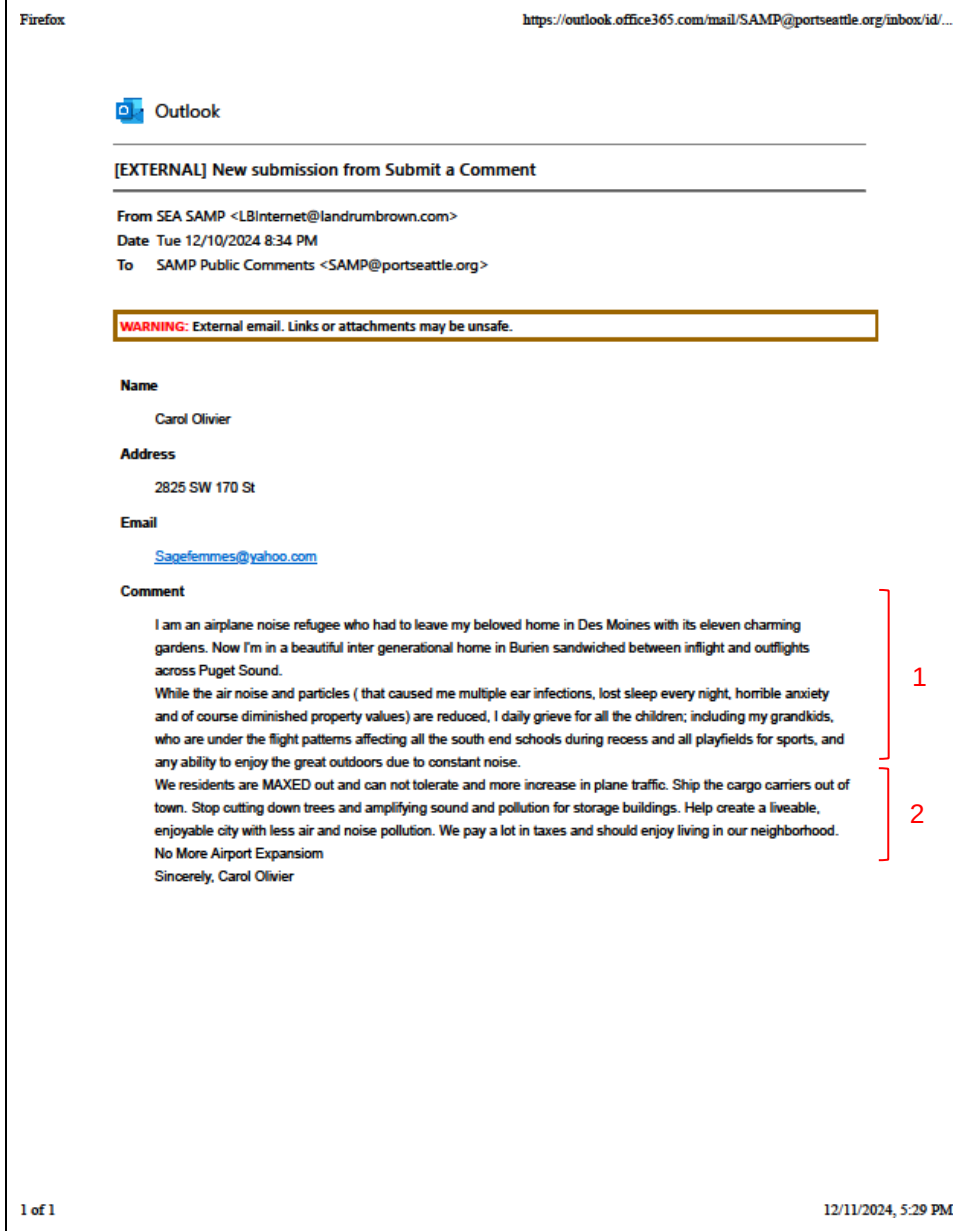
For a project of this scope, the taxpayers funding it and the populations affected by it deserve an EIA based on actual data rather than an abstract model without basis in observed conditions from monitoring sites that adequately represent the conditions in all parts of these land areas in detail and under normal seasonal climatic conditions. At our location the existing condition is that we frequently have noise levels of 75 dB and occasionally 80 to 90 dB and can smell jet fuel in the air. Before the Port of Seattle increases the impact of its operations on the residents of King County it should at least make an attempt to accurately understand the impact of its current operations. 2

1 of 1 12/11/2024, 5:27 PM

428-1. General Response #8
General Response #13
Modeling is used to determine existing and future conditions for air and noise in accordance with FAA Orders 1050.1F and 5050.4B and FAA's Aviation Emissions and Air Quality Handbook, Version 3, Update 1.

428-2. General Response #1

429. Carol Olivier



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From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/10/2024 8:34 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Carol Olivier

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2825 SW 170 St

Email

Sagefemmes@yahoo.com

Comment

I am an airplane noise refugee who had to leave my beloved home in Des Moines with its eleven charming gardens. Now I'm in a beautiful inter generational home in Burien sandwiched between inflight and outflights across Puget Sound.
While the air noise and particles (that caused me multiple ear infections, lost sleep every night, horrible anxiety and of course diminished property values) are reduced, I daily grieve for all the children; including my grandkids, who are under the flight patterns affecting all the south end schools during recess and all playfields for sports, and any ability to enjoy the great outdoors due to constant noise. 1

We residents are MAXED out and can not tolerate and more increase in plane traffic. Ship the cargo carriers out of town. Stop cutting down trees and amplifying sound and pollution for storage buildings. Help create a liveable, enjoyable city with less air and noise pollution. We pay a lot in taxes and should enjoy living in our neighborhood. 2
No More Airport Expansiom
Sincerely, Carol Olivier

1 of 1 12/11/2024, 5:29 PM

429-1. General Response #5 The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

429-2. General Response #7
General Response #18

430. Neil S.

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/10/2024 6:05 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Neil S

Address

14423 25th Ave SW Burien WA 98166

Email

svsoman@gmail.com

Comment

I am concerned that this project will result in adverse long term health outcomes for residents.] 1

1 of 1 12/11/2024, 5:33 PM

430-1. General Response #8
General Response #10
General Response #13
General Response #14
General Response #17

431. Bill Corbin

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Tue 12/10/2024 5:02 PM
To SAMP Public Comments <SAMP@portseattle.org>

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Bill Corbin

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25643 Marine View Drive S Des Moines WA 98198

Email

billcorbin14@me.com

Comment

Please respect the public and require a full and complete EIS and nothing short of that. Treat the public respectfully and they will return the privilege.] 1

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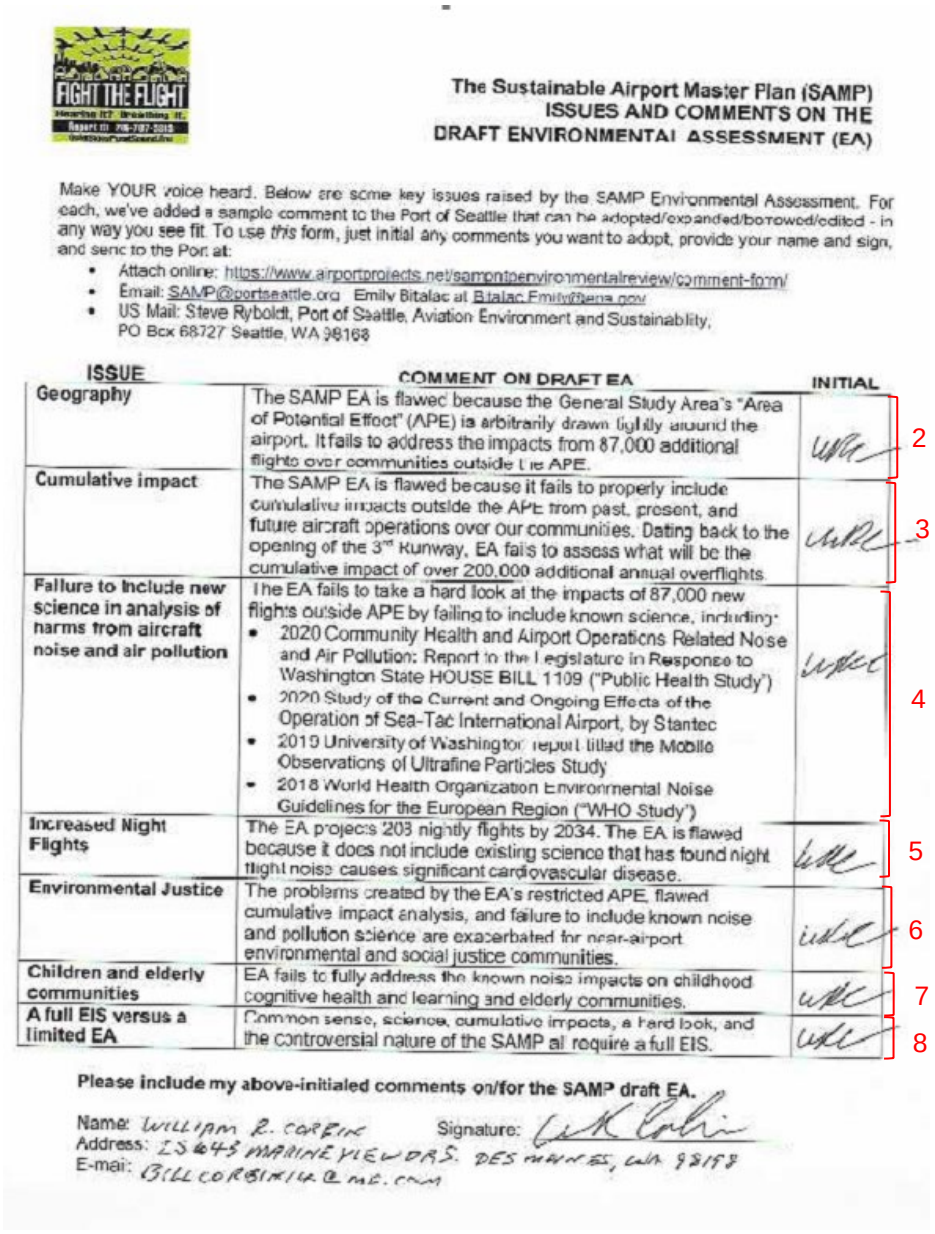
- Submitted-SAMP-protest.pdf

1 of 1 12/11/2024, 5:40 PM

431-1. General Response #1

431. Bill Corbin (continued)



FIGHT THE FLIGHT

The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/expanded/borrowed/edited - in any way you see fit. To use this form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampnepenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	WBC 2
Cumulative impact	The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	WBC 3
Failure to include new science in analysis of harms from aircraft noise and air pollution	The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including: • 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study") • 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, by Stantec • 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study • 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")	WBC 4
Increased Night Flights	The EA projects 203 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease.	WBC 5
Environmental Justice	The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities.	WBC 6
Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	WBC 7
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	WBC 8

Please include my above-initialed comments on/for the SAMP draft EA.

Name: William R. Corbin Signature: Wm R Corbin
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431-2. General Response #2

431-3. General Response #17

431-4. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

431-5. General Response #14

431-6. General Response #15
General Response #17

431-7. General Response #14
General Response #16

431-8. General Response #1

432. Carolyn Corbin

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From SEA SAMP <LBInternet@landrumbrown.com>
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To SAMP Public Comments <SAMP@portseattle.org>

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Comment

Per attached form

A FULL EIS must be done.] 1

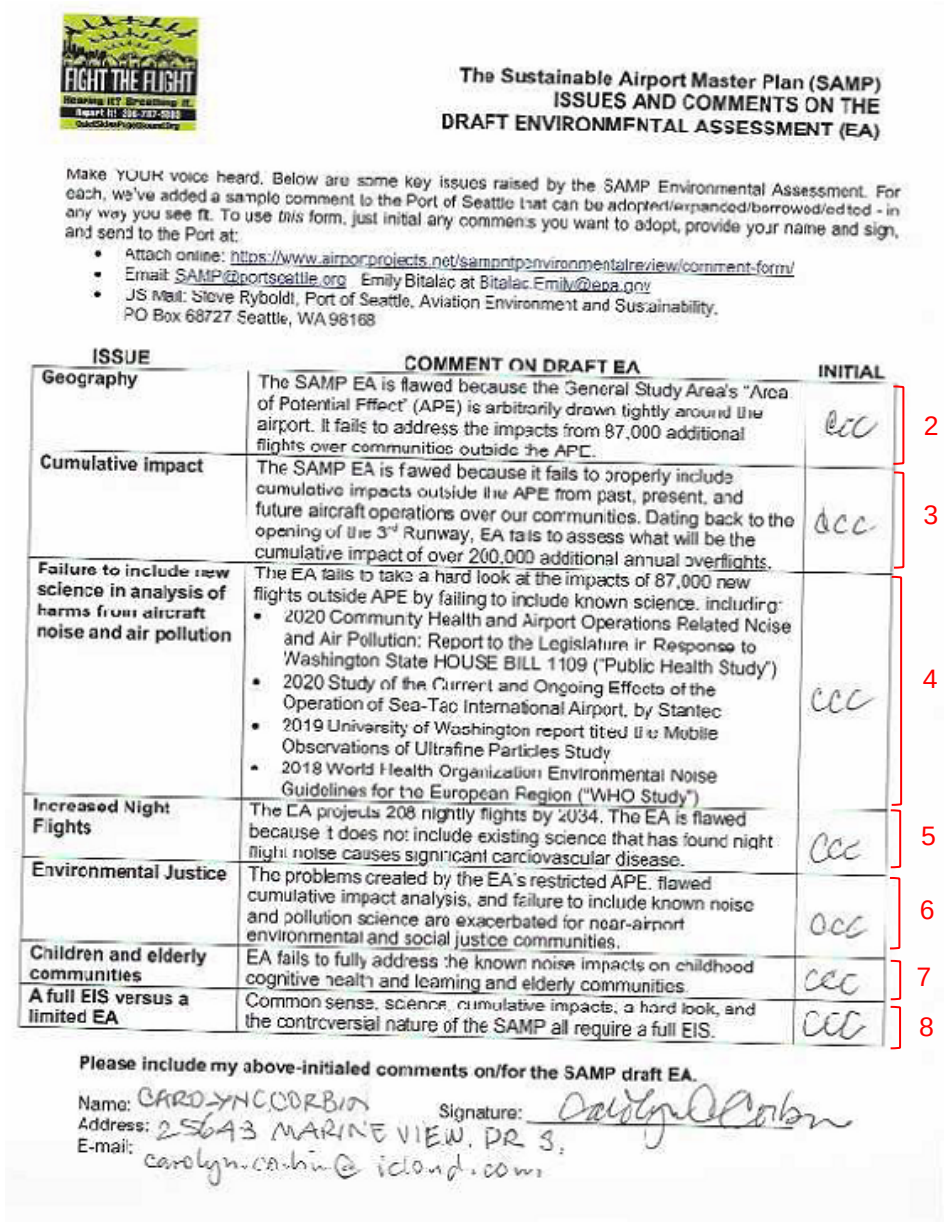
File

- SAMP-Form.pdf

1 of 1 12/11/2024, 5:37 PM

432-1. General Response #1

432. Carolyn Corbin (continued)



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The Sustainable Airport Master Plan (SAMP)
ISSUES AND COMMENTS ON THE
DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Make YOUR voice heard. Below are some key issues raised by the SAMP Environmental Assessment. For each, we've added a sample comment to the Port of Seattle that can be adopted/enhanced/borrowed/edited - in any way you see fit. To use *this* form, just initial any comments you want to adopt, provide your name and sign, and send to the Port at:

- Attach online: https://www.airportprojects.net/sampntpenvironmentalreview/comment-form/
- Email: SAMP@portseattle.org Emily Bitalac at Bitalac.Emily@epa.gov
- US Mail: Steve Ryboldt, Port of Seattle, Aviation Environment and Sustainability, PO Box 68727 Seattle, WA 98168

ISSUE	COMMENT ON DRAFT EA	INITIAL	
Geography	The SAMP EA is flawed because the General Study Area's "Area of Potential Effect" (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE.	CCC	2
Cumulative impact	The SAMP EA is fawed because it fails to properly include cumulative impacts outside the APE from past, present, and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights.	CCC	3
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Children and elderly communities	EA fails to fully address the known noise impacts on childhood cognitive health and learning and elderly communities.	CCC	7
A full EIS versus a limited EA	Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS.	CCC	8

Please include my above-initialed comments on/for the SAMP draft EA.

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432-2. General Response #2

432-3. General Response #17

432-4. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

432-5. General Response #14

432-6. General Response #15
General Response #17

432-7. General Response #14
General Response #16

432-8. General Response #1

433. Alisa Ralph

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 1:07 PM
To SAMP Public Comments <SAMP@portseattle.org>

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Alisa Ralph

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Comment

See attached letter

File

- SAMPcomments20241211ARALPH.docx.pdf

1 of 1 12/11/2024, 4:37 PM

433. Alisa Ralph (continued)

December 11, 2024

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

Dear Mr. Rybolt,

I am a resident of the City of Burien, submitting comments on the Sustainable Airport Master Plan (SAMP) draft Environmental Assessment (EA). While I appreciate the economic benefits SeaTac Airport provides to our region and state, I am concerned that the projects described in the SAMP to address projected future demand for passenger and cargo flights will result in significantly increased noise, air quality, traffic, and safety impacts to near-airport communities. The EA is deficient in analyzing impacts in these categories. 1

SeaTac Airport is physically constrained within its existing footprint, and according to the EA, will not be able to accommodate future projected demand beyond build-out of the Near Term Projects (NTPs). It would seem that future projected demand could be met only by significant land acquisition by the Port of Seattle or by siting one or more additional airports in the region. Therefore, it seems like a waste of money and an undue hardship on airport-adjacent communities to construct the NTPs, other than those necessary to improve service or safety for *current* levels of passengers, cargo, and flights. Only those NTPs intended to improve the efficiency or safety of current service should go forward. 2

Is there an authority, law, or regulation that requires the Port of Seattle to accommodate projected increased future demand for passenger and/or cargo flights at SeaTac Airport? If so, please state what that requirement is. In the absence of a regulatory requirement to accommodate additional flights beyond current levels, there is no justification for inflicting additional noise, air quality, traffic, and safety impacts on communities surrounding the airport without substantially more analysis and, where appropriate, mitigation.

As a Burien resident, the loudness of airport operation noise is one concern, but the timing and frequency of noise associated with take-offs and landings is of equal or more concern. At morning and evening peak flight times, and especially in warm weather when windows are open, flights taking off or landing every few seconds interfere with our sleep, our ability to have conversations, and our ability to hear our television and radio. Adding nearly 30% more flights in the future will only exacerbate our already high level of annoyance with and stress from airport noise. The EA study area is much too small to adequately assess noise impacts on surrounding communities like Burien. Additionally, the noise metrics cited in the SAMP do not adequately measure residents' actual experiences with airport noise, nor do they provide an adequate basis for determining appropriate mitigation to offset noise impacts. Additional studies are needed to assess impacts on residents and determine appropriate mitigation for noise impacts. 3

The SAMP concludes that there will be no significant impacts to air quality, but this is based on insufficient monitoring and analysis of what residents around the airport actually experience and the constituents of concern we are exposed to. Ultra fine particulates are of particular concern and 4

433-1. General Response #8
General Response #13
The FAA and the Port collaborated with WSDOT to complete a surface transportation study to identify roadway intersections that would fail to meet local and agency mobility standards in 2032 and 2037 due to the implementation of the Action Alternatives. Mitigation was proposed for the impacted intersections according to each jurisdiction's requirements. With the proposed mitigation, the impacts are not considered significant.

433-2. General Response #7a
General Response #7b
General Response #7c

433-3. General Response #12
General Response #13
General Response #14
As noted in Table 4-1 in the Draft EA, operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/ The FAA will provide your comment to the Part 150 team for consideration.

433-4. General Response #8

	General Response #9b General Response #10 Modeling is used to determine existing and future conditions for air analyses in accordance with FAA Orders 1050.1F and 5050.4B and FAA's Aviation Emissions and Air Quality Handbook, Version 3, Update 1. The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

433. Alisa Ralph (continued)

have not been robustly studied around SeaTac Airport. Additionally, the odor of jet fuel in the air at our house is sometimes so strong that we cannot spend time outside. The EA conclusion of no significant impact to air quality seems inappropriate considering that emissions components that cause stress and health hazards have not been robustly studied. Additional air quality studies are needed in order to make a proper determination of effect on air quality from the proposed work. 4

The SAMP does not adequately address cumulative impacts on traffic, as well as on vehicle engine noise and air quality from vehicle emissions. The SR 509 completion project will bring significantly more vehicles, including many more trucks, transiting through Burien to and from the airport and Interstate 5. The work proposed in the SAMP will also result in even more vehicles passing through Burien if air traffic at SeaTac Airport is allowed to increase. The cumulative effects of both the SAMP and SR 509 Completion Project need to be adequately evaluated with respect to noise, air quality, and traffic, at a minimum. The SAMP and SR 509 Completion Project are clearly interrelated projects given that the SR 509 Completion Project will improve access to Highway 518 and the airport from the north and south, and includes adding additional access to SeaTac Airport at the south end. 5

SAMP briefing materials indicate that the Federal Aviation Administration will not conduct an updated airspace study until sometime in the future. Considering SeaTac Airport's location in a dense urban environment, and the likelihood of increased urban growth and density, an airspace study should be conducted to determine a safe operating level before adding more air traffic to our area. Therefore, the NTPs intended to accommodate increased air traffic should not go forward until an updated airspace study is completed. 6

Given the expected impacts of the proposed work and insufficient analysis of those impacts on residents and communities near the airport, the EA should conclude with a finding of significant impact and the preparation of an Environmental Impact Statement. 7

Thank you for the opportunity to comment on the SAMP draft EA.

Alisa Ralph
16456 6th Avenue SW
Burien, WA 98166

433-5. General Response #17
General Response #19b
A surface transportation noise analysis is not required in accordance with FAA Orders 1050.1F and 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise

433-6. The completion of the airspace study is not required for implementation of the NTPs.

433-7. General Response #1

434. Dorene Carrel

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 11:13 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Dorene Carrel

Address

15237 21st Ave SW

Email

dorenea5@yahoo.com

Comment

I am against any SeaTac airport expansion. Residents of neighboring communities are already getting a large exposure to airport toxins (UFPs) and any expansion would make it worse.
Seniors are even more sensitive to these toxins as are groups of people with health challenges. Please consider all environmental factors before making any decisions on airport expansion. We also need to preserve our trees as they are important filters for toxins and keeping our air clean. A full environmental impact statement is needed.

1

1 of 1 12/11/2024, 4:45 PM

434-1. General Response #1
General Response #8
General Response #9b
General Response #10
General Response #18

435. Nancy Kennedy

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 2:30 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Nancy Kennedy

Address

27039 10th Ave S, Des Moines, WA. 98198

Email

tkp2@comcast.net

Comment

GEOGRAPHY: The SAMP EA is flawed because the General Study Area's "Area of Potential Effect (APE) is arbitrarily drawn tightly around the airport. It fails to address the impacts from 87,000 additional flights over communities outside the APE. 1

CUMULATIVE IMPACT: The SAMP EA is flawed because it fails to properly include cumulative impacts outside the APE from past, present and future aircraft operations over our communities. Dating back to the opening of the 3rd Runway, EA fails to assess what will be the cumulative impact of over 200,000 additional annual overflights. 2

Failure to include new science in analysis of harms from aircraft noise and air pollution: The EA fails to take a hard look at the impacts of 87,000 new flights outside APE by failing to include known science, including:
2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study")
2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport, buy Stantec.
2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study
2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study") 3

INCREASED NIGHT FLIGHTS: The EA projects 208 nightly flights by 2034. The EA is flawed because it does not include existing science that has found night flight noise causes significant cardiovascular disease. 4

ENVIRONMENTAL JUSTICE: The problems created by the EA's restricted APE, flawed cumulative impact analysis, and failure to include known noise and pollution science are exacerbated for near-airport environmental and social justice communities. 5

CHILDREN AND ELDERLY COMMUNITIES: EA fails to fully address the known noise impacts on childhood 6

1 of 2 12/11/2024, 4:27 PM

435-1. General Response #2

435-2. General Response #17

435-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

435-4. General Response #14

435-5. General Response #15
General Response #17

435-6. General Response #14
General Response #16

435. Nancy Kennedy (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

cognitive health and learning. Also, it fails to address elderly communities. 6

A FULL EIS VERSUS A LIMITED EA: Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP all require a full EIS. An EIS must be done! 7

2 of 2 12/11/2024, 4:27 PM

435-6. General Response #14
General Response #16

435-7. General Response #1

436. William Kennedy

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 5:33 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

William Kennedy

Address

27039 10th Ave S, Des Moines, WA. 98198

Email

tkp7@comcast.net

Comment

THIS LETTER IS BEING SENT TO THE FOLLOWING: https://www.airportprojects.net/sampntpenvironmentalreview/comment-form/; SAMP@portseattle.org; Bitalac.Emily@epa.gov; Steve Ryboldt, Port of Seattle

TO WHOM IT MAY CONCERN:

Following are my comments regarding the Draft Environmental Assessment (EA) for the Sustainable Airport Master Plan (SAMP).

First, the magnitude of this project will have a significant adverse impact on the quality of the environment due to increases of air pollution, increases of noise pollution, and additional vehicle traffic. We live under the flight path for the third runway. We experience air pollution due to exhaust emissions from the planes. These emissions are evident on our outdoor surfaces and, therefore, must also be in the air that we breath. 1

Noise pollution is more evident especially in the summer time. Airplane landings occur about every 45 seconds,especially around noon and the early evening hours. I have counted around 20-25 landings during these times. I invite you to come to our house and try to have a decent conversation or telephone call. 2

Traffic counts on streets serving the airport are already significant during rush hours. Increasing flights will only worsen this congestion. A traffic study should be completed to note possible traffic problems and solutions. 3

Obviously, as more flights occur, the noise, air pollution and traffic counts will increase. Accordingly, the EA must be expanded to meet the requirements of NEPA and SEPA as an environmental impact statement. 4

1 of 2 12/11/2024, 5:35 PM

436-1. General Response #1
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

436-2. General Response #12
General Response #13
General Response #14

436-3. The FAA and the Port collaborated with WSDOT to complete a surface transportation study to identify roadway intersections that would fail to meet local and agency mobility standards in 2032 and 2037 due to the implementation of the Action Alternatives. Mitigation was proposed for impacted intersections according to each jurisdiction's requirements. With the proposed mitigation, the impacts are not considered significant.

436-4. General Response #1

436. William Kennedy (continued)

Second, I cannot see why the study area is limited to around the airport. Major impacts are also being felt on surrounding communities. I am at a loss as to why the surrounding communities were not a part of the study. I know you have had many complaints about the airport so you know there is interest. There have also been past airport studies that do not appear to be included in this EA. 5

Third,the EA does not appear to include known science including information to the Legislature in response to Washington State House Bill 1109, a 2020 study by Stantec,a 2019 study by UW on ultrafine particles, and a 2018 WHO study on noise guidelines. 6

Fourth, the EA projects 208 nightly flights by 2034. I do not know the present number of nightly flights. But, I can see the possibility that if there are more flights that my sleep time will definitely be affected. 7

Fifth, the impacts noted will not only affect my wife and I, but will also adversely affect school age children in the various school school districts in the surrounding cities as well as the elderly communities in these cities. 8

In conclusion, and to reiterate my comments above, do not try to skirt the requirements of NEPA and SEPA by not doing an EIS. Sure it will cost more money and take more time. But, you will have a better document,the tax payers within the district will have more confidence that the Port cares, and it is possible that, if done right, future development will be able to use this document to help with future NEPA and SEPA requirements. 9

Thank you for the opportunity to comment.
William Kennedy, 27039 10th Ave S Des Moines 98198, tkp7@Comcast's.net

436-5. General Response #2

436-6. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #14

436-7. General Response #13
In 2022, there were 174 nighttime operations. The number of nighttime operations is forecasted to increase with or without the project. In 2032, there would be approximately 205 nighttime operations with the No Action and 209 nighttime operations with the Action Alternatives. For 2037, there would be approximately 200 nighttime operations with the No Action and 221 nighttime operations with the Action Alternatives.

436-8. General Response #14
General Response #16

436-9. General Response #1

437. David Luxem

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 10:56 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

David Luxem

Address

1903 SW Hillcrest Rd, Burien, WA 98166

Email

daluxem1@yahoo.com

Comment

Dear SAMP,

We are very concerned that the 420,000 SeaTac Airport flights are already harming the environment, climate, and risking the health of our beloved children, families and workers. Now, SeaTac Airport wants to increase the flights to 509,892 with the Sustainable Airport Master Plan (SAMP). This is unjust. 1

SeaTac Airport is run by the Port of Seattle government. We are disappointed that they determined that SAMP has no significant impact. We ask for NO ADDED HARM.

SeaTac Airport flights impact more than 419,761 residents living near the airport and under flight paths. The residents include roughly 64% people of color/mixed race, 29% immigrants and refugees, 22% children, and 12% elders. The near-airport communities include Burien, Des Moines, Federal Way, Normandy Park, Renton, SeaTac, and Tukwila. Communities that are not near the airport but are under the flight paths include Beacon Hill, Georgetown, Duwamish, Skyway, White Center, and Chinatown International District. 2

We don't want the added environmental, health, and climate justice harms on our children, families, neighbors and workers.

Environmental
Flight take-offs and landings produce air pollution that includes noxious gasses and ultrafine particles that settle over our communities. We breathe in that polluted air. Aircrafts also produce noise pollution above 65 decibels, well above the World Health Organization guideline of 55 decibels of environmental noise during the day and 45 decibels at night. Most resident in airport-impacted communities are not eligible for noise mitigation. There is no mitigation for air pollution while ultrafine particles are both unmonitored and unregulated. 3

1 of 2 12/11/2024, 4:46 PM

437-1. General Response #1 The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

437-2. General Response #8
General Response #10
General Response #11
General Response #13
General Response #14
General Response #15
General Response #16
General Response #17

437-3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14

437. David Luxem (continued)

Health
The 2020 King County Public Health report, "Community Health and Airport Operations Related Noise and Air Pollution," profiled the health of airport-impacted communities within one mile, 1-5 miles, and 5-10 miles of SeaTac Airport. Table 16 on page 22 shows the following health outcomes:

Life expectancy is lower by 5 years for those living within 1 mile of SeaTac Airport, 3.5 years within 5 miles and 1.7 years within 10 miles of SeaTac Airport.
Air pollutants cause respiratory issues such as asthma, cancer, and central nervous system problems.
Noise and air pollution cause cardiovascular problems.
Ultrafine particles air pollutants likely cause low birth weight. They are not monitored nor regulated. (Other studies show that ultrafine particles can lead to decreased lung function and impair cognitive abilities in children.)
Climate

Aviation is a major contributor to climate change. Aviation emissions will account for 27% of the global carbon budget by 2050. In 2017, tailpipe emissions from aviation fuel pumped at SeaTac Airport contributed an estimated 5,804,000 tones of CO_2, or close to a quarter of King County's emissions. Also, the nonCO_2 impacts of aviation emissions cause them to have three times the climate warming impact as on-the-ground emissions.

We ask that you determine that SAMP does have significant impacts and that it needs:

cumulative environmental, health and climate impact analysis (EIS),
the requested racial and economic impact analysis under President Clinton's Executive Order 12989 on Environmental Justice as submitted in the SAMP Scope of Work and promised,
contextual analysis of the SAMP short term project in relation to the SAMP long term projects.
This is about our people's lives, our planet's health and our joint futures.

Thank you!

Sincerely,
Dave

4

5

6

437-4. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14

437-5. General Response #11

437-6. General Response #1
General Response #15
General Response #17
General Response #19c

438. Andre Malloy

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 2:31 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

andre malloy

Address

16005 14th Ave SW

Email

namenone@netzero.net

Comment

It is like, the left-hand doesn't know what the right hand is doing. As of now, Washington state is planning a new airport. The idea is when SEATAC reaches max capacity. This new airport will take over, or even before, for $25B or more. With costs overrun, it is going to be more like $50B. Who is going to pay for this, certainly not property owners. The flyers and the airlines need to pay more, through landing fees and additional tax on airline tickets. Also, the airlines need to pay through a new gas tax. Right now, in the state of Washington, airlines do not pay for the kerosene they use. It is a waste of time for SEATAC to continue with its projects until Washington state knows which direction they are going. 1

All cargo and GA traffic should be moved from SEATAC to Boeing Field. The use of Paine field has not materialized by the airlines. I would say SEATAC is underutilized and with scheduling problems. I caught it on a Sunday night, with fifteen aircrafts on the tarmac, queuing for takeoff. There should only be three at most. These other aircrafts should be considered late. 2

1 of 1 12/11/2024, 4:22 PM

438-1. General Response #7
General Response #7a

438-2. General Response #7
General Response #7b

439. Mario Martinez

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 12:47 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Mario Martinez

Address

2812 17th Ave S, Seattle WA 98144

Email

mario.m.martinez.garza@gmail.com

Comment

DO IT

JUST DO IT

Why are we even still talking about this? SEA is a critical infrastructure hub for the entire region, it makes all of King County more liveable and prosperous. SEA is and should be a cornerstone of future regional development and it needs to expand and refine its operations to fill that role.

I live right under the north flow. Would I prefer higher flight paths and more distance between the jets and my windows? Sure. Am I going to discourage the Port of Seattle from making the investments we all benefit from just to spare me a few decibels? Absolutely not. Do what you can for people affected, but first, foremost, and ALWAYS

BUILD BUILD BUILD

1

1 of 1 12/11/2024, 4:41 PM

439-1. Thank you for your comment. Your comment has been noted.

440. Laurie McEachern

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 6:32 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Laurie McEachern

Address

601 S. 227th Str. , #408 So.

Email

moeachel@aol.com

Comment

You are dealing with communities around the airport who have long memories regarding the third runway - promises made but not kept! These new growth plans will again have a negative effect. Increasing cargo flights - which are often older noisier aircraft - and international departures and arrivals will mean more noise at night, resulting in increased sleep disruption. 1

During daylight hours these disruptions negatively impact our children's classrooms, to say nothing of the scientifically proven harm of ultra fine particles adding to health problems like asthma. 2

I strongly urge the Port to submit a full Environmental IMPACT Study 3

1 of 1 12/11/2024, 6:34 PM

440-1. General Response #5
General Response #13
General Response #17
General Response #19a
Cargo operations are forecasted to increase at the same rate with or without the project.

440-2. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14
General Response #16

440-3. General Response #1

441. Clare Parfitt

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 10:26 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Clare Parfitt

Address

21937 7th Ave S #205, Des Moines WA 98198

Email

clarep@drizzle.com

Comment

To Whom It May Concern,

I am strongly opposed to the SAMP going forward for Seatac Airport. I have lived in Des Moines, WA for 20 years, 1 mile from the flight path and 2.5 miles from the airport. During that time I have experienced the increasing effects of airplane noise, pollution and loss of green space, and seen my quality of life deteriorate, due to the third runway and increasing flights at Seatac. I fought, along with a concerned group of other volunteers, against the development of 30 acres of woods and wetlands in a well loved greenbelt and lost. The greenbelt is now set to be developed into a 403,000 square foot warehouse, a tragic loss for the community. 1

The communities of Des Moines, Seatac, Burien and Tukwila are already considered OVERBURDENED communities for the following reasons:
-Noise levels from aircraft which are damaging human health
-Pollution levels from aircraft which are damaging human health
-Destruction of immense green space to build warehouses to enable increased airport logistics and cargo airport operations. This further adds to the burden. Trees filter pollutants and noise from airplanes, provide a cooling effect, and the loss of recreational space is tragic for the community.
See: https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map 2

The Environmental Assesssment for the SAMP is using science from the 1970s to address the impacts of airport expansion. Recent studies from the University of Washington: https://deohs.washington.edu/mov-up have determined that ultrafine particles from airplane emissions have a negative effect on human health. Consequences include a lower life expectancy, higher incidences of asthma, respiratory illnesses and cancer, especially for children and the elderly. I know someone who lives directly under the flight path.She has cancer and an 3

1 of 3 12/11/2024, 4:49 PM

441-1. This comment has been noted.

441-2. General Response #8
General Response #10
General Response #12
General Response #13
General Response #14
General Response #18

441-3. General Response #9b
General Response #10
The Healthy Environment for All Act (also known as the HEAL Act) is a separate state law independent of NEPA that requires seven state agencies to apply specific EJ requirements to agency actions. The HEAL Act does not apply to the FAA nor is it a requirement under NEPA.

441. Clare Parfitt (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

undiagnosed neurological issue. A member of every household on her street has cancer! This correlation is too strong to be merely anecdotal. 3

I believe the airport expansion plan is a violation of the newly enacted WA state HEAL act. (Healthy Environment for All) This law states that "no community should be overburdened by environmental pollution." See: https://ecology.wa.gov/about-us/who-we-are/environmental-justice/heal

I live close to the Des Moines Beach Park, which is listed on the National Historic Registry. Increasing harm to a historic area by adding excessive health hazards is a violation of the National Historic Preservation Act: https://www.nps.gov/subjects/historicpreservation/national-historic-preservation-act.htm 4

The SAMP study area is insufficient. It only studies areas within 1-2 miles. Data has shown that ill health effects are caused from aircraft in a much further radius. There are 419,000 people that will be effected by airport expansion. 5

Adding 208 night flights is absolutely unacceptable. Existing science has determined that night noise from planes causes cardiovascular disease by constant sleep disruption. People that live right under the flight path are already experiencing intolerable noise levels. They have to stop conversation when outside. See: https://www.caa.co.uk/our-work/publications/documents/content/cap1278/ 6

Violation of environmental justice and equity. Fifty four percent of residents living close to airports nationally are people of color. This community is unfairly burdened and experiencing a severe lack of equity due to environmental disparities. 7

Climate change and lack of future thinking and consideration of alternatives. We are moving inexorably towards the point of no return in regards to global climate change. The mantra "think globally, act locally" is relevant in this situation. I am not naive since I know there is a projected increase in travel to and from Seatac in the coming years, and this is a dilemma.The Port is not even considering promoting alternative transportation methods to close destinations from Seattle, like Portland and Vancouver BC.These flights represent 17% of all travel at Seatac and travel to these destinations could be accomplished by high speed rail. In addition, freight could also be moved via ground transportation. I believe that more flights should be undertaken at Paine Field in Everett. South King County communities cannot be asked morally to continue to bare MORE AND MORE burdens and associated negative health effects from airport expansion. 8

With regard to warehouses, I was stunned to learn that the warehouse that I testified against will have a proposed 400 parking spaces and 69 trailer parking spaces. In this era of remote working, it is absolutely unnecessary to have this much parking, even for a warehouse. I heard from a friend that works with developers that the parking regulations for new construction are extremely outdated and don't align with our current work culture. Furthermore, it is projected that much manual labor will become automated in the near future and performed by robots-thus negating the need for this many warehouse employees and parking spots. By 2030, an estimated 20 million manufacturing workers will be replaced by robots. The FAA building on S. 216th in Des Moines has way too much parking. I drive on that street every day at all times of day and I have NEVER seen the parking lot more then 50% full. 9

Tree replacement plan. The Port says it will replant trees due to destruction of green space for warehouses at a 3:1 ratio. The fact is that many of these trees have a high mortality rate. They will also take at least 20 years to reach maturity. That doesn't help the people effected NOW-children and the elderly, who are especially vulnerable to loss of tree canopy. Furthermore, the tree replacement plan by the Port often only requires that the trees be 10

2 of 3 12/11/2024, 4:49 PM

441-4. The Des Moines Beach Park is approximately three miles southwest of the Airport, which is outside of the Area of Potential Effect (APE) and outside of the 65 DNL noise contour. Therefore, the Des Moines Beach Park is outside the study area and outside the scope of this EA. The Washington Department of Archaeology and Historic Preservation (DAHP) concurred with APE on September 9, 2020, and November 16, 2023.

441-5. General Response #2

441-6. General Response #13
General Response #14

441-7. General Response #15

441-8. General Response #7
General Response #11

441-9. General Response #7d

441-10. General Response #18

441. Clare Parfitt (continued)

planted anywhere in the city where they were removed. This also does not help people and the environment right under the flight path, where many of the warehouses are planned. The trees are needed MOST under the flight path, where they most effectively filter noise and pollution. 10

For all these serious legitimate reasons, I implore the Port of Seattle to listen to the concerns of airport community residents and pursue a much more thorough Environmental Impact Statement for this project. 11

Sincerely,

Clare Parfitt

441-11. General Response #1

442. Jody Rauch

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 10:28 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Jody Rauch

Comment

I'm writing to ask the Port to do a FULL EIS (Environmental Impact Study), in lieu of the EA (Environmental Assessment) that is planned to occur as it is far less stringent.
Thanks, Jody

1

1 of 1 12/12/2024, 6:31 PM

442-1. General Response #1

443. Julie Saul

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 5:08 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Julie Saul

Address

25645 Marine View Dr S, Des Moines, WA 98198

Email

Jsaul42@gmail.com

Comment

I am insisting that SAMP MUST proceed with a FULL EIS, that includes: 1
- taking into consideration the actual airport disruption in the communities beyond the SAMPs APE for the additional 87,000 flights. 2
-The cumulative impacts in the communities beyond the APE. 3
-The science in recent analysis of harms from aircraft noise and air pollution, including: 4
** the 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109 ("Public Health Study")
**the 2020 Study of the Current and Ongoing Effects of the Operation of SeaTac International Airport, by Stantec
**the 2019 University of Washington report titled the Mobile Observation of Ultrafine Particles Study
**the 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO STUDY")
-The existing science that has found night flight noise causes significant cardiovascular disease, and adversely cumulatively impacts the health and well being of the near airport communities, including historical and social justice communities, the elderly, and children. 5

Common sense, science, cumulative impacts, a hard look, and the controversial nature of the SAMP ALL REQUIRE a FULL EIS versus the limited EA! 6

1 of 1 12/11/2024, 5:25 PM

443-1. General Response #1

443-2. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

443-3. General Response #2
General Response #17

443-4. General Response #8
General Response #9b
General Response #10

443-5. General Response #12
General Response #13
General Response #14

443-6. General Response #1

444. Gabe Scalise

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 11:18 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Gabe Scalise

Address

Seattle, WA, USA

Email

gabescalise@gmail.com

Comment

I live in North Beacon Hill and have an 8 month old baby. The noise overhead is already detrimental and beyond acceptable to a child's ears. Please consider diverting flight paths elsewhere instead of over a residential neighborhood. 1

1 of 1 12/11/2024, 4:42 PM

444-4. General Response #12
General Response #13
General Response #14

The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/ The FAA will provide your comment to the Part 150 team for consideration.

445. Leslie Thomson

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 10:51 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Leslie Thomson

Address

1930 SW Hillcrest Rd

Email

leslielthomson@gmail.com

Comment

Another airport need to be developed to manage our areas growth. The sw portion of the community has suffered enough.] 1

1 of 1 12/11/2024, 4:48 PM

445-1. General Response #7
General Response #7a
General Response #7b

446. Jason Weill

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Wed 12/11/2024 2:55 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Jason Weill

Address

1547A NW 60th St

Email

jweill@gmail.com

Comment

SEA Airport is an important transportation hub, but it is not easy enough to access via public transportation. I support the SAMP's improvements in passing from the light rail station to the terminal. As the Port considers adding a second terminal, it is important to prioritize a high-quality inter-terminal transportation system, whether by bus or people mover, to speed employees and passengers to and from terminals, without the congestion that is currently very common on airport roadways. I support the use of a separate right-of-way for this transportation. Thank you for your consideration. 1

1 of 1 12/11/2024, 4:18 PM

446-1 NTP L04, Northeast Ground Transportation Center, will provide terminal quality space for passengers arriving / departing on the elevated busway and Link Light Rail at the Airport Station to transition to / from the Main Terminal. A person could access the new terminal by either taking a bus to the new terminal or by the elevated post-security pedestrian walkways from the north gates to the terminal and to the North Satellite.

447. Stephen Ball

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 10:26 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Stephen Ball

Address

28716 25th pl s federal way wa 98093

Email

Stephenballdc@gmail.com

Comment

The noise is disturbing to the point that I will sell my house and move from the community. Perhaps you could direct the traffic over the water. Regardless, this airport is a health and economic hazard that should have been thought through years ago. 1

1 of 1 12/12/2024, 6:36 PM

447-1. General Response #5
General Response #7
General Response #7a
General Response #7b
General Response #7c
General Response #10
General Response #13
General Response #14

448. Mary Barron

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 11:53 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Mary Barron

Address

1027 S 101st St

Email

mlindabarron@gmail.com

Comment

Re: National Environmental Policy Act (NEPA) analysis for the SAMP NTP Environmental Assessment (EA) - public comment

I would like to express my concern about the current and forecasted flights coming into SeaTac. I have lived in this area all my life and have witnessed the increase of air traffic through the years. The most significant impact was the implementation of the 3rd runway which increased daily air traffic. It is unfortunate that the King County Accessors office has removed the category of nuisance property in 2019 due to a report submitted by the Port to their office. According to the report, the airplane noise was reduced but in actuality the noise and pollution increased. I have layers of dust from the airplanes flying overhead on my personal property outside. Sitting outside with friends on a nice day is difficult due to conversations being interrupted within minutes while the airplanes flies overhead. 1

The impact on the health of the community is also a concern. My grandsons, born in the area, and still residing here, both have asthma and other health problems. There was a study underway about kids and asthma and living close to the airport, but only those who resided in a 5 mile radius of the airport were allowed to join. I happen to live 6 miles from the airport. Health issues exceed the 5 mile radius and looking at a broader area is important. I have experienced hearing loss which may not have been all attributed to the airplane noise but I'm sure it hasn't helped. 2

I understand the need for the growth of our economy and airport, however I would ask that the flight patterns be reviewed and the planes come in from the west more frequently, like when the Blue Angels are flying. This happens annually and incorporating a new flight path to help those who get the brunt of the noise and pollution would be wonderful.. Please think of the residences impacted by the air traffic. Our health and well being are being affected by the traffic over our heads. Please share the pain with other areas. 3

1 of 2 12/12/2024, 6:40 PM

2 of 2 Thank you,
Mary Barron

448-1. General Response #5
General Response #9c
General Response #19a

448-2. General Response #10
General Response #14

448-3. General Response #13
The FAA will share this comment with the Part 150 team.

449. Chris Bauman

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 6:47 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Chris Bauman

Address

510 Ferncliff Ave NE

Email

baumantn@gmail.com

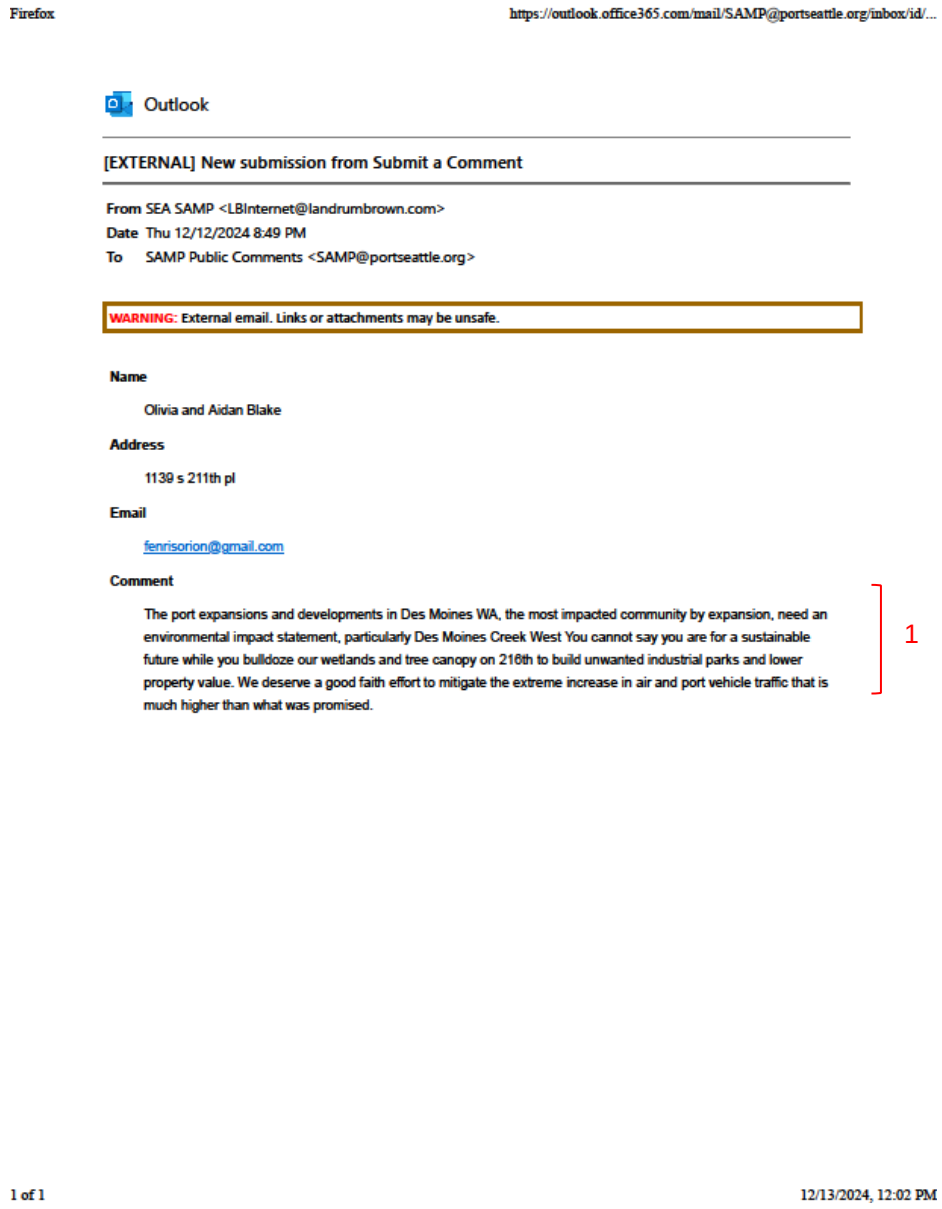
Comment

Improvements in Regional rail is desperately needed for Seattle. The congestion created by thousands of people needing to pile into the airport for travel to nearby metropolitans is highly inefficient. Seattle needs to create better means of traveling to Portland BC and Spokane that do not require flying through an over capacity airport 1

1 of 1 12/12/2024, 6:32 PM

449-1. General Response #5
General Response #7d

450. Olivia & Aidan Blake



Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 8:49 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Olivia and Aidan Blake

Address

1139 s 211th pl

Email

fenrisorion@gmail.com

Comment

The port expansions and developments in Des Moines WA, the most impacted community by expansion, need an environmental impact statement, particularly Des Moines Creek West You cannot say you are for a sustainable future while you bulldoze our wetlands and tree canopy on 216th to build unwanted industrial parks and lower property value. We deserve a good faith effort to mitigate the extreme increase in air and port vehicle traffic that is much higher than what was promised.

1

1 of 1 12/13/2024, 12:02 PM

450-1. General Response #1
General Response #6
General Response #18

When the Port initiated the Sustainable Airport Master Plan process in 2013, they identified three goals for the Plan (Tech Memo #1):

- Identify the facility requirements that would enable the Airport to satisfy air transportation demand through the next 20 years in a safe and efficient manner.
- Identify a long-term plan to achieve the Century Agenda and complement the Aviation Division Business Plan.
- Identify measures that enable the Port to build, manage, and operate facilities in ways that meet sustainability goals and objectives.

The SAMP includes a whole chapter on the Port plans to incorporate sustainability into planning, development, and operations (Tech. Memo #9).

451. Staci Dao

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 10:11 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Staci Dao

Address

815 SW 120th St, Seattle WA 98146

Email

stacidao@hotmail.com

Comment

We live in Burien in the North Highline area. I have asthma and have noticed a negative effect on my health lately. When taking my dog out at night, our yard is frequently permeated by the smell of jet fuel. I am very concerned about this expansion. We need an additional regional airport, not more crammed into SeaTac. Our community bears too much of an environmental impact. 1

1 of 1 12/13/2024, 11:59 AM

451-1. General Response #7a
General Response #7b
General Response #7c
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. The analysis completed for the EA determined that the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance

452. Diane Evans

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 4:01 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Diane Evans

Address

1413 S 237th Ct

Email

evansburdine@msn.com

Comment

Dear Reviewers:

I am a resident of a Des Moines, a SeaTac airport community. I moved into my home prior to the construction of the 3rd runway, and I have lived here for almost 30 years. I am unable to work in my garden or sit on my deck without ear protection. I am unable to hear the news on my speaker when I wake up in the morning if my window is open. I am unable to walk on the Des Moines Creek Trail in my community without noise-blocking head phones. I am unable to get a good night of sleep. 1

I am very concerned that the 420,000 current SeaTac Airport flights are already harming the environment, climate, and risking the health of the children, families, and workers in my community. Now, SeaTac wants to increase the flights and expand the airport with the Sustainable Airport Master Plan. I feel this plan places additional burden on already airport-burdened communities, adding to the pollution and health risks we are currently exposed to. This is unjust. 2

Flight take-offs and landings produce air pollution that includes noxious gasses and ultrafine particles that settle over our communities. As someone who exercises outdoors for a couple of hours a day, including walking to and from work, I am constantly breathing in the particles. There is no mitigation for air pollution, and ultrafine particles are both unmonitored and unregulated. 3

Additionally, I am unable to sleep with my window open during warm months of the year. An analysis by the School of Public Health and Oregon State University has found that exposure to even moderate levels of airplane noise may disrupt sleep, building upon a growing body of research on the adverse health effects of environmental noise. Published in the journal Environmental Health Perspectives, the study found that people who were exposed to airplane noise at levels as low as 45 dB were more likely to sleep fewer than 7 hours per night. For comparison, 4

1 of 2 12/12/2024, 6:15 PM

452-1. These comments have been noted.

452-2. General Response #5
General Response #7
General Response #7a
General Response #7b
General Response #7c
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. The analysis completed for the EA determined that the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance.

452-3. General Response #5
General Response #6
General Response #8
General Response #9b
General Response #10

452-4. General Response #5
General Response #6
General Response #12
General Response #13
General Response #14

452. Diane Evans (continued)

the sound of a whisper is 30 dB, a library setting is 40 dB, and a typical conversation at home is 50 dB. Sleep is essential to overall health and well-being, including daily physical and mental functioning, and a lack of adequate sleep can lead to increased risks of cardiovascular disease, depression, diabetes, cancer, and numerous other health conditions. Health experts state that most adults need seven to nine hours of sleep each night for healthy functioning. When flights are coming over my house every 15 seconds or so, I am unable to sleep adequately. Additional airport expansion will have a detrimental impact on my health and sleep function.

4

According to the 2020 King County Public Health report "Community Health and Airport Operations Related Noise and Air Pollution", life expectancy is lowered by as much as 5 years for those living within one mile of SeaTac Airport, and lower by 1.7 years for those living within 10 miles of the airport. The air pollutants (as mentioned above) caues respiratory issues such as asthma, cancer, and central nervous system problems. Noise and air pollution cause cardiovascular problems. These health problems are unfairly borne, without mitigation, by the Airport communities.

I ask that you determine that SAMP does have significant impacts, and that it needs:
1) Cumulative environmental, health, and climate impact analysis (EIS)
2) The requested racial and economic impact analysis under President Clinton's Executive Order 12989 on Environmental Justice as submitted in the SAMP scope of work
3) Contextual analysis of the SAMP short term project in relation to the SAMP long term projects.

5

This is about the people in our community, their lives, and our futures.
Thank you.
Diane Evans

452-5. General Response #1
General Response #15
General Response #17
General Response #19c

453. Bridget Gallagher

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 10:56 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Bridget Gallagher

Comment

The airport expansion will be an enormous burden that will negatively affect the lives of all that live in the surrounding area, especially DesMoines and SeaTac residents. The pollution is already had devastating ramifications in our air quality, noise pollution, soil and the puget sound PFAS chemicals that are putting out health at risk. It is essential that a full environment impact study be performed be a third party. Our property values already lower with the airport growth, but please do not intentionally increase the risk of our health problems due to these noise, light and chemical pollutions. Please conduct a EIS. Thank you! 1

1 of 1 12/13/2024, 11:57 AM

453-1. General Response #1
General Response #8
General Response #10
General Response #13
General Response #14
General Response #20

454. Megan Hess-Homeier

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 1:54 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Megan Hess-Homeier

Address

926 N. 93rd St., Seattle WA 98103

Email

mhesshomeier@gmail.com

Comment

I support the airport's near term growth projects. SEA supports a huge volume of passengers and cargo and projected growth makes it clear that the airport needs to expand. The airport is already significantly congested with current layout and passenger volume; it's time to address the problems rather than continuing to let them get worse. It seems like airport expansion will barely keep pace with the existing needs much less sufficiently support growth. If we want Seattle's economy to grow we need to invest in the infrastructure that facilitates it. 1

I hope that the Port of Seattle and/or local and regional governments will also pursue other sites for additional or expanded airport services. The expansion of SEA, though I support it, does disproportionately burden some of our more affordable communities and immigrant neighborhoods. I hope we can also alleviate some of the volume at SEA by expanding airport services in other locations that won't disproportionately impact people of color. 2

1 of 1 12/12/2024, 6:47 PM

454-1. Thank you for your comment. Your comment has been noted.

454-2. General Response #7a
General Response #7b

455. Svetlana Levshina

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 8:33 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Svetlana Levshina

Address

Des Moines, WA

Email

yariklevshin@hotmail.com

Comment

I understand demands for more flights, but it's already bad as it is. Think about people who lives around and noise, pollution, etc...impacts on their daily life! If more flights, especially during nights will be added, that would be horrible! People will suffer and in my opinion will start leaving the area that will have a huge economical impact. If you would ask for my vote, that would be NO!

1

1 of 1 12/12/2024, 6:34 PM

455-1. Your comment has been noted

456. Richard Mable

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 12:26 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Richard Mable

Address

602 Terry Ave N, Apt 1180

Email

richardbmable@gmail.com

Comment

I support whatever expansion is needed to keep SeaTac moving as the airport is vital to our region. I don't really see the point of any environmental reviews as the airport already exists and is quite busy. Whatever expedites the process. 1

1 of 1 12/12/2024, 6:42 PM

456-1. Thank you for your comment. Your comment has been noted.

457. Shanin Mann

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 7:56 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Shanin Mann

Address

24518 14th Avenue South, Des Moines, WA 98198

Email

brownmile@gmail.com

Comment

Are you kidding me? Expansion?
We have lived in this house for 19 years.
When we bought this house, we were NOT told about runway 3.
We were then told, runway 3 would only be used in bad weather overflow.
Now, for the past 5 years, since NEXTGEN was put in place, there is a SUPER-HIGHWAY of planes directly over our house. 1

Runway 2 is in our backyard and Runway 3 is in our front yard.
We no longer are able to enjoy our front or back yard due to the planes flying over every 15-30 seconds. YES, seconds.
We cannot open our windows in the summer, due to the noise and exhaust.
We now have emissions staining our covers in our back yard and our 7000 dollar electronic Sunsetter sunshade, which we can no longer use due to the oil droplets all over it.
Our trucks gets this glaze of emissions on them that we keep having to wash off weekly.
Our port package windows are severely deteriorating, cracking, fogging, etc.
The vibrations caused our chimney to fall apart, which we had to have torn down.

We feel like a prisoner in our own home now. We cannot hold any conversions outside with anyone without having to PAUSE to the noise overhead.
Some of these planes fly over at 1000 feet above us. 2

And now SEATAC wants to EXPAND operations????
Do they not care about humans?
Do they not care about animals in the area, as they are bulldozing all the green spaces South of the airport? 3

1 of 2 12/13/2024, 12:06 PM

457-1. General Response #19a

457-2. General Response #5
General Response #9c
General Response #13

457-3. General Response #18
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

457. Shanin Mann (continued)

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

This is NUTS!
Every plane that flys over is at least 70+ on the decimal meter - yes, we have three.
They are so low at times, I have seen people giving us the 'bird' from the windows.

WHY does SEATAC 'say' this will not hurt anyone?
We are not rich, like the people around the Phoenix airport who boycotted this Nextgen super highway and expansion, so we are not able to "FIGHT", but you should know, we are NOT alone.

I have videos and more videos of theirs ungodly noises.
It is 24/7 now.
I can't grow a garden because of the emissions from these planes.

4

PLEASE stop this expansion!

5

2 of 2 12/13/2024, 12:05 PM

457-4. General Response #8
General Response #10
General Response #13
General Response #14

457-5. This comment has been noted.

458. Darius Massoudi

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 11:29 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Darius Massoudi

Comment

The State of Washington and the Seattle Metropolitan Area need a world-class airport. NIMBYs have caused infrastructure and housing crises all over the world. Please prioritize the needs of the state and metropolitan area, over NIMBYs who are portraying themselves as speaking on behalf of minorities across the state. As an ethnic minority whose first language was not English, the Sea-Tac Airport Community Coalition for Justice does not speak for me. I strongly support the Port of Seattle's expansion plan in its entirety.

1

1 of 1 12/13/2024, 11:54 AM

458-1. Thank you for your comment. Your comment has been noted.

459. Edward Plumlee

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 8:11 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Edward Plumlee

Address

27905 45th Ave South

Email

ed.plumlee55@gmial.com

Comment

Our home of 37 years is located approximately 5 nautical miles south of Seattle-Tacoma International Airport (SEA) on the east side. As I understand it we are not considered to be in an APE impacted area and if that's the case I disagree with the Environmental Review (ER) assessment. Quality of life issues at our home are effected by jets from SEA. 1

Living south of the airport means we have about 70% of the takeoffs, 280,000 flights in 2022, going past our home and 166,000 landings. Because of our proximity we hear every flight taking off and landing. As you travel further south there is less impact due to departing jets turning toward their destination. When the planes are landing they aren't nearly as loud and their approach is more in line with he runway, not turning sharply at the 5 nautical mile marker. At times they turn short of 5 nautical miles and when I'm home I report those to the SEA noise complaint office. I recognize that the FAA has authority over the flight paths. And I also acknowledge that the Port of Seattle (POS) needs to make changes.

One of my biggest disappointments/concerns is that any mention of sound impacts from the SEA is noise level, and while that is concerning, what is more disturbing to me is the constancy of noise as flights increased daily over time. There are very few times in the day that we do not have jets flying by. I haven't read any studies about constancy of noise at high levels but I'm sure it's been studied. The constant noise effects our quality of life. 2

To find no significant impacts per the ER is not believable to me and others who's quality of life is impacted every time a jet takes off or lands. The POS plans to substantially increase airport traffic and I believe there are shortcomings that need to be addressed. The POS (a public entity) has a responsibility to do a more thorough Environmental Impact Statement (EIS) that includes more communities impacted by noise, emissions, etc. I encourage the POS to conduct a more thorough EIS. 3

1 of 2 12/13/2024, 12:03 PM

2 of 2 Sincerely,

Edward Plumlee

459-1. General Response #2

459-2. General Response #12
General Response #13

459-3. General Response #1
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

460. Albert Ragsdale

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 6:19 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Albert Ragsdale

Address

1411 Bradley Ln

Email

albert.ragsdale7@gmail.com

Comment

I strongly support any plan for an expansion of SeaTac airport. The Seattle metro area needs an airport that can handle the capacity of a growing city and tourist destination, on top of potential growth for connecting routes to Asia. This plan to expand SeaTac appears to prepare this primary airport for the region to handle increased demand in the near and medium term future. 1

1 of 1 12/12/2024, 6:22 PM

460-1. Thank you for your comment. This comment has been noted.

461. Robert Schommer

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[EXTERNAL] New submission from Submit a Comment

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Date Thu 12/12/2024 6:37 PM
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Name

Robert Schommer

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18522 28th Ave NE, Lake Forest Park, WA 98155

Email

rhs@systems-interface.com

Comment

Even if SeaTac airport is expanded with more terminals and gates ... how will they deal with the additional traffic? Right now, it takes 30 or more minutes on some days to get to the actual departures/arrivals area to pick up or drop-off a passenger. I don't see how this can be improved. (Note that many/most of us are near a light rail line). 1

The real solution is to utilize and expand Paine Field. I wish this would be considered. We need the additional capacity, especially for people living in the North Everett to Bellingham areas. 2

1 of 1 12/12/2024, 6:59 PM

461-1. The proposed project includes roadway improvements to enhance access to SEA and to mitigate impacts associated with the additional traffic. Please note that the proposed new terminal includes a new access road and arrival and departure curbs to accommodate 56 MAP (million annual passengers) at an optimal level of service. See Section 4.3.12 of the Draft EA for the proposed surface transportation mitigation.

461-2. General Response #7b

462. Stephen Soran

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
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Name

Stephen Soran

Address

245 S 197th St Des Moines, WA 98148

Email

Sjsoran777@gmail.com

Comment

I find it very disheartening to hear that window for Public Comment is so short. I know there is a minimum period of 45 days required but at the same time there is also no limit on how big this window could be.
I know an extension was asked for and very short one was granted. The FAA requirements are very clear that there is a minimum requirement for Public Comment but the FAA clearly states that there is also no maximum number of days that can be given for Public Comment. Given the amount of material involved, must be over 1000 pages, the December 13, 2024 deadline is woefully inadequate.

We the Public, especially those in the surrounding communities are going to the ones most negatively impacted by the consequences of this SAMP being approved as is, and should be allowed more to time to do a thorough review of the contents within.

I don't think you or I will find a single report that claims that there will be no negative consequences in every category evaluated, nearly all of which you claim will fall below the "threshold of significance." There will be impacts that will affect us.

It is the surrounding communities, the Public, the most affected stakeholder, the ones who will have to live in within this threshold, that need more time for review, and comment.

What is the Port of Seattle's goal for limiting this time frame?

What, if any, would be the ramifications to the Port of Seattle and/or the FFA if this Public Comment time period is extended a month from now or even six months from now?

Is there something in particular that the Port or FFA hopes to hide or not be discovered if more time is given?

1

1 of 2 12/12/2024, 6:56 PM

462-1. General Response #3
General Response #4
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

462. Stephen Soran (continued)

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I have personally found inconsistencies in your draft and the more I read the more I find. Some of these would describe as minor and some I would consider major errors. 2

If this draft report has taken four or more years to put together is important enough to be put out in six languages, why should we not be afforded the opportunity of six months to review and comment given its' size and the transparency the Port of Seattle has repeatedly promised to the communities involved? 3

2 of 2 12/12/2024, 6:56 PM

462-2. As a result of public comments received on the Draft EA and additional reviews of the document, minor edits have been made that have improved the accuracy and thoroughness of the document. Major errors have not been brought to the attention of the FAA. A list of the edits can be found in the Errata at the front of the Final EA document.

462-3. General Response #3
General Response #4

463. Rebecca Stapleton

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Name

Rebecca Stapleton

Address

DesMoines

Comment

Please perform a full EIS!] 1

1 of 1 12/13/2024, 11:58 AM

463-1. General Response #1

464. Brian Thompson

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Name

Brian Thompson

Comment

Expand the airport.] 1

1 of 1 12/13/2024, 12:00 PM

464-1. Thank you for your comment. This comment has been noted.

465. Jennifer Varey

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

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[EXTERNAL] New submission from Submit a Comment

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Comment

Re: the Sustainable Airport Master Plan Draft Environmental Assessment

The Environmental Assessment review process proposed for the Port of Seattle's Sustainable Airport Master Plan is grossly inadequate. A much more comprehensive Environmental Impact Statement is warranted. 1

It is deceitful to underplay the growth pattern of the airport — past, near and long term, the resulting and realistically projected increase in air traffic, and to gloss over the impact of that growth on the ENTIRE region.

The impact of flight-produced air and noise pollution extends far beyond the boundaries of the physical construction boundaries addressed in the SAMP. I have the misfortune of living under the narrow flight zone over Vashon Island created by the FAA's ill-considered NextGen flight path consolidation. I was not given an opportunity to disagree with the FAA's assumption that a significant increase in air traffic (and lowering that traffic to create yet more noise and pollution) was insignificant. Now, the Port of Seattle has apparently decided that potentially doubling the amount of traffic directly over my home — including those immense and loud cargo planes that favor the wee hours — also won't affect me. The Port is dead wrong. Real consideration must be given to the health of ALL the communities that are affected by airport activity. 2

Much like the FAA's sleight of hand that eliminated the public comment period from the introduction of its NextGen flight path, allowing the Port of Seattle a double role as permit issuer and project promoter smacks of an inside game. It is not hard to imagine that environmental impacts to the surrounding region will be swept under the rug in favor of Port of Seattle goals for the airport. 3

An unbiased, independent review process that addresses the myriad of complex and intertwined impacts of airport expansion is necessary to achieve an assessment that can accurately inform both the public and the construction/ 4

1 of 2 12/12/2024, 6:36 PM

2 of 2

expansion decision process. Simply calling the Airport Master Plan "sustainable" doesn't make it so.

465-1. General Response #1

465-2. General Response #2
General Response #13
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037. The proposed projects would occur on airport property.

465-3. General Response #1
FAA Orders 1050.1F and 5050.4B allow the airport sponsor to complete the EA. The FAA actively participates in the NEPA process and completes an independent review of the EA. Upon review of the EA, public comments, and applicable interagency and intergovernmental consultation, the responsible FAA official determines whether any environmental impacts analyzed in the EA are significant.

465-4. General Response #1
The SAMP includes a whole chapter on the Port plans to incorporate sustainability into planning, development, and operations (Tech. Memo #9).

466. Lisa Westgard

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 6:13 PM
To SAMP Public Comments <SAMP@portseattle.org>

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Name

Lisa Westgard

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kailine94@hotmail.com

Comment

Dear Port Leaders,

I am dismayed that the Port of Seattle has chosen to claim in their EA of the SAMP that the construction of numerous warehouses and an additional airport terminal at SeaTac will not have significant impacts to the surrounding environment; a justification for not conducting a full evaluation through the EIS process. 1

There will be significant impacts to me, as I live in the Normandy Park area, and, I, matter. I live, breath, hear, see and smell all that surrounds me. I enjoy the parks, the beaches, the local wildlife, the trees and my backyard. New huge warehouses that have popped up in my area recently are unsightly and have detracted from the ambiance and nature of the surrounding woodlands. Local traffic congestion, although moderate now, will only get worse with a new terminal; more flyers, more traffic. 2

Clearing 70 acres of natural land and replacing it with an impervious surface (pavement) is a significant impact, bringing more heat, traffic and noise, while also reducing any aesthetic value to the area. The Ports' mitigation solution: planting little trees elsewhere. Well, I guess I'll have to wait 30 years to enjoy the ambiance of a fully mature canopy of trees wherever these small trees are planted. 3

I recently attended one of the Ports' Open House events and one of your port personnel claimed that there were going to be more people flying in and out of SeaTac in the future, anyway. Well, yes, maybe, but not nearly as many if you didn't build the terminal at all! The presumption is just that and can't compare impacts from adding a new terminal with 19 gates to the existing airport along with numerous other construction projects. He showed me exhibits of the surrounding areas/neighborhoods impacted (with lines for the noise levels to the surrounding areas) for the future (2032 and 2037, I believe) which showed very little difference in the noise levels for those dates but didn't show an exhibit with noise level lines for the present date. The year 2032 is eight years away so what is the Port not telling me?? The noise level measurements (DNL) are outdated anyway; they don't reflect reality about what I will hear in my home and in my yard (no noise, then suddenly lots of jet noise) during the day or night; an average is not a reflection of reality. 4

466-1. General Response #1

466-2. The FAA and the Port collaborated with WSDOT to complete a surface transportation study to identify roadway intersections that would fail to meet local and agency mobility standards in 2032 and 2037 due to the implementation of the Action Alternatives. Mitigation was proposed for impacted intersections according to each jurisdiction's requirements. With the proposed mitigation, the impacts are not considered significant.

466-3. General Response #18

466-4. General Response #5
General Response #12
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

466. Lisa Westgard (continued)

In the future, as a newly retired homeowner, I would like to enjoy sitting on my back deck with no more jet noise than I experience now. Increased health harms from aviation emissions, noise, heat, traffic congestion and loss of trees/natural habitat are significant changes to the area that need to be fully addressed. Is it really appropriate for the Port to claim in the EA that King County and Washington State can meet their climate goals under the proposed plan? 5

Please do your due diligence and support the communities of SeaTac, Burien, Normandy Park and Des Moines by conducting a thorough EIS on this large project so that all impacts will be fully considered and mitigated going into the future. Thank you for your time and consideration. 6

Sincerely,
Lisa Westgard,
Des Moines, WA 98148

466-5. General Response #11
General Response #13

466-6. General Response #1
General Response #6

467. Robert Briggs

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rsb2@turbonet.com

Comment

Please find attached in Word format and below my comment on the SAMP EA for SeaTac Airport.

Respectfully submitted,

Robert Briggs

SAMP EA Comment - Climate Thursday, December 12, 2024

The Sustainable Airport Master Plan (SAMP) Draft Environmental Assessment (EA) for SeaTac Airport is deficient in its treatment of climate. I describe below specific deficiencies in Chapter 4 - Environmental Consequences, Appendix C - Air Quality and Climate, Chapter 5 - Cumulative Impacts, and a major omission from the entire EA. 1

Chapter 4 - Environmental Consequences

Chapter 4 - Environmental Consequences devotes only half of one page of the chapter's 94 pages to the climate topic. Given the large contribution of aviation to anthropogenic climate change and the threat that global warming poses to other environmental resources, one would expect a major fraction of a balanced, science-based environmental assessment to focus on the climate impacts of such a large project. 2

In Section 4.3.3.3 - Operational GHG Emissions Inventories (2032 and 2037), the text on page 4-26 states: 3

1 of 6 12/12/2024, 6:17 PM

467-1. General Response #11

467-2. Section 4.3.3, the Greenhouse Gas analysis, starts on page 4-19 and concludes on page 4-26 in the Draft EA.

467-3. General Response #11 This text has been removed from the Final EA.

467. Robert Briggs (continued)

"The FAA published the United States Aviation Climate Action Plan in 2021, which describes a whole-of-government approach to achieve new-zero emissions by 2050."

Is "new-zero emissions" actually what the Action Plan says, or is this a typographical error that was intended to read "net-zero emission"? "New-zero" is not a commonly used phrase in this field, and if its use was intentional, it needs to be explained. The same nonstandard language is repeated in Section 5.1.3 - Climate on page 5-14. 3

Given that SEA currently has 111 gates, one would expect the addition of 19 new gates along with the other changes that are part of the SAMP near-term projects to increase aircraft operations and passenger capacity at SEA by about 17%. I note that Table 4-1 (copied below) shows projections of much smaller increases in aircraft operations and passenger numbers (Proposed Action vs. No Action Alternative) resulting from the increased airport capacity. The Table 4-1 projections show the Proposed Action increasing aircraft operations by just 1.9% relative to the No Action Alternative for 2032 and by 7.4% by 2037.

TABLE 4-1: FORECASTED AIRCRAFT OPERATIONS AND PASSENGERS BY ALTERNATIVE

Alternative	Aircraft Op. (2032)	Passengers (2032)	Aircraft Op. (2037)	Passengers (2037)
1: No Action	466,900	57,171,652	474,874	59,483,817
2: Proposed Action	475,655	58,294,388	509,892	64,093,412
3: Hybrid Term. Opt.	475,655	58,294,388	509,892	64,093,412

4

The question these numbers provoke is whether the actual increases in numbers of flights and quantities of greenhouse gas (GHG) emissions that result from the expansion are likely to be far higher than these projections. This concern is heightened by data from the 2023 Airport Traffic Report from the Port Authority of New York, which lists 50,877,260 passengers for SEA in 2023, up 10.7% from 2022. If aircraft operations increase more rapidly than these seemingly conservative projection suggest, GHG emission increases could be far larger than the projected emissions shown in Tables 4-14 and 4-15. A phenomenon familiar to transportation planners that makes this scenario seem likely to happen is know as induced demand.

Obviously, projections of future demands are uncertain. Given that aircraft operations are the key determinant of GHG emissions and that, once the capacity has been built at SEA, the Port will have little capability or incentive to limit operations, the EA should include not just the GHG emissions under a single future projection, but projects

467-4. General Response #1
General Response #11
As explained in the Constrained Operating Growth Scenarios Report in Appendix A, implementation of the Proposed Action will increase SEA's ability to accommodate increased aircraft operations and passengers at an acceptable level of service by adding gates and passenger processing facilities. As a result, the number of aircraft operations and passengers will increase toward the projected unconstrained levels identified in the 2023 Updated Forecast. This higher growth rate, which is effectively induced demand, is expected to occur for about three years as airlines adjust their schedules to the additional gate availability. However, SEA will again experience constrained growth rates as airfield and airspace constraints become the primary constraining factors, which will be exhibited through departure delay.

467. Robert Briggs (continued)

that reflect a range of reasonably foreseeable scenarios. The scenario that is most critical to add is the one that accounts for full utilization of SEA airport capacity. To do the needed analysis to understand the climate impacts from a fully-utilized SEA airport after the near-term projects have been completed will require time and effort that will only be available as part of a full Environmental Impact Statement. The FAA needs to require one. 4

Appendix C - Air Quality and Climate

Section 22 - Significance Determination (page 66) begins with this passage:

"Per FAA Order 1050.1F Desk Reference and CEQ guidance, there are no federal significance thresholds for GHG emissions. There is a considerable amount of ongoing scientific research to improve understanding of global climate change and FAA guidance will evolve as the science matures or if new federal requirements are established."

It is incorrect and scientifically unfounded to suggest that because the FAA has not established federal significance thresholds for GHG emissions, that GHG emissions cannot be significant. If that were the case, there would be no point in including any information on climate in the EA at all, as it would be, almost by definition, non-significant.

Similarly, it is absurd to imply that the fact there is ongoing research on climate change is evidence that the science is insufficiently mature for the FAA to provide guidance on its significance or for an EA to find it significant. The science that has determined that aviation GHG emissions contribute significantly to climate change has been unequivocal for decades. To suggest otherwise is shameful. This must be removed from the EA if the document is to have credibility with informed reviewers or the general public.

5

The same section goes on to state:

"For context and intensity, Washington's GHG emissions are estimated at 102.1 million metric tons74 and US. based GHG emissions are estimated at 6,341.2 million metric tons CO_2e in 2022.75 The majority of the GHG emissions increase, associated with the Proposed Action, comes from Scope 3 which includes indirect GHG emissions caused by airport operations that are not under the direct control of the Port, including sources like aircraft-related emissions."

To state that the Scope 3 aircraft-related emissions are not under the direct control of the Port in this context is disingenuous. The SAMP and EA process is the control knob under which the Port, does have control of the GHG emissions at SEA, as is admitted in the previous paragraph: "As disclosed, both the Proposed Action and the Hybrid Terminal Option would increase GHG emissions as compared to the No Action Alternative." The language that obfuscates the Port's control in this matter should be removed, as it undermines the reader's perception that the EA is objective and balanced.

Section 22 continues:

"The implementation of GHG reduction efforts, independent of the Proposed Action, by the Port of Seattle, local and state agencies, and local stakeholders (including airline operators) will help reduce GHG emissions from aircraft sources and aid the Airport and the region to prepare and adapt to climate change risks and impacts. However, these risks would be present regardless of the implementation of the Proposed Action and the Hybrid Terminal Option and would not be exacerbated. Therefore, the anticipated increase in GHG emissions due to the Proposed Action in the context of the Airport's sustainability efforts and climate goals is not anticipated to result in an adverse impact on climate."

467-5. General Response #11

467. Robert Briggs (continued)

It is a patently false statement that the increased emissions that the Proposed Action (or Hybrid Terminal Option) would not exacerbate climate change risks and impacts. It is a well established science that GHG emissions cause climate warming and associated risks and impacts. Both the premise and conclusion of the final sentence in the paragraph are also false, although the later is obscured through the use of passive voice.

If the contention the EA is intending to assert in the above quoted paragraph is that the increase in GHG emissions from the Proposed Action are so small they can be ignored, it should be noted that courts around the world have rejected that reasoning. Just because you claim to be only a small part of a large problem, does not absolve you of the obligation to address your share of the problem.

If the contention the EA is intending to assert is that the GHG emissions increase from the Proposed Action will be offset by other GHG reduction efforts by the Port of Seattle, local and state agencies, and local stakeholders (including airline operators), then the EA should contain credible data that shows this to be the case. I note that TABLE 4-14: ANNUAL OPERATIONAL GHG EMISSIONS INVENTORY – FUTURE (2032) NO ACTION ALTERNATIVE shows that the Scope 3 aircraft fuel burn emissions total 6,695,771 CO_2e metric ton/yr., which (excluding roadways) make up 99% of the airport's 6,760,974 CO_2e metric ton/yr. total emissions. Regardless of how commendable the Port's work on SEA's Scope 1 and Scope 2 emissions may be, it is hard to offset aircraft emissions with available airport-based actions when they are responsible for only 1% of SEA's total GHG emissions contribution. 5

An example of relevant data that should be added to the EA, which might support a contention that increased emissions due to the Proposed Actions will be offset by other efforts would be data on low-carbon fuel use. As noted in Section 21.1, the Port has set a goal to power every flight fueled at SEA with at least a ten percent blend of SAF by 2028. Given that 70% of the time available for achieving that ten-year goal set back in 2018 has elapsed, one would expect to learn from the EA that the Port is currently delivering a seven percent blend of SAF for every departing flight. We have requested that the Port provide us data on current SAF usage, but have had no success in obtaining those data.

The original claim made by the Port that it could achieve significant CO_2 emission reductions through the use of SAF were met with skepticism by critics. A report funded by The Port on the potential for SAF production in the Pacific Northwest1 raised many red flags regarding the likelihood that a new SAF industry could be stood up at a scale and in a time frame that matters for climate. If the EA is to conclude that GHG emissions increases from the Proposed Actions will be offset by GHG reductions, data supporting that assertion must be included in the EA. 6

The final sentence in the Section 22 - Significance Determination (page 66) states the Proposed Action "...is not anticipated to result in an adverse impact on climate." The statement is not only false, but it employs the wrong yard stick for evaluating the Proposed Actions. In the context of the plans and goals of the public and private entities listed in Section 21.2.3, the correct yard stick is whether the SAMP effectively supports the dramatic reductions in GHG emissions that these entities have committed to achieving and that climate science indicates are urgently needed to stabilize global climate.

Section 21.2.3 Climate Action Plans and Goals (pages 64 and 65) describes the GHG emissions plans and goals for the following public and private entities, as is summarized below:
- The Port of Seattle - Reduce Scope 3 GHG emissions to carbon-neutral by 2050 (Century Agenda)
- King County - Reduce GHG emissions countywide by 50 percent by 2030 and 80 percent by 2050. (2020 Strategic Climate Action Plan)
- Washington State - Committed to reducing GHG emissions by 95 percent by 2050 (Climate Commitment Act). 7

467-6. General Response #11 The greenhouse gas assessment did not include the use of Sustainable Aviation Fuel or other biofuels. It also did not include electric ground support equipment or new technology such as electric aircraft. These items were not included due to modeling limitations and/or the speculative nature of the development of the technology.

467-7. General Response #11

467. Robert Briggs (continued)

• Puget Sound Clean Air Agency - Region's GHG emissions to be 50% below 1990 emissions by 2030 (EPA's Climate Pollution Reduction Grant program)
• The FAA - Net zero emissions by 2050 from the US aviation sector (FAA 2021 Climate Action Report)
• American Airlines - Reduce GHG emissions from jet fuel by 45 percent by 2035 and achieve net zero GHG emissions by 2050 (2022 Sustainability Report)
• United Airlines - Become 100 percent green by 2050 without traditional offsets (Our Environmental Commitment)
• Alaska Air Group - Achieve net zero GHG emissions by 2040 (2022 Care Report)

The FAA document describes a "whole-of-government" effort to reduce GHG emissions. The above summary illustrates the broad support from relevant levels of government and the aviation industry itself for dramatically reducing GHG emissions to near zero over the coming 25 years. It seems inappropriate and indefensible, for the EA to be using not having an "adverse impact on climate" as the acceptance criterion for this long-term infrastructure plan. The Proposed Actions will not be completed until 2032, at which point half of the needed reductions need to be achieved if the climate goals of these public and private entities are to remain attainable. 7

Section 4 - Environmental Consequences (page 4-1) states that, in accordance with FAA Order 1050.1F, "The analysis presented in this chapter includes considerations of direct and indirect impacts and their significance, as well as possible conflicts with the objectives of federal, regional, state, tribal, and local land use plans, policies, and controls for the GSA." It appears that the intent of these regulations is that FAA actions be made in consideration of the policies of other levels of government, not in defiance of them.

Chapter 5 - Cumulative Impacts

Section 5.1.3 - Climate concludes its very cursory treatment of the climate issue with these words:

"Therefore, the Action Alternatives, when combined with other past, present, or reasonably foreseeable projects are not expected to prevent King County or the State of Washington from taking actions to meet their climate goals." 8

This statement acknowledges correctly that the SAMP and The Port's larger Century Agenda cannot prevent King County or the State of Washington from taking actions to meet their climate goals. Sadly, this statement does not indicate that The Port and FAA intend to be part of the "whole-of-government" that supports those goals nor that they will refrain from taking actions that will prevent those climate goals from being achieved.

Major Omission from EA

In the SAMP's 4,500 plus pages, I find no mention of the words "contrail" or "cirrus." The radiative forcing due to contrails created by conventionally-fueled aircraft operating at cruise altitude causes between one and two times the warming caused by the CO2 emissions from those aircraft. This phenomenon is often referred to as "contrail cirrus." Like greenhouse gases, contrails and the cirrus clouds that under certain conditions form from them trap outgoing long-wave radiation emitted by the Earth and hence warm the planet. 9

It is a serious omission that the SAMP does not mention or acknowledge the impact of contrail cirrus along with its accounting of fuel dispensed to aircraft and the resulting GHG emissions (Tables 4-14 through 4-18). The adverse impacts on climate of the airport expansion would be more than twice as large if contrail cirrus contributions were accurately accounted for in the EA.

The omission of contrail cirrus considerations is also important to other aspects of the SAMP. Night flights are

467-8. General Response #11
General Response #17

467-9. General Response #1
The FAA has funded the Partnership for Air Transportation Noise & Emissions Reduction (PARTNER) and subsequently the Center of Excellence for alternative jet fuels and environment (ASCENT) research initiatives to quantify the effects of aircraft exhaust and contrails on global and U.S. atmospheric composition. Similar research topics are being examined at the international level by the ICAO. Neither FAA Orders 1050.1F and 5050.4B nor the Aviation Emissions and Air Quality Handbook, Version 3, Update 1 requires the quantification of the effects of contrails.

467. Robert Briggs (continued)

particularly problematic with respect to contrail cirrus. Unlike during daylight hours when contrails block incoming solar radiation, there is no offsetting reduction of incoming radiation from contrails at night. This makes night-time flights far more damaging to the climate than flight during daylight hours. Air-freight companies conduct the majority of their flights during night-time hours. There are often viable alternatives modes for shipments that currently move as air freight. The Port's planning for large scale expansion of infrastructure for air freight needs to be informed by sound science, which includes climate forcing from contrail cirrus.

To completely ignore this important environmental impact in assessing a long-term infrastructure investment that uses public money would be profoundly irresponsible. This topic requires serious study, and only a full environmental impact statement will afford the time and resources necessary for the science-based analysis that is required.

9

File

- SAMP-EA-Comment-Climate-Submitted-by-RS-Briggs.docx

468. Robert Briggs - 2

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Comment

Please find attached in Word format and below my comment on the SAMP EA for SeaTac Airport.

SAMP EA Comment - Cumulative Impacts Thursday, December 12, 2024

The Sustainable Airport Master Plan (SAMP) Environmental Assessment (EA) is deficient in its treatment of cumulative impacts related to Climate, Air Quality, and Noise, among other categories. The decision to limit the temporal windows within which cumulative impacts are consider is arbitrary and capricious and unresponsive to the realities of relevant science.

The EA quotes Council on Environmental Quality (CEQ) guidance: "...cumulative effects are "the effects on the environment that result from the incremental effects of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period time.'"

The EA states, "For this analysis, past projects are defined as those which occurred within the past five years (between 2017 and 2021)." Logically, the window for consideration of earlier actions would be based on the specific issue in question. If we look specifically at climate, the cumulative impacts of anthropogenic emissions that are relevant to this SAMP decision, which if approved will further increase emissions, have taken place principally over the past 100 years and have raised atmospheric carbon concentration by approximately 50%. Emissions prior to 2017 are critical to understanding the consequences and environmental costs of the increased emissions that will occur if this SAMP EA is approved. I read nothing in the CEQ's guidance that implies that only a recent slice of the past is relevant when assessing cumulative impacts.

1

1 of 2 12/12/2024, 6:49 PM

468-1. General Response #17

468. Robert Briggs - 2 (continued)

The EA makes a similar error of logic and scientific understanding in dealing with the future. The EA states, "No projects past 2032 are included because there is a lack of adequate detail about those later projects to enable meaningful review; any analysis of those projects or their impacts would be speculative." It goes on to say, "Projects included in the SAMP Long-Term Vision (LTV) are not included in the reasonably foreseeable future projects analysis because they remain 10-plus years in the future, need additional analysis, and are not yet at the point where they have received funding and / or approval."

There are numerous problems in the above quoted paragraph. Artificially truncating the time horizons within which the consequences of the Proposed Actions will be evaluated makes no sense in the context of climate impacts in particular. Climate science tells us that the climate forcing from the increased emissions from SAMP will continue for hundreds of years. Failure to include the LTV along with the near-term projects in the EA for the SAMP because they are not "reasonable foreseeable" is ridiculous. They are part of the plan. It represents a text-book example of why NEPA requires that cumulative impacts be considered. 1

The SAMP states that the reasons the LTV projects are not included in the required consideration of cumulative impacts is because they are not "reasonably foreseeable," because they are too far in the future, and because they "are not yet at the point where they have received funding and / or approval." The EA is playing games with language here. The whole purpose of planning is to foresee and envision, so how possibly can a project you are planning not be reasonably foreseeable? And if you can exclude the cumulative impact of an action from consideration in an EA because the action is not yet funded or approved, it creates a Catch-22, that makes a mockery of the entire process, because projects that are funded and/or approved are always built regardless of their environmental impacts. 2

Climate is the biggest economic, environmental, and human-rights challenge the world has ever faced. This EA, if approved, would green light projects with large adverse contributions to an already dangerously out of control situation. What is called for is a comprehensive analysis of the entire project, so that alternatives can be accurately assessed. Order 5050.4B, April 2006, CHAPTER 1. ORDER OBJECTIVES AND DEFINITIONS:
Section 102(2) contains 'action-forcing' provisions to make sure that federal agencies act according to the letter and spirit of the Act." Mincing the language around cumulative impacts meets neither the letter nor the spirit of the Act. 3

Airports are long-term investments in public infrastructure. If the EA is correct in stating that the Long-Term Vision "need(s) additional analysis," then the FAA must require a full Environmental Impact Statement (EIS) be done to provide that additional analysis that is needed, particularly with respect to the climate impacts of continued aircraft operations growth at SeaTac Airport. 4

Respectfully submitted,

Robert Briggs

File

- SAMP-EA-Comment-Cumulative-Impacts-Submitted-by-RS-Briggs.docx

468-2. General Response #19c

468-3. General Response #7
General Response #11
General Response #17

468-4. General Response #1

469. Caroline McShane

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 2:58 PM
To SAMP Public Comments <SAMP@portseattle.org>

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Name

Caroline McShane

Comment

see attached file

File

- EA-comment-12122024.pdf

1 of 1 12/12/2024, 6:54 PM

469. Caroline McShane (continued)

December 12, 2024

Mr. Steve Rybolt

Port of Seattle, Aviation Environment and Sustainability
PO Box 68727
Seattle, WA 98168

Dear Mr. Rybolt,

Thank you for the opportunity to respond to the Seattle-Tacoma Airport Master Plan (SAMP) Environmental Assessment. As residents of Des Moines for over 40 years, we are directly impacted by SeaTac airport operations. After reading the SAMP and attending community meetings, we offer our comments for your consideration:

Area of Potential Effect (APE), Noise and Air Quality, Health Impacts

The EA's Area of Potential Effect has been narrowly drawn. Based upon our experience we have been exposed to increased air traffic noise, day, and night, coupled with the degradation of air quality, i.e., jet fuel smells and particulate matter on property directly exposed, such as patios, cars, and boats. We live outside DNL 65 and in the Marina District. 1

While the EA acknowledges that all air pollutants will increase, it does not address the potential significant health conditions that could impact on the community within and adjacent to the APE.

Environmental Assessment (EA) vs Environmental Impact Study (EIS)

The Environmental Assessment (EA) conducted resulted in no significant impact on most of the areas considered. Several studies regarding science and analysis of effects of exposure to aircraft noise and pollution are available: 2

- 2020 Community Health and Airport Operations Related Noise and Air Pollution: Report to Legislature in Response to Washington State HOUSE 109. ("PUBLIC HEALTH STUDY")
- 2020 Study of the Current and Ongoing Effects of the Operation of Sea-Tac International Airport by Stantec
- 2019 University of Washington report titled the Mobile Observations of Ultrafine Particles Study
- 2018 World Health Organization Environmental Noise Guidelines for the European Region ("WHO Study")

We believe additional analysis and review of available studies completed throughout and following the period of the EA should factor into the assessment.

Given the magnitude of the proposed increase in airport activity and resultant impacts to the community, the proposal warrants an Environmental Impact Statement to determine these impacts in all areas in the EA and subsequent mitigation. Thank you for your consideration. 3

Regards,

Caroline and Tim McShane
Des Moines, WA 98198
Email: tcmcshane@netzero.com

469-1. General Response #2

469-2. General Response #1
General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14

469-3. General Response #1
General Response #6

470. Tom Hickey

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 2:15 PM
To SAMP Public Comments <SAMP@portseattle.org>

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Name

Tom Hickey

Address

807 S 281th St - Unit D-101, Des Moines, WA 98198

Email

tc_hickey2@yahoo.com

Comment

Please see attached response in a word document

File

- SAMP-response.docx

1 of 1 12/12/2024, 6:53 PM

470. Tom Hickey (continued)

December 12, 2024

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

Dear Mr. Rybolt:

Thank you for the opportunity to comment on the Seattle-Tacoma Sustainable Airport Master Plan Environmental Assessment. As a resident of Des Moines, Washington, I am impacted by operations at the airport on a daily basis. Having reviewed both the Sustainable Airport Master Plan and the Environmental Assessment, I would like to share my comments related to the environmental assessment and increased operations at SEA.

The SAMP proposal focused almost entirely on the growth in passenger traffic for the next 25 years. It did not mention the growth of freight traffic, which seems to have grown exponentially in the last 10 years. Living at approximately 1800 ft below the flight path, I have witnessed the significant increase in Prime, FedEx, and UPS planes. Previously, most of the freight traffic went to BFI. These planes approach at a lower altitude than most of the passenger jets (with the exception of the foreign carrier 777s) and therefore are a major source of increased noise --- especially considering that much of the freight activity is in the middle of the night going to Memphis and Louisville. Last night at about 2:30am I was awoken by a FedEx MD-11 taking off. Diverting much of this to BFI or PAE would alleviate much of the problem.

Though according to the recently released environmental assessment, noise exposure will not exceed NEPA thresholds; the expansion of operations at SEA will result in increased impacts, particularly for nearby communities. When I went to the public meeting, I learned that the models predicted noise levels that were about the same as they currently are. HOWEVER, this is almost entirely due to a forecast that predicts that the airlines will be purchasing newer, less noisy replacement aircraft in the future. That means that the noise level would decrease in the future and that it is staying the same due to the capacity increase that is being proposed. It seems as if the existing noise profile has been deemed to be "acceptable" and an increase in capacity is permitted as long as the overall profile is not exceeded. Certainly those of us that live in the flight path do not consider the status quo to be acceptable. In addition, the will be noise of longer DURATION just because there will be more flights sequenced closer together.

1

Given the significant increase in the number of aircraft operations/overflights and quieter aircraft (per event), the DNL noise metric does not adequately reflect residents' experiences with aircraft noise. Supplemental metrics, including the Number-of-Events-Above (NA) and NA night, should be utilized in the FAR Part 150 study to provide decision-makers and the public with a comprehensive understanding of both existing conditions and future changes, including those projected for the SAMP (2032). These metrics should also be considered when evaluating potential noise abatement strategies that can be applied beyond the DNL 65 dBA contours, as practiced at other airports in the United States.

2

470-1. General Response #13

470-2. General Response #12 Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. As noted in Table 4-1, it is projected that there would be 509,882 operations in 2037 with the Proposed Action, an increase of 27% from 2022 operations (401,351).

470. Tom Hickey (continued)

For SEA to truly support "sustainable" growth, it must consider the impacts on neighboring jurisdictions and the quality of life in those communities.

This includes air quality in communities that surround the airport. If you leave your car outside, it will be coated with a layer of soot every morning. That is also going into our lungs. On a calm day, when I go outside to walk, I can smell the jet fuel particularly when the departure flight path is to the south. The environmental assessment indicates increases in all critical air pollutants. Even though these levels do not exceed significance thresholds, they are certainly impacting the quality of life of the residents. That cannot be healthy either but it is unavoidable as part of maintaining life. This has not been discussed or addressed in the proposal. 3

While we acknowledge the benefits the airport brings to our region, it is important that growth is sustainable and does not benefit the region with only those close-in communities bearing the burden in terms of environmental impacts and reduced quality of life. There are very few mitigation measures identified in the environmental assessment. There seems to be minimal effort to protect our quality of life. Please bear in mind the greatest burden is placed on those who live adjacent to the airport and below the arrival and departure flight paths and special consideration should be made to understand and manage those impacts to help maintain our quality of life. 4

I have been to three meetings on this topic. I get the distinct impression that this is already a "done deal" and that these are primarily information session under the guise of soliciting input. It all seems like the same process that was used in "deciding" to build the third runway.

Thank you for taking the time to review my comments. Please make every effort to encourage a truly sustainable future for Seattle-Tacoma International Airport which can only be accomplished through collaboration in managing the growth and impacts of the burdens placed on neighboring communities. 5

Sincerely,

Tom and Chris Hickey
807 S 218th St, Unit D-101
Des Moines, WA 98198

Email: tc_hickey2@yahoo.com

470-3. General Response #8
General Response #9b
General Response #9c
General Response #10

470-4. General Response #6

470-5. General Response #1 The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

471. Doreen Harper

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Thu 12/12/2024 6:03 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Doreen Harper

Address

26625 16th Ave. South

Email

doreenharper@me.com

Comment

My comment is attached as a doc.x document.
I plan on forwarding my comment letter to the EPA, my elected officials at all levels, Department of Health, WDFW and any other stakeholders that should be involved in the process.
Thank you,
Doreen Harper

1

File

- 2024-Des-Moines-Resident-EA-Comment-LetterHarper.docx

1 of 1 12/12/2024, 6:05 PM

471-1. This comment has been noted.

471. Doreen Harper (continued)

December 12, 2024

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

Dear Mr. Rybolt:

I am taking the opportunity to comment on the Seattle-Tacoma Sustainable Airport Master Plan Environmental Assessment. As a resident of Des Moines, Washington, I am directly impacted by operations at the airport daily. Having reviewed both the Sustainable Airport Master Plan and the Environmental Assessment, I am sharing my comments related to the environmental assessment and proposed increased operations at SEA.

Firstly, I'm choosing to voice my frustration with the process. The amount of time provided for citizens, residents, civic leaders, legal representatives and the like to review the SAMP {which took years to produce}, is not only an unscrupulous attempt at circumventing the legal process but is also an example of the Port of Seattle's (POS) bullish tenacity to use their power to manipulate situations to their benefit. The POS's actions are unprofessional and disrespectful to all concerned parties and should be recognized as such. The proposed plans will negatively impact the surrounding communities and the procedures that the POS has chosen to move forward with clearly disregard the concerns of those living and working near the airport. The POS should be required to conduct a full Environmental Impact Analysis so that their attempts to evade an in-depth scrutiny of their plans can be fully analyzed for the impacts that they will have on all communities surrounding SEA. 2

Some of the concerns that need a complete and thorough EIS analysis and review are as follows. 3

1. *Noise exposure and impacts associated with current flight activity AND the proposed increased flight frequency.*
2. *Mitigation for increased noise exposure. impact, value and damage (for home, health, work, education, recreation).*
3. *Night-time flight noise and the health impacts for those with disrupted sleep patterns (which contribute to high blood pressure, increased risk of stroke, learning disabilities, etc.)*
4. *Impacts on wildlife, water systems, ecosystems with respect to air, water and noise pollution.*
5. *Additional impacts on endangered Salmon especially regarding the chemicals (6PPD & 6PPD-quinone) used in rubber products such as airplane tires. Increased flights will result in added storm water runoff pollution exposure for Coho Salmon which is a known toxin to this* 4

1

471-2. General Response #1
General Response #3
General Response #4

471-3. General Response #5
General Response #6
General Response #8
General Response #10
General Response #12
General Response #13
General Response #14

471-4. Section4.3.2 of the EA provides the results of the biological resources analysis while Section 4.3.14 provides the results of the water resource analysis. As noted in both sections, the proposed project would not result in significant impacts to either biological resources or water resources in accordance with the thresholds established in FAA Order 1050.1F.

In addition to the testing of treated stormwater for the contaminants regulated under the NPDES permit, the Port conducts acute toxicity testing, sublethal testing, and in-situ toxicity testing (Appendix D). No acute toxicity or sublethal toxicity has been identified. The Rainbow Trout Early Life Stages *In-Situ* Monitoring Testing has been conducted every fall and spring since 2011. Applied under the appropriate conditions, this testing is an effective instream biological monitoring tool for assessing the potential effects of stormwater discharges on the

	receiving environment. The Des Moines Creek Lower site (after receiving treated stormwater runoff) has substantially higher hatching, post hatch survival, and cumulative survival rates compared to the Des Moines Creek Upstream site (located upstream). The test results support the theory that the addition of SEA's treated stormwater has a beneficial effect for Des Moines Creek. The existing science on 6PPD-Q is not fully mature, and the measurement and understanding of 6PPD-Q and their related risks has not been clearly defined. Currently 6PPD-Q is not regulated by the EPA or the State of Washington either through rate of emissions or concentrations and are therefore not typically considered in formal reviews. Furthermore, an analysis of 6PPD-Q is not a requirement of NEPA or FAA Orders 1050.1F and 5050.4B. The Port has started a potential treatment study and has identified potential treatment that would meet proposed State of Washington standards.

471. Doreen Harper (continued)

species. (https://www.epa.gov/newsreleases/epa-issues-advance-notice-proposed-rulemaking-protect-salmon-chemical-used-rubber)

6. *Impacts on air quality, increases in ultra-fine particulate, mitigation for health impacts such as asthma and other respiratory and blood conditions.* 5
7. *Mitigation for loss of tree canopy, habitat and quality of life factors.* 6
8. *Environmental (in)justice: Populations of color and all people surrounding the airport need to be treated as a stakeholder in the decision-making process due to the POS's negative, direct impact from their actions. Communicate in all languages for equal and fair participation.* 7
9. *Mitigation for lower property values for all landowners surrounding the airport withing a 10-mile radius due to the negative impacts associated with the airport.* 8
10. *Allocate cargo elsewhere to reduce the number of flights leaving SEA. The continuous layering of the airport activity is an environmental and health burden on all living beings surrounding the POS's activity.* 9

While I acknowledge and appreciate the benefits the airport brings to our region, it is imperative that growth is sustainable and environmentally responsible. It is your responsibility to recognize that the burden that falls on those living and working near the airport should not be greater than those reaping the financial rewards by the economic activity. There are very few mitigation measures identified in the environmental assessment. Minimal effort has been invested in protecting our quality of life. Acknowledgment to support and protect the learning and health of those living in the region surrounding the airport is absent or lacking. Be respectful neighbors and partners with the impacted communities so we can all successfully work together. 10

Thank you for taking the time to review my comments. Please make every effort to encourage a truly sustainable future for Seattle-Tacoma International Airport which can only be accomplished through collaboration in managing the growth and impacts of the burdens placed on neighboring communities.

Sincerely,
Doreen Harper
Des Moines, WA
doreenharper@me.com

2

471-5. General Response #8
General Response #9b
General Response #10

471-6. General Response #6
General Response #18

471-7. General Response #3
General Response #15

471-8. General Response #6
General Response #20

471-9. General Response #3
General Response #7b
General Response #7c

471-10. General Response #1
General Response #5
General Response #6

472. Brian Davis

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 1:27 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Brian Davis

Address

14928 22nd Ave SW, Burien, WA 98166

Email

bdavisbac@gmail.com

Comment

Attached in PDF form is my comment on the Sustainable Airport Master Plan. Thank you.

File

- Brian-Davis-SAMP-comment.pdf

472. Brian Davis (continued)

Brian Davis SAMP comment

I am the vice chair of the Burien Airport Committee, which advises the Buren City Council on matters pertaining to Seattle-Tacoma International Airport (SEA). I call your attention, first, to the City of Burien's official comment on the Sustainable Airport Master Plan (SAMP), which concludes that the only proper approach to evaluate the Port of Seattle's proposal is through an Environmental Impact Statement rather than an Environmental Assessment. I concur. 1

Whether by design or default, the SAMP creates a very narrow universe that is not connected to the reality of the environmental and economic harms that Burien residents experience from operations at SEA. The boundaries of the General Study Area are drawn very tightly around the airport campus. The authors of the SAMP are asking for an evaluation of impacts that will occur only during the development of the Near-Term Projects (NTPs) that are at the core of the plan.

This ignores an obvious question: What impacts will occur in Burien and the other airport-adjacent communities once these projects are completed and traffic (both aircraft and vehicular) begin building to the Port's projected accommodation of some 1,500 takeoffs and landings per day? 2

Take, for example, the SAMP's projection of significant increases in emissions of carbon monoxide and nitrogen dioxide. Those emissions will not magically cease while departing and arriving aircraft are outside the airport boundary, but rather will accumulate along the flight path and impact the lives of people who live and work in those corridors.

For Burien, there is particular concern because of a major highway construction project that will bring tens of thousands of additional vehicles a day along a four-mile corridor that skirts the edge of downtown Burien and runs very close to the flight path north of SEA. The highway project—the 509 Gateway—will connect SR-509 with Interstate 5, making that road the primary truck route linking the maritime ports of Tacoma and Seattle.

Yet the SAMP ignores this project, which violates the mandate of the National Environmental Policy Act (NEPA) having to do with evaluation of cumulative impact: "Cumulative impact is the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonable foreseeable future actions regardless of what agency (Federal or non-Federal) of person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." (Source: NEPA, 40 CFR 1508.7) 3

The Port of Seattle argues the 509 Gateway, which is under the authority of the Washington State Department of Transportation (WSDOT), is a completely separate undertaking. This is disingenuous. The extension of SR-509 will make possible a new southern entrance to the airport. More significant to Burien and its citizens, when it is

472-1. General Response #1

472-2. General Response #2
For the assessment of potential operational impacts, the Action Alternatives were compared to the No Action for 2032 conditions. The year 2032 was selected as the evaluation period for this EA because it represents the year when most, if not all, of the elements of the Proposed Action would be substantially complete and operational. FAA Order 1050.1F also suggests conducting analysis of noise impacts for an out-year to understand the potential impacts associated with growth in activity after implementation. For this EA, the FAA selected 2037 as the out-year, which is used for the evaluation of impacts for Air Quality, Greenhouse Gas, Noise, and Surface Transportation. Finally, the interim years of 2025 through 2032 were assessed for potential construction related impacts.

472-3. General Response #17
General Response #19
General Response #19b

472. Brian Davis (continued)

fully opened, SR-509 is forecast to accommodate between 164,400 and 195,600 vehicles a day. (Source: Final EIS, SR-509 Corridor Completion, Jan. 2003.) At peak hours, the segment of 509 between S. 188th Street and S. 146th Street will by 2045 experience an increase of 112.5 per cent in the morning and nearly 74 per cent during afternoon/evening peak hours. (Source: Environmental Reevaluation, Puget Sound Gateway Program, Jan. 2018.)

This will not happen in isolation. The noise and pollution resulting from completion from the 509 Gateway must be considered *together* with the environmental impacts related to a 28 per cent increase in annual aircraft operations, which the SAMP predicts will occur at SEA by 2034.

3

A second critical omission, as the SAMP is currently written, allows the Port to escape another cumulative-impact examination: The opening of the third runway at Sea-Tac in 2008. Since that time, annual aircraft traffic has increased from about 365,000 operations to some 423,000—or by about 16.5 per cent. If the SAMP currently under review were approved without modification, this would amount to 48 per cent growth in takeoffs and landings between 2008 and 2034—with all of the attendant noise and other forms of pollution. The SAMP's timeline, which extends only to 2017, is inadequate.

4

This SAMP fails to fully consider the impact of airport growth on air quality in the surrounding areas. There is still-emerging scientific evidence which adds to our understanding of why people beneath SEA flight paths are experiencing a variety of health adversities, and which must be further explored. It is, in any case, impossible at this point to conclude that aircraft-related emissions have nothing to do with those problems. These impacts, which will only deepen as Sea-Tac International gets busier, demand full examination as part of the current SAMP approval process. (Sources: Community Health Report to the Legislature, Public Health Seattle and King County, Dec. 2020; Mobile Observations of Ultrafine Particles, University of Washington, Dec. 2019)

The SAMP fails to acknowledge the depth and breadth of these adverse effects. The 2020 Public Health report to the Washington State legislature listed an array of air quality-related problems including cardiovascular and respiratory disease. Of particular concern is damage caused by Ultrafine Particles (UFPs), which are found in higher concentrations below aircraft flight paths. UFPs are not regulated but Public Health outlined significant issues associated with larger "fine particulate matter" and recommended additional study of UFPs and how they affect human health. Notably, the report suggested development of a robust network of air quality monitors along the flight paths and in other locations close to the airport. Consultants hired by the Port of Seattle dismissed much of the research, questioning both data and methodology. (Source: The King County Health Study, Ramboll Group, undated.)

That the Port of Seattle seems disinclined to take a hard look at the situation is a disservice to Burien. Residents of this city make significant environmental and financial sacrifices so that SEA may become an even bigger part of the Puget Sound's economic engine. Those sacrifices must be thoroughly and properly measured.

5

472-4. General Response #17
General Response #19a

472-5. General Response #8
General Response #9b
General Response #10

472. Brian Davis (continued)

Beyond emissions, there is noise. In this area, there is movement toward policy change that could significantly alter how noise is defined and dealt with. The FAA Reauthorization Act of 2024 set in motion an "assessment of alternative noise metrics that could be used to supplement or replace the existing Day Night Level (DNL) standard." (Source: Airport Noise Report, May 2024.) The World Health Organization in 2018 set 45 Lden, which is a measurement similar to DNL, as the threshold for adverse health effects. In addition, there is discussion among acoustics experts about the need to move away from using only averages to define noise levels, and instead start factoring in the frequency of flights into and out of a given airport. A change like that—and the mitigation standards that would result—could be profound for neighbors of SEA, where aircraft operations would grow to nearly 1,500 per day. That is a 24-hour average of 62.5 flights per hour, or more than one a minute. 6

Finally, I am skeptical about the Port of Seattle's claims regarding the economic benefits that Burien derives from the airport. The SAMP's numbers are from 2017—outdated not only by the passage of several years but also by the changes that have occurred in the workplace since the Covid pandemic of 2020. The Port should be required to revise its data accordingly; to "show its work" by detailing its sources for its claims; and also to include information about the negative impacts Burien has sustained because of the continued and substantial growth of Seattle-Tacoma International. "Negative impacts" would include lower property values, which affects not only individual property owners but also reduces the city's tax revenues. 7

In researching the City of Burien's officials SAMP response, I learned of at least one situation where initial claims of economic benefit have turned out to be exaggerated. When officials announced the project in 2017, they estimated 600 to 800 jobs would result from a warehouse complex just beyond the north end of runway 34L/16R. Employer data provided to the city shows that only 165 people work there. 8

A Finding of No Significant Impact under an Environmental Assessment, especially regarding the areas addressed in this document, would be erroneous and incorrect. Allowing these projects to proceed without more rigorous study would cause substantial, irreversible harm to my community. The only proper way to gauge the SAMP's true impacts, and to develop a comprehensive strategy to mitigate those impacts, would be to conduct a thorough review utilizing an Environmental Impact Statement. 9

Thank you.

Brian Davis, 14928 22nd Ave. SW, Burien, WA 98166

472-6. General Response #6
General Response #12
General Response #13
General Response #14

472-7. General Response #20
The 2017 data was the most recent and best data available at the time the study was completed. Information used for this analysis is sufficient for the FAA to accurately assess the impacts for each alternative.

472-8. The 600-800 new jobs related to the NERA site referenced by the Port are the total jobs expected when the site is fully built. As of today, only a portion of the site has been constructed, which is why only a fraction of the jobs have been realized.

427-9. General Response #1

473. S. Ashurst

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 2:15 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

S. Ashurst

Address

23260 28th Ave S

Email

songwulf@yahoo.com

Comment

I disagree with your assessment of impacts with respect to air quality, noise, and environmental justice. For either Alternatives 2 or 3, the EA's conclusion is that impacts in the above-categories are not significant. 1

As someone who lives within 3.5 miles of the airport, all of those elements already pose adverse impacts and will only increase doing so as the airport increases operations.
Our house has an (aging) Port Package window system. While planes are flying overhead (which is most of the morning/day/evening), it's not uncommon to have to speak louder to be heard by people nearby without raising our voices if the windows are open. Even with the Port Package, plane traffic is audible. Conversing outside as planes roar overhead is an exercise in futility depending on how frequently planes are leaving/arriving. More flights = increased noise problem. 2

The Univ. of Washington conducted a 2-yr study that found that residents within 10 miles of Seatac Airport are exposed to a distinct blend of ultrafine particles associated with aircraft. Other studies have shown that these ultrafine particles are more likely to enter people's bodies and are linked to breast cancer, heart disease, prostate cancer and a variety of lung conditions. A judge recently denied motions to dismiss a lawsuit against the airport, Alaska Airlines, and Delta Airlines for harm caused to the adjacent communities from aircraft emissions. Air pollution associated with the airport is HARDLY "insignificant" at current operation levels, 3

much less expanded levels.

Add to that the fact that most of the communities surrounding the airport are "environmental justice populations" that have children who are being impacted! "No impacts to children's health and safety risks would result." How convenient for the airport that the EA concludes that continuing to harm these adjacent communities is okay under the desired actions because "none of the impacts were found to be significant with mitigation and none are considered disproportionate and adverse." In other words, the airport is already screwing us all over anyway, so what's a bit more? 4

Unacceptable. The airport is growing, I get it. But it needs to stop doing so at the expense of its neighbors. The airport is a mixed blessing: It's an economic resource, but a health hazard to its neighbors. Don't let the former consideration continue to override the latter. 5

473-1. General Response #8
General Response #13
General Response #15

473-2. General Response #13
The FAA will forward your comment to the Part 150 team for consideration.

473-3. General Response #8
General Response #9b
General Response #10

473-4. General Response #15

473-5. This comment has been noted.

474. Alan Becker

12/13/24, 4:38 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 12:50 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

ALAN BECKER

Address

SW BAYVIEW DR, VASHON WA 98070

Comment

It seems the impact analysis pretty much completely ignores the biggest change in flight patterns in recent history -- that is, the implementation of NextGen, which forces ALL flights into a narrow path over Vashon Island, whereas flights used to be distributed fairly across the whole region that benefits from the airport. 1

The FAA's arbitrary use of Day Night Level noise measurements is not helpful since it doesn't take into account ambient sound levels -- i.e. the planes flying low over our rural area, scaring the deer (and us) every 3 to 5 minutes are a lot more disruptive than the same planes going over city neighborhoods where the noise blends with traffic and so on. 2

The true impact of Next Gen should be properly assessed, and/or it should be ended and the more equitable distribution of flight paths should be resumed. Next Gen has accomplished nothing but harm.

about:blank 1/1

474-1. General Response #17

474-2. General Response #12

475. Ryan Bowering

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 10:11 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Ryan Bowering

Address

19328 4th Avenue South, Des Moines, WA, 98148

Email

ryanbowering@hotmail.com

Comment

Hello,

I work for King County and purchased my home in 2021

The air pollution is completely unlivable. Buying this house was the biggest mistake I've ever made. My partner and I are moving to maple valley/covington next year because we want to start a family, but carrying a child and raising it, in the THICK jet fuel exhaust that wafts over our property is terrifying and immoral. 1

The jet fuel exhaust small is SO strong that we often wear N95's just to go into our backyard.

The disregard for the air quality of these communities is quite startling.

Also, the history shows that these plans never go the way it is presented. The plan vs the reality of the 3rd runway are very different. 2

1 of 1 12/13/2024, 12:12 PM

475-1. General Response #8
General Response #9b
General Response #10

475-2. General Response #19a

476. Michael Cai

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 12:35 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Michael Cai

Email

michaelcai09@gmail.com

Comment

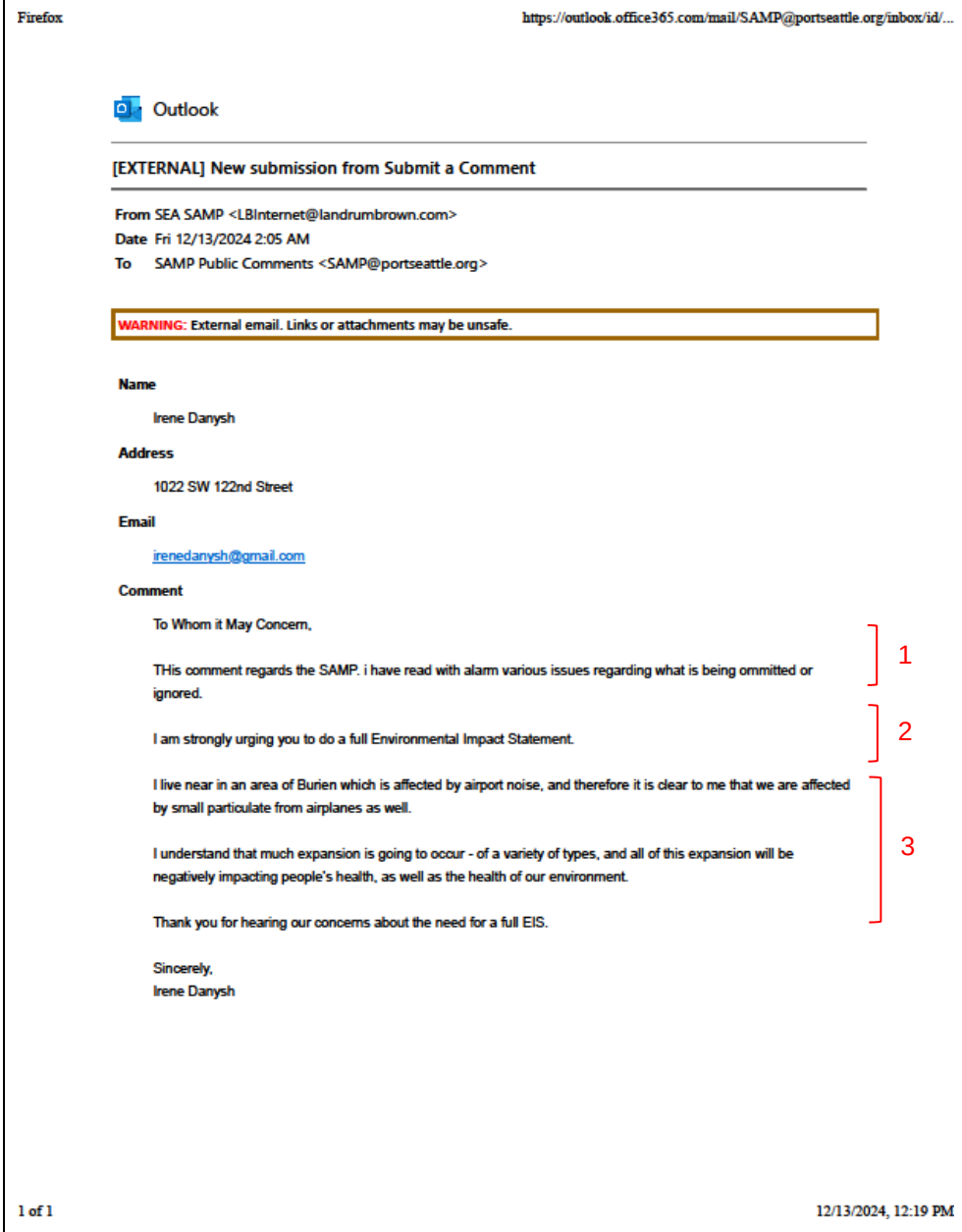
The Seattle and Puget Sound region will likely continue to grow in the coming decades as current economic, political, and migration trends continue. It is imperative that our region build a world class airport that can accommodate the growing demand. SEA already handles more traffic than SFO on a smaller footprint, which has led to a poor customer experience, delays, and pricier flights. I believe the Port of Seattle should be bold in its approach to expanding the airport, including building the new proposed terminal, expanding existing facilities, and considering options for additional runways / tarmac expansion to accommodate more and larger planes. Do not let local NIMBYs block infrastructure improvements that will lead to overall great economic and quality of life improvements for everybody in the region

1

1 of 1 12/13/2024, 12:20 PM

476-1. Thank you for your comment. This comment has been noted.

477. Irene Danysh



Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 2:05 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Irene Danysh

Address

1022 SW 122nd Street

Email

irenedanysh@gmail.com

Comment

To Whom it May Concern,

THis comment regards the SAMP. i have read with alarm various issues regarding what is being ommitted or ignored. 1

I am strongly urging you to do a full Environmental Impact Statement. 2

I live near in an area of Burien which is affected by airport noise, and therefore it is clear to me that we are affected by small particulate from airplanes as well.

I understand that much expansion is going to occur - of a variety of types, and all of this expansion will be negatively impacting people's health, as well as the health of our environment. 3

Thank you for hearing our concerns about the need for a full EIS.

Sincerely,
Irene Danysh

1 of 1 12/13/2024, 12:19 PM

477-1. The Draft EA was prepared following the policies, procedures, and guidelines-outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts.

477-2. General Response #1

477-3. General Response #1
General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

478. Annemarie Dooley

12/13/24, 4:45 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 1:47 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Annemarie Dooley

Address

1370 116th Ave NE #209, Bellevue, WA 98004

Email

drdooley@cascadekidney.com

Comment

Airports expose people to the health altering problems of noise and air pollution. Noise is linked to numbers of flights. This noise causes problems at all airports

In Dublin, Ireland according to he Council's Noise Action Plan for Dublin Airport, the number of people exposed to noise above 55 decibels (dB) almost tripled from 1,533 in 2019 to 4,465 last year. WHO has said that noise over 45db is associated with adverse health affects. Air pollution from aircraft ultrafine particles, as detailed in the UW MOV-UP study, is also concerning.

Let's not make the same mistake in the Puget Sound region. Please prioritize human health over more flights. There is no "sustainable' expansion possible

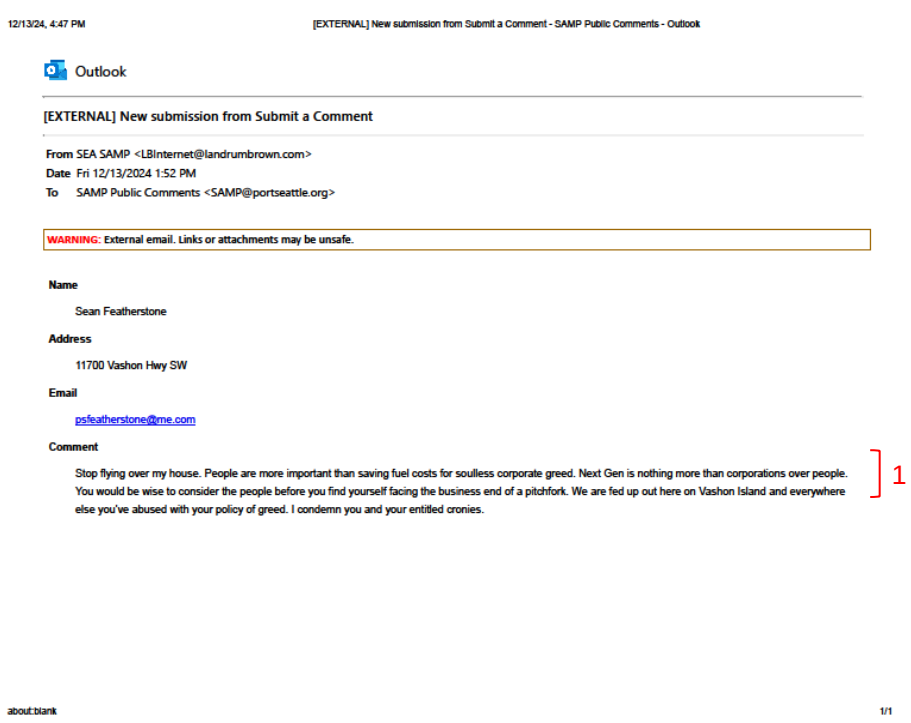
Annemarie Dooley MD

1

about:blank 1/1

478-1. General Response #5
General Response #7c
General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14

479. Sean Featherstone



12/13/24, 4:47 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

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[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 1:52 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Sean Featherstone

Address

11700 Vashon Hwy SW

Email

psfeatherstone@me.com

Comment

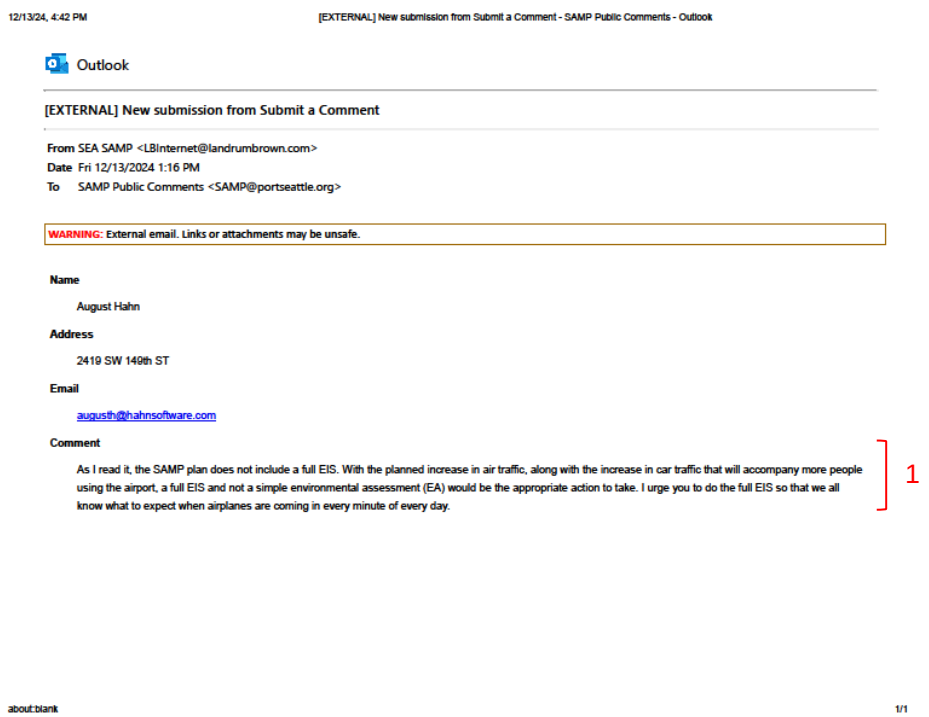
Stop flying over my house. People are more important than saving fuel costs for soulless corporate greed. Next Gen is nothing more than corporations over people. You would be wise to consider the people before you find yourself facing the business end of a pitchfork. We are fed up out here on Vashon Island and everywhere else you've abused with your policy of greed. I condemn you and your entitled cronies.

1

about:blank 1/1

479-1. General Response #5
General Response #13
General Response #17
The FAA will forward your comment to the Part 150 team for consideration.

480. August Hahn



12/13/24, 4:42 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 1:16 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

August Hahn

Address

2419 SW 149th ST

Email

augusth@hahnsoftware.com

Comment

As I read it, the SAMP plan does not include a full EIS. With the planned increase in air traffic, along with the increase in car traffic that will accompany more people using the airport, a full EIS and not a simple environmental assessment (EA) would be the appropriate action to take. I urge you to do the full EIS so that we all know what to expect when airplanes are coming in every minute of every day.

about:blank 1/1

1

480-1. General Response #1 Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

The FAA and the Port collaborated with WSDOT to complete a surface transportation study to identify roadway intersections that would fail to meet local and agency mobility standards in 2032 and 2037 due to the implementation of the Action Alternatives. Mitigation was proposed for the impacted intersections according to each jurisdiction's requirements. With the proposed mitigation, the impacts are not considered significant.

481. Philip Hanson

12/13/24, 4:43 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 1:21 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Phillip Hanson

Address

27115 Wax Orchard Rd.

Email

edspooner@centurytel.net

Comment

My wife and I live on the southwest end of Vashon Island. We built our home here in the early 1990's. In the time since the slow but steady crescendo of noise, frequency of flights and jet fuel pollution has increased exponetially. Southflow departures from sea-tac heading west to Asia and other destinations 5.000+ miles away across the vast Pacific Ocean pass directly over our home at low altitude (no more than the mandatory 3,000 feet) at full throttle. The noise is horrendous and it goes on for miles with low thundering noise like some huge boom car x 10 24/7/365. Vashon Island is rural area. My home is zoned rural residential. Low flying mammoth jets straifing my home is nort rural character as allegedly gauranteed by my county's comrehensive plan. These departures travel south to a point due south of the airport where they make a hard right turn approximatrly 120 degrees toward their destinations. It seems that as soon as they finish their turn I think their course is locked in by NextGen. SOLUTION--go further south before turning west, somwhere out of the way of McChord AFB, north of Olympia then turn right. You have the entire Pacific Ocean to adjust your path. Thank Yuou Phil Hanson

1

about:blank 1/1

481-1. General Response #5
General Response #13
The FAA will forward your comment to the Part 150 team for consideration.

482. Efrain Hudnell

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 8:50 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Efrain Hudnell

Address

1408 12th Ave , Unit 509

Email

ejhudnell@gmail.com

Comment

Please consider fund diversion to high speed rail infrastructure as an alternative to expanding the airport. Replacing intraregional flights with rail would be more efficient, sustainable, and likely more cost effective. 1

1 of 1 12/13/2024, 12:18 PM

482-1. General Response #7
General Response #7d

483. Sandra Hunt

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 3:08 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Sandra Hunt

Address

6723 35th Place S

Email

huntsl77@gmail.com

Comment

December 13, 2024

Dear Mr. Rybolt and officials responsible for reviewing the NEPA draft Environmental Assessment (EA) for the Port of Seattle's Sustainable Airport Master Plan's (SAMP) Near Term Projects (NTP), SUSTAINABLE AIRPORT MASTER PLAN, EXECUTIVE SUMMARY.

Please find my comment in red in the attached document as they related to the highlighted portion of your executive summary. After reviewing the sections based on the headings listed, it appeared easier to link my comments to your summary.

Dr. Sandra L Hunt

File

- SAMP-Analysis.docx

483. Sandra Hunt (continued)

December 13, 2024

Dear Mr. Rybolt and officials responsible for reviewing the NEPA draft Environmental Assessment (EA) for the Port of Seattle's Sustainable Airport Master Plan's (SAMP) Near Term Projects (NTP), SUSTAINABLE AIRPORT MASTER PLAN, EXECUTIVE SUMMARY. Please find my comment in red below as they related to the highlighted portion of your executive summary. After reviewing the sections based on the headings listed, it appeared easier to link my comments to your summary. 1

Dr. Sandra L Hunt

2.1 Introduction This chapter summarizes unconstrained forecasts of aviation activity for the Airport, including the forecast approach, methodology, and assumptions. The forecasts are "unconstrained" and, therefore, do not include physical, regulatory, environmental or other impediments to aviation activity growth. Forecasts of aviation activity are presented for enplaned passengers (passengers boarding aircraft at the Airport), air cargo, and aircraft operations, including passenger, all-cargo, general aviation, and military operations.

Concerns: The underlying assumption that you will start with "unconstrained forecasts" puts the entire analysis. With the climate crisis facing the planet, and impacting residents in the PNW (see latest cyclone bomb and the challenges with the timing of insurance payments), our future depends on government entities to take the lead on finding ways to constrain growth. The Port will not meet its goal for carbon emissions if this plan from 2018 is not substantively re-envisioned to fit the constraints of the ecological system. Extreme weather events, the reduction of airable land, the inequitable impact of those of us in the Northern Hemisphere creating most of the problem while those living in the Southern Hemisphere are bearing the brunt of the ecological consequences.

3.3.1 Airfield The initial analyses of airfield capacity and delay determined that, if future demand levels materialize and no procedural improvements or capacity enhancements to the existing airfield were made, estimated average annual aircraft delay would be between 20 – 25 minutes by 2029 and in excess of 40 minutes by 2034. The analysis of airfield capacity and delay is technically complex; since the initial SAMP analyses were completed, Port and FAA staff have worked collaboratively to better understand the issues, conduct additional analyses using simulation modeling, and agree on a path forward. The results of the initial analyses and the additional analyses are reported in detail in Technical Memorandum No. 5 Facility Requirements and Technical Memorandum No. 6 Alternatives, respectively. The characteristics of the airport and airfield that most limit airfield capacity are (1) the location of the passenger terminal relative to runways, (2) the location of runway exits, (3) a limited taxiway system, (4) the proximity of runways to the terminal area, (5) runway spacing, and (6) the stagger (i.e., offset) between runway thresholds. Interactions between operations at SEA and Boeing Field also limit airfield capacity as do the "noise corridors" that were established to the north and south of the Airport to minimize noise impacts on the communities. All departing jet aircraft must use these corridors. Structural and operational changes related to the airspace are needed to achieve the goal of increasing

483-1. The comments provided in this letter are in response to the Executive Summary that was part of the Sustainable Airport Master Plan and not part of the Near-Term Projects Environmental Assessment. The Sustainable Airport Master Plan was completed in 2018. Therefore, the FAA is not able to respond to these comments.

483. Sandra Hunt (continued)

capacity while continuing to minimize noise exposure. Such changes were outside the scope of the SAMP and were not included.

Concerns: Structural and operational change is at the heart of what is needed at this point in human history. Since 2018, it has become even more evident, that the focus of the FAA and local Ports on transportation must be balanced with specific plans that will decrease carbon emissions in order to meet the Century Agenda and Environmental goals the Port has set. Actual actions need to be taken that align with the Ports climate goals as well as the FAAs climate goals.

4.2 Objective, Approach, and Assumptions The objective of the alternatives analysis was to identify the vision for long-range Airport development (i.e., the best Long-Term Vision) with the understanding that not all elements may be affordable and knowledge of the best Long-Term Vision will inform implementation decisions. Issues related to affordability and implementation are discussed in ***Chapter 5***. The approach was to identify, evaluate, and refine alternative concepts, including management and operational initiatives, for satisfying the 2034 requirement in each of seven major functional areas of the Airport - airfield, passenger terminal, access and parking, cargo, airline support, airport support, and general aviation. The alternatives for these functional areas are described in the following sections; for convenience in describing the alternatives, the passenger terminal and access and parking functional areas were combined. Initial alternatives underwent high-level screening relative to the SAMP objectives. The results of the screening were summarized in decision matrices. The concepts that best achieved the objectives were refined and subsequently rescreened to determine the preferred concepts for the functional areas. Screening criteria were selected to best enable the planning team to differentiate among alternatives. The criteria reflected the SAMP sustainability goals and objectives and were both qualitative and quantitative. The screening matrices and criteria are presented in Technical Memorandum No. 6 Alternatives. The preferred alternatives for individual Airport functions were then combined, resulting in the vision for comprehensive long-range Airport development. This concept was further evaluated to ascertain that it (1) can be constructed in increments as activity increases, (2) is sufficiently flexible, and (3) is the best concept, even if the full 20-year forecast activity does not occur within the planning horizon (i.e., 2034).

Long range airport development must prioritize actions that reduce fossil fuel use if we are to survive as a species. We know even more now than we did in 2018. This plan needs to be rewritten with an accurate and realistic sustainability lens.

5.2 Approach The approach to developing the Near-Term Projects, described in Section 5.3, was influenced considerably by limitations of the airfield as it is currently operated, physical constraints unique to the Airport, recent and sustained increases in demand, the vision for comprehensive long-range Airport development (Long-Term Vision), and financial considerations related to affordability.

This section of the document makes it clear that planetary and human health are not a key consideration in the approach. There is no balance of concerns that matches the definition of "sustainability" that is shared at the outset. There comes a time where limits to air travel must be imposed match the constraints listed.

5.3 Near-Term Projects The Near-Term Projects, illustrated on Figure 5-1, include enabling and capacity improvement projects through the year 2027 (approximately 56 million annual

483. Sandra Hunt (continued)

6.4.2 Resources that Could be Affected The following sections summarize the potential effects of the proposed Near-Term Projects.

6.4.2.1 Air Quality The construction and operation of the recommended Near-Term Projects would be expected to produce emissions of criteria pollutants. During construction, emissions would be expected from site preparation, building construction, materials delivery, and construction employee commute. Because the Airport is in an area designated as attainment for all pollutants but is subject to a maintenance plan for carbon monoxide, before the FAA can approve the recommendations, the projects must be first shown to conform to the carbon monoxide State Implementation Plan (SIP).

Whatever approach the Port takes, the measurements must align with own plans to achieve a 50% reduction in emissions by 2050 (that includes emissions from their aviation customers. Limiting the measure of air quality to construction emissions is an incorrect approach to measuring the extent of the impact. An EIS would provide a complete and accurate measure of air quality now and track future changes. Unfortunately, there are no air quality baseline measurements being taken in the communities around the airport because there are no air quality monitoring stations in the vicinity. Measures of average air quality for the area do not accurately reflect the current levels and future impact of promoting more air travel and cargo flights. Plans for how to address these issues should appear in the SAMP and a full EIS would ensure that the information has been collected to develop impactful plans.

6.4.2.3 Climate It is expected that the construction and operation of the recommended Near-Term Projects will require energy, and, thus produce air and greenhouse gas emissions. Potential Near-Term Projects project related greenhouse gas emissions will be quantified during the environmental review process.

Greenhouse gases beyond what is produced during instruction must be included as the Port has set its reduction goals around all three levels of instruction, including what is produced by planes.

6.4.2.7 Energy Supply Construction and operation of the recommended Near-Term Projects are likely to consume natural resources such as water, sand, gravel, and energy. Although the Port has adopted **a Century Agenda SUSTAINABLE AIRPORT MASTER PLAN, EXECUTIVE SUMMARY 6-5 goal** requiring future increases in energy to be offset by energy conservation or renewables, there are no specific measures in place that would guarantee this goal is met for the Near-Term Projects. Therefore, there may be increases in energy demand due to additional heating, cooling, and lighting of the proposed facilities.

6.4.2.8 Noise and Compatible Land Use Construction of the Near-Term Projects would generate noise. As activity increases in the future, additional aircraft overflights, and potential aircraft noise impacts could increase. These impacts will be analyzed in detail during the environmental review process.

You have made it clear that aircraft overflights will increase (NOT COULD INCREASE), and there apparently will be a HUGE percentage increase in nighttime flights. More must be done to safeguard the community's health and wellbeing when it comes to their rest.

483. Sandra Hunt (continued)

6.4.2.9 Socioeconomic Impacts, Environmental Justice, Children's Environmental Health Risk Socioeconomic impacts are those factors that affect surrounding communities, such as shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity to the extent influenced by the airport development. The Near-Term Projects are not anticipated to require land acquisition, nor are they likely to relocate residences. Airport businesses (tenants) are the only business activities that may be directly affected, and most displaced facilities are expected to be relocated within the Airport. During construction, additional construction employment would be generated and thus, expenditures in the local communities would increase from the expenditures of the construction workers. However, these changes would not be expected to result in shifts in population movement or growth. Impacts of the Near-Term Projects to environmental justice populations and to children's environmental health risk would need to be addressed once an evaluation is conducted for noise, air quality, water, and surface transportation in the SAMP Environmental Review process.

If you actually go door to door like I have around the cargo warehouses that are being planned for (in Riverton Heights and under previous plans, I guess, in Des Moines), you will talk to many people who wish the Port would buy them out. This should be something you are studying as part of the mitigations. The impacts are extreme and will only get worse of the flights become more frequent, as you are suggesting will happen irregardless of building the NTP or not.

6.4.2.10 Surface Transportation The Near-Term Projects would alter on-airport surface transportation due to the changes in the on Airport North Airport Expressway (project L01), second terminal roads/curbside (L03), and development north of SR 518. A detailed surface transportation analysis will be completed during the SAMP Environmental Review process. This analysis will also support and complement the air quality analysis. –

GOOD but will it take into account the cumulative impacts of the removal of trees and the building of warehouses that have already taken place in the neighborhoods in terms of the actual changes to air quality being experienced in the neighborhoods including the school grounds and parks where people are outside!

7.3 Defining Sustainability A key first step to integrating sustainability into the Port's master planning process was to identify how the Port defines sustainability and Port goals and objectives designed to create a more sustainable Port of Seattle.

483. Sandra Hunt (continued)

Table 7-2
Port Sustainability Focus Areas
Seattle-Tacoma International Airport

Financial-Operational	Environmental	Social/Community Outreach
Air travel demand	Air Quality and Climate Protection	Employee welfare and workforce development
Gateway of Choice	Buildings and Infrastructure	Land Use Compatibility
Customer service	Energy	Community benefits
Project affordability/cost center imbalances	Fish & Wildlife	Public outreach
Productivity of existing facilities	Noise	Transparency
Ground vehicle operational efficiency	Transportation	
Aircraft optional efficiency	Water Conservation	
Satisfying cargo demand	Water Quality	
Renew aging landside infrastructure	Waste Management	
Maximize efficient passenger and baggage movement		

Source: Port of Seattle, LeighFisher, Synergy Consultants, March 2018.

7.3.3 Port of Seattle Sustainability Goals and Objectives The sustainability goals and objectives for the SAMP were developed based on goals and objectives established by the Aviation Division and the Port Commission in the Century Agenda, Long-Range Plan, and Strategy for a Sustainable Sea-Tac. These goals and objectives are presented in Technical Memorandum No. 9 Sustainability Planning and Management Strategy.

The underlying assumptions and lack of ability to collect data such as localized emissions and air quality are found wanting and will ensure that absolution of the Port from actually meeting its Century Agenda etc. goals. More work needs to be done on how the goals will be measured and how that measure data will be collected.

7.5 Integrating Sustainability into Screening Alternatives As shown in Technical Memorandum No. 6 Alternatives, the Port's evaluation of the development alternatives includes sustainability as part of the screening criteria used to select among multiple concepts for long-range Airport development. The intent of this approach was to minimize the environmental and social impacts of "what and where we build." The Port screened the concepts for long-range Airport development according to key planning priorities such as taxiway operations, passenger convenience, incremental expansion, constructability, flexibility to assign gates, ease of adding international gates, and ability to add gates quickly. To include sustainability among the priorities, the Port added five sustainability criteria: (1) reduce taxi/idle/delay, (2) minimize impact on wetlands/creeks, (3) limit addition of impervious surfaces, (4) proximity to noise and light sensitive land uses, and (5) consistency with zoning.

483. Sandra Hunt (continued)

By considering these five sustainability criteria, this plan is a step above previous plans. More is needed to address the Century Agenda and emissions goals, including the retention of mature tree canopy as a criterion that is sorely missing.

7.6 Baseline Inventory During the preparation of the SAMP, data were collected to identify the current performance of the Airport and recent past, if available, relative to the focus areas. Those existing conditions are referred to as the baseline, or in some cases reference year that corresponds to a goal/objective. This inventory enables the identification of gaps relative to achieving the Port's desired goals and objectives. The sole purpose of this gap analysis was to aid in determining the range of initiatives, opportunities, and actions (sustainability strategies) that the Port might consider implementing. Baseline data and conditions are described in detail in *Technical Memorandum No. 9 Sustainability Planning and Management Strategy*.

An EIS is needed because the Port has concluded that nothing, except traffic, is going to rise to a level of significant impact. With the proposed projects supporting a significant increase in passenger and cargo traffic, and that neighborhoods are taking on much of the cargo processing, the findings in and of themselves demonstrate that there is a need to more accurately measure these projects impacts with more uptodate research that has been released since 2018 in regards to climate and individual health concerns.

7.7 Sustainability Initiatives, Opportunities, and Actions ***Technical Memorandum No. 9 Sustainability Planning and Management Strategy*** identifies numerous candidate strategies that would address the sustainability goals and objectives at Sea-Tac Airport. Collectively, these strategies are referred to as Initiatives, Opportunities, and Actions (IOAs).

- Initiatives. Initiatives are specific new actions that could be taken to enhance performance in one of the triple bottom line focus areas (i.e., make progress towards achieving sustainability goals/objectives).

- Opportunities. Opportunities are potential actions that, when applied to the recommendations of the SAMP, could improve triple bottom line performance. At a concept level, it is not a prudent use of resources to develop highly specific actions, but rather identify opportunities that could be incorporated during the engineering and design process for future projects.

- Actions. The Port has an ongoing program of actions that it implements to achieve its various goals and objectives. Items in this category would extend the existing program(s) to include recommendations resulting from the SAMP. The IOAs were identified for each of the triple bottom line categories: financial-operational efficiency, environmental, and social-community outreach. The Port recognizes that even by implementing all IOAs, the Port may not be able to achieve all of its sustainability goals and objectives in the SAMP.

  This statement might be acceptable considering prior performance goals, but with climate change, not meeting your environmental sustainability goals is not an acceptable alternative. The plan must have good measures and then address the gaps in the health of the neighborhood but more importantly, the goals are critical for the future of humanity. In 2018 this might have seemed far off, with time to reach targets. In 2026 when these projects will start, we will be staring at a bleak future unless radical rather than incremental changes are made to the business models under which airports operate.

Page 8 of 8 was blank

484. Jim Lampariello

12/13/24, 4:35 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 12:42 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Jim Lampariello

Email

rocketfan456@gmail.com

Comment

I strongly oppose the proposed SAMP due to its inadequate assessment of noise impacts on surrounding communities

As a resident of Des Moines, I am affected by the airport every day. Lying in my bed I can differentiate when planes are taking off to the north or taking off to the south. Walking outside, it's almost impossible to look up without seeing a line of planes. This will only get worse under the SAMP.

However, the SAMP claims I'm not affected because I am just outside of the 65 DNL noise contour. In other words, my daily experience does not count. The fact that I hear so many planes I've learned the difference in sound between a 767 and an MD-11? Not considered. The fact that I get woken up by widebody cargo flights at midnight? Not considered. The fact that my favorite park is punctuated by plane after plane after plane? Not considered.

That demonstrates how fundamentally flawed the 65 DNL measurement actually is. I would encourage any member of the SAMP team to go for a walk down Marine View Drive, attempt to hold a conversation over the noise of the planes, and then claim that it is not in the "area of potential effect" or that more flights would not make this worse.

The study needs to include a more realistic metric which matches the experience of citizens living under the flight path. That metric should be evaluated in the context of hundreds more flights per day, with special focus on the health impacts of more night flights.

1

about:blank 1/2

12/13/24, 4:35 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

Living in the area for several years, the growth of SeaTac has been staggering. Yet the SAMP does not include the cumulative impacts of previous projects and how that will get change under the SAMP. The noise is bad, and it has only gotten worse with each "small" addition. The SAMP represents the latest in a series of projects growing the number of flights.

2

Once we make this decision, it is highly, highly unlikely that we will ever turn back. We're not going to reduce the number of allowable flights. So now is our chance to ensure that we have considered all of the impacts prior to making the decision.

I strongly urge a full Environmental Impact Study that accurately represents the lived experiences of the community around the airport.

3

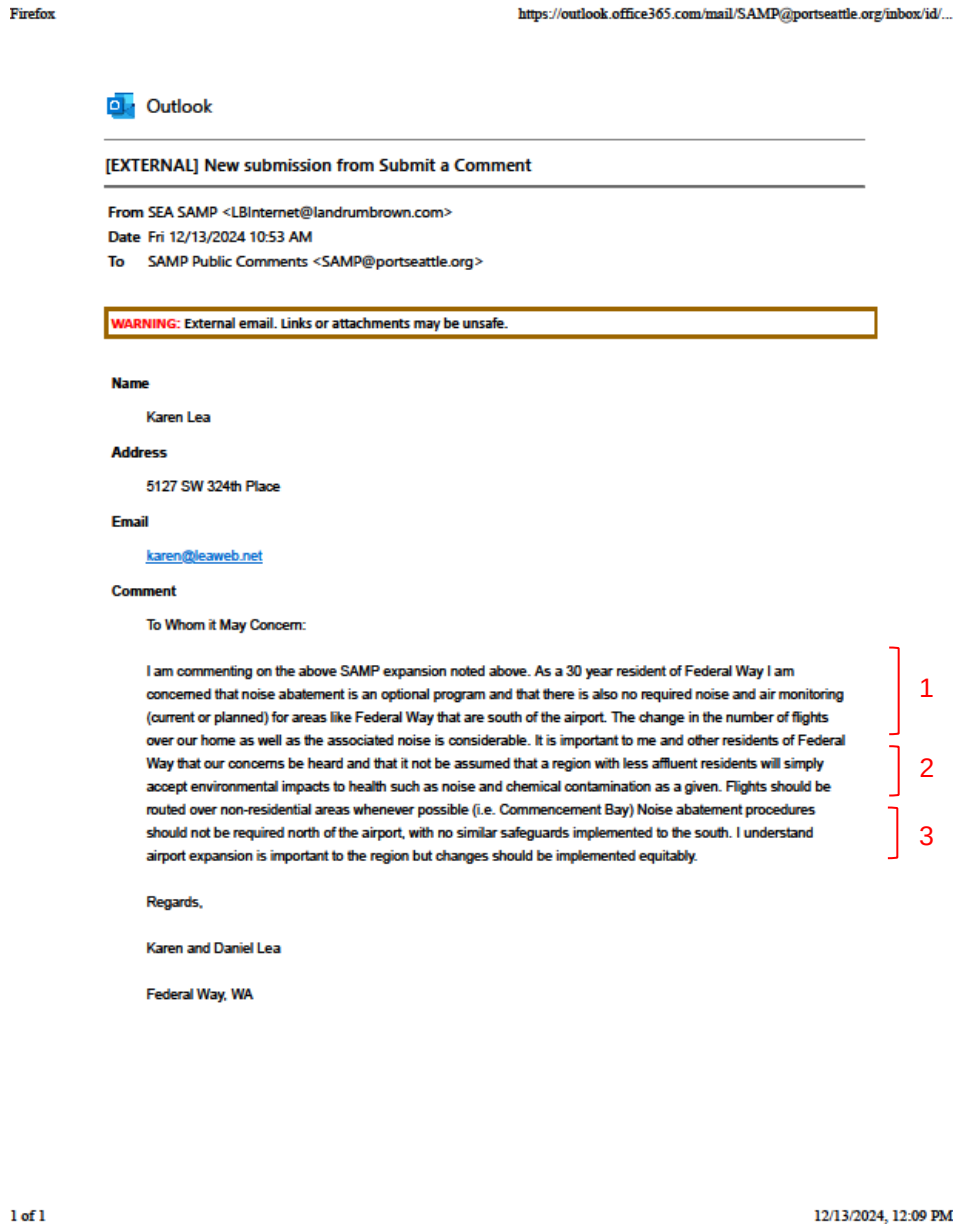
about:blank 2/2

484-1. General Response #12
General Response #13
General Response #14
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts.

484-2. General Response #17
General Response #19

484-3. General Response #1

485. Karen Lea



Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 10:53 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Karen Lea

Address

5127 SW 324th Place

Email

karen@leaweb.net

Comment

To Whom it May Concern:

I am commenting on the above SAMP expansion noted above. As a 30 year resident of Federal Way I am concerned that noise abatement is an optional program and that there is also no required noise and air monitoring (current or planned) for areas like Federal Way that are south of the airport. The change in the number of flights over our home as well as the associated noise is considerable. It is important to me and other residents of Federal Way that our concerns be heard and that it not be assumed that a region with less affluent residents will simply accept environmental impacts to health such as noise and chemical contamination as a given. Flights should be routed over non-residential areas whenever possible (i.e. Commencement Bay) Noise abatement procedures should not be required north of the airport, with no similar safeguards implemented to the south. I understand airport expansion is important to the region but changes should be implemented equitably.

1

2

3

Regards,

Karen and Daniel Lea

Federal Way, WA

1 of 1 12/13/2024, 12:09 PM

485-1. General Response #6
General Response #8
General Response #13

The Port is currently in the process of updating their Part 150 study (14 CFR Part 150), which is a voluntary program created by Congress as part of the Aviation Safety and Noise Abatement Act of 1979 that allows (does not mandate) airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/

The Port operates a system of 24 noise monitors located throughout the greater Seattle area. There are currently three noise monitors in Federal Way. More information on the noise monitors can be found at: https://www.portseattle.org/page/aircraft-noise-monitoring-system

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency. More information can be found at: https://pscleanair.gov/498/Air-Monitoring

485-2. General Response #10
General Response #14

485-3. The location of aircraft flight tracks is determined after

	considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft. The FAA will provide your comment to the Part 150 team for consideration.

486. Robert Millar

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 9:03 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Robert Millar

Address

Seattle, WA 98115

Email

r_millar@comcast.net

Comment

As a regular traveler for both business and leisure from Sea-Tac Airport, it's clear that additional capacity is desperately needed to support increasing landside, terminal, and airfield operations. I strongly support the Port's SAMP and the collection of Near-Term Projects to help alleviate heavy congestion and crowding that exists on the airport roadways, inside the terminal and on the airfield. 1

1 of 1 12/13/2024, 12:14 PM

486-1. Thank you for your comment. This comment has been noted.

487. Mary Beth Moser

12/13/24, 4:51 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 2:36 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Mary Beth Moser

Address

19724 Beall Rd S W Vashon Island WA

Email

mbmoser@comcast.net

Comment

I live on Vashon and the airplane noise (day and night!) from NEXT GEN has significantly disrupted my life and well being. The EA's Cumulative Impact Analysis omits the implementation of NextGen over Vashon Island circa 2015 even though many of us submitted Scoping Comments back in 2018 that it had to include NextGen since it was such a major change. I object to the use of the DNL (Day Night Level) noise metric – which doesn't take into account the ambient sound levels. It's use was an arbitrary selection by the FAA and not based in any actual statutes. 1 2
Please listen to us!

about:blank 1/1

487-1. General Response #17

487-2. General Response #12

488. Christopher Munn

12/13/24, 4:39 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 1:04 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

CHRISTOPHER MUNN

Address

16421 93rd AV SW Vashon WA 98070

Email

3cs.munn@gmail.com

Comment

We are Vashon residents who live in the flight path for planes landing at Sea Tac. We understand a lot of the technical details for the planes to land and can clearly see they do not follow them. We often have very early landings sometimes 3 or 4 am, the planes are clearly too low per our understandings of FAA regulations, this is especially noticeable with older planes that are very noisy. We have commented before with much more technical clarity and nothing has changed, so perhaps a plea to please acknowledge what we experience. Would you allow this to continue if it impacted some of the most expensive zip codes in the country, I think not. The old adage "you are welcome to your own opinion but not your own facts" fortunately this is not our opinion it is our lived facts living in the flight path that can be jarring to say the least. Please enforce existing guidance. 1

Regards

Chris & Cynthia Munn

about:blank 1/1

488-1. General Response #5
General Response #13

489. David Oldham

12/13/24, 4:52 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 3:00 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

David Oldham

Address

10002 161st SW

Email

Droldham@yahoo.com

Comment

Please strongly consider changing the flight path so it is not directly over Vashon Island. The frequency, sound and vibration of incoming flights has gotten worse. Our entire home shakes. 1

about:blank 1/1

489-1. General Response #5
General Response #13

490. Kathleen Pagel

12/13/24, 4:40 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 1:12 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Kathleen Pagel

Address

24022 Marine View Dr S Des Moines, WA 98198

Email

Katienotkathleen@gmail.com

Comment

I am writing in support of all operations at SEA. Like many Des Moines residents, I employed by an airline that operates at SEA. Without flights here, I would not live in and contribute to this community. In fact, my house was built by a Boeing engineer specifically to live where he could watch planes land and takeoff at SEA. I purchased this house specifically for the view of SEA traffic. I do not oppose any existing traffic or proposed increase of flights. Most noise complaints I have for the community involve car traffic, where existing laws could be more strictly enforced for a more peaceful environment to live in. I do not believe air traffic is the primary problem in our community regarding noise. Air traffic at SEA creates local jobs, which brings residents and tax dollars to Des Moines. Restricting use of SEA by airlines could threaten these jobs and tax dollars. I support all existing and proposed operations at SEA. 1

about:blank 1/1

490-1. Thank you for your comment. These comments have been noted.

491. JoAnn Pasek

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 3:21 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

JoAnn Pasek

Address

14628-7th Ave. SW, Burien, WA 98166

Email

jpasek1400@gmail.com

Comment

Thank you for the opportunity to comment on the proposed upgrades to the SeaTac airport.

Although these upgrades sound positive, I worry that they are just temporary fixes for the real problem–that we need another international airport in the Puget Sound area. I don't know how SeaTac will handle the increased flights needed for another planned 5-6 million passengers by 2032. I don't understand how this increase is sustainable.

I live within 5 miles of the SeaTac. During peak times, I see airplanes either take off or land every 5-10 seconds. I & others in our area are already dealing with the increased noise, air pollution, & traffic since the third runway was built. And this situation has gotten worse & worse.

I know no one wants another airport in their backyard but it's already in our backyards. I don't think it's fair for those of us living here to bear the burden of SeaTac's expansion.

1

491-1. General Response #7
General Response #7a
General Response #7b
General Response #7c

492. Sharon Ricci

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 10:32 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Sharon Ricci

Address

11233 Crestwood Drive S, Seattle WA 98178

Email

ricci.sharon@gmail.com

Comment

In recent years, the volume of jet noise and chemical smell in the air across the top of West Hill (southeast Seattle unincorporated King County, near Renton) has dramatically increased. This may be partly due to the rerouting of Vashon air traffic. However, this is also amplified by the increase in the work done by Boeing at the Renton airfield, where thirty jets are consistently parked to be repaired. And also, by what appears to be an increased volume of mid-size and even some very big jets coming and going at King County Airfield. 1

Where is the cumulative report of how this neighborhood experiences pollutants and noise from the three airports it is surrounded by? Living on the very crest of West Hill, I have personally filed several complaints as my house gets rattled by low-flying jets around 11 am on weekday mornings. Not only do the windows get rattled, but my very chill border collie wakes up to bark! And if I can smell the chemicals in the air, that certainly means they are present at ground level.

SeaTac needs to stop growing, and the Seattle metro area needs to wake up to the fact that the region's communities and people have rights that prioritize their health and well-being over the port's vision for future growth and income. 2

Olympia needs an airport, and Shelton needs a boost in its economy. Adding another airport would remove some of the toxicity and commute issues SeaTac's growth has inflicted on the surrounding communities in King County.

1 of 1 12/13/2024, 12:11 PM

492-1. General Response #5
General Response #8
General Response #13
General Response #17

492-2. General Response #7
General Response #7a

493. Sue Ellen Staggs

12/13/24, 4:46 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 1:52 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Sue Ellen Staggs

Address

21203 Monument RD SW, Vashon WA 98070

Email

blackwillowvashon@gmail.com

Comment

I have lived on my property here on Vashon since the late 90's. The airplane noise was not a problem until Next Gen was implemented. I am directly under the exact flight path; when the wind is in the right direction every 3 1/2 - 5 minutes an airplane flies over. The planes are on a much lower flight height which makes them noisier than before Next Gen was put in place. This is a rural area where any noise is more noticeable than in a city. The noise level and frequency of flights over my property have damaged my quality of life. The FFA has made Vashon a Noise Dump, for some reason we don't count. Spreading the noise over a larger area and raising the height of flights would help return our Islands quality of life to what it was before Next Gen was implemented. 1

about:blank 1/1

493-1. General Response #5
General Response #13

494. Donald Sullivan

12/13/24, 4:41 PM [EXTERNAL] New submission from Submit a Comment - SAMP Public Comments - Outlook

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 1:15 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Donald Sullivan

Address

10620 SW Cowan Rd Vashon, WA 98070

Email

dsnomad@icloud.com

Comment

I'm a pilot for Alaska Airlines and a Vashon resident who lives almost directly underneath VASHN waypoint. I'm well versed in TERPS, RNP/RNAV criteria and the real world use and abuse of NextGen navigation technologies. I'm sure a perusal of the 7230-12 summaries during the last 10 years will show an almost complete absence of RNAV approaches for south flow KSEA landings. A quick glance at radar summaries will also show an obvious trend - the vast majority of airplanes are given radar vectors and descended to 5000' shortly after passing VASHN where they stay until, in most instances, turning base leg north of Elliot Bay. There is also a problem with many pilots having zero idea of how to make a constant descent visual approach, but that's a topic for another day. In the meantime, the FAA's insistence on maintaining the status quo for the HAWKZ arrival with the "at 6000 feet" crossing point at VASHN is a losing proposition for everyone. The entire island of Vashon and communities north of Seattle are affected by unnecessary noise and the airlines are burning more fuel. It was made painfully clear during the recent "town hall" meeting that the current airspace and procedures at KSEA are the result of unrealistic bureaucratic mandates. I'd suggest those in charge of making policy spend a week in the TRACON discussing this with the controllers and getting a real world perspective.

1

about:blank 1/1

494-1. General Response #5
General Response #13

495. Janice Taylor

Firefox https://outlook.office365.com/mail/SAMP@portseattle.org/inbox/id/...

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Fri 12/13/2024 9:44 AM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Janice Taylor

Address

12840 22nd Ave S, seatac, WA 98168

Email

sgard208@aol.com

Comment

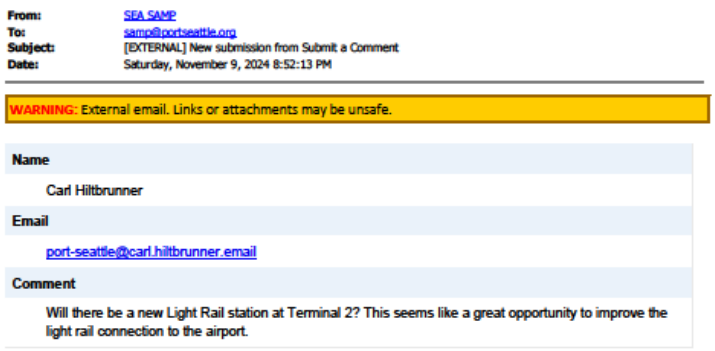
I've lived in Seatac for over 25 years. In that time, I've attended numerous airport meeting regarding growth and at every one, I can honestly say the people representing the airport's interests have shown very little regard for the concerns of those impacted by their decisions. Noise, particulates, deforestation, vibrations, traffic congestion - all disregarded or b.s.'d away. In typical bureaucratic fashion, they treat us like we are little children who can't see the "big picture" or understand the nuances. But here's the reality. We do see and understand, and the problem is that the airport has run out of room. Period. If the folks at Port of Seattle and Seatac Airport can't see this, they are the children. (The worst type of children - those who pout, cry and lie when they can't get their own way.) Until POS and Seatac Airport SERIOUSLY consider viable options for moving traffic to other locations, this citizen is wholeheartedly against further expansion. And quit threatening to take my neighborhood's open space away!

1

1 of 1 12/13/2024, 12:13 PM

495-1. General Response #7
General Response #7a
General Response #7b
General Response #7c
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Orders 1050.1F and 5050.dB.

496. Carl Hiltbrunner



From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Saturday, November 9, 2024 8:52:13 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Carl Hiltbrunner

Email

port-seattle@carl.hiltbrunner.email

Comment

Will there be a new Light Rail station at Terminal 2? This seems like a great opportunity to improve the light rail connection to the airport.

1

496-1. NTP L04, Northeast Ground Transportation Center, will provide terminal quality space for passengers arriving / departing on the elevated busway and Link Light Rail at the Airport Station to transition to / from the Main Terminal. A person could access the new terminal by either taking a bus to the new terminal or by the elevated post-security pedestrian walkways from the north gates to the terminal and to the North Satellite.

497. Sandy Hunt

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Monday, November 11, 2024 7:48:12 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Sandy Hunt

Address

6723 35th Pl S Seattle WA 98118

Email

huntsl77@gmail.com

Comment

As a resident of Beacon Hill, Seattle and the past President of the Highline Teachers Union, I wish to thank you for your consideration of these factors in requiring a full EIS: Lack of data on key health and climate impacts, unique location including in the midst of a highly impacted/overburdened community of color, cumulative impacts, lack of input from neighbors with several hundred feet of many of the projects, and the lack of input from neighborhoods directly north of the runways.

I am writing to object to the conclusion in the cumulative impacts section of their draft Environmental Assessment that 30+ Near Term industrial construction projects proposed in the Port of Seattle's Sustainable Airport Master Plan (SAMP) will have no significant impact on human health, the air quality, the water quality, noise or the heat index in the surrounding communities.

I strongly urge that a complete Environmental Impact Statement (EIS) be required of the Port of Seattle's SAMP.

A full EIS is needed to evaluate the near-term SAMP projects because key information is not available to assess the impacts of the projects on human health and the environment. In addition, because the location of the projects are in and around communities that are already impacted by the airport, the draft ignores the impact of the location of the projects. The draft also fails to address the cumulative nature of the impact of its projects and those of other governmental groups, such as the Washington Department of Transportation's completion of the Highway 509 extension. In addition, SAMP impacts must not be considered in isolation of climate change where more extreme weather is predicted. The direct harmful impacts of the SAMP projects on our urban forest canopy will be further impacted by climate change-related heat, drought, pollution, invasive weeds and insects that are already stressing the forest. Finally, the required outreach to the neighbors living within the immediate vicinity of the projects has not taken place and, therefore, their input has not been included in the analysis. A full EIS could address each of these shortcomings. 1

In particular, these projects have not measured the impact of the destruction of an estimated 80 acres of mature trees in densely-populated neighborhoods in our near-airport communities. Trees and green space currently are protecting our health. These projects will replace mature tree canopy and other greenspace with industrial structures that will bring additional sources of heat, noise, pollution, and night-time lighting into residential neighborhoods in many cases. 2

There are no permanent air quality monitoring stations around SeaTac Airport. This needs to be remedied so that air quality readings are regularly taken and changes can be measured. Public Health has found that lifespans of people living within ten miles of SeaTac International Airport are between 1.7 3

497-1. General Response #1
General Response #3
General Response #4
General Response #10
General Response #11
General Response #14
General Response #15
General Response #17
General Response #19b

497-2. General Response #18

497-3. General Response #1
General Response #8
General Response #9b
General Response #10

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

497. Sandy Hunt (continued)

and 5 years shorter than in the rest of the county. It has also found that premature births, low birthweight, and childhood learning problems are more common here. In addition, the rates of cancer, asthma, and heart, respiratory, and cardiovascular disease are significantly higher. It established that airport pollution is responsible for some of these impacts - and is likely to be responsible for or contributing factors to most of them. And it specifically recommended increasing green space and tree coverage, particularly coniferous trees, within this ten-mile zone in order to reduce our exposure to airport-generated pollutants. (2) The data collected by an EIS would help Public Health officials better understand how to mitigate air quality issues generated by these projects. 3

While the HEAL act apparently does not apply to Federal Facilities, it is still true that LOCATION matters. This an be seen in the Washington's Environmental Health Disparities Map (3) which documents that residents in airport adjacent neighborhoods are already over burdened by severely high levels of environmental health disparities. Adding more pollution and removing trees that protect residents from this pollution will obviously magnify and potentially exponentially increase these existing disparities. Full understanding of these projects impacts through an EIS is critical, otherwise these projects will lead to even shorter life expectancies and even more illnesses in our community. This will create a vicious cycle where near-airport projects further degrade the livability of the neighborhoods and the economic value of the properties. When it comes to determinations of significance, the location of a project must be taken into consideration and an EIS would support that.

I understand that the Port of Seattle has a new Tree Replacement Plan, however, even if four new trees are planted for each one that is destroyed, [and even if all survived (many will not)] these new trees will still take decades to grow large enough to provide the shade as well as some level of mitigation from heat, pollution and flooding. What "mitigation" will be adequate to replace the air cooling and cleaning functions that the mature trees in our existing community forest now provide? The community deserves a full EIS to fully measure the function the mature tree canopy is serving on public Port-owned land. The Port must be held accountable to design mitigation for the land they removed from the community that has been serving as a green public space. The community deserves more than just tree replacement somewhere in the area. The Port of Seattle must sustainably deal with the paved-over, pollution-generating industrial structures they are building all around the airport. 4

This is because by destroying large natural buffers of trees adjacent to protected community green spaces, some of the proposed SAMP Near Term Projects will expose protected spaces to risks of additional harm that would degrade and possibly lead to their loss. That is because stripping away forested buffer areas causes the fragmented and the isolated green spaces left behind are more vulnerable to wind, heat, erosion, flooding, evaporation of rainwater, soil compaction, air and water pollution, and pests. This also lead to losses of bird and other animal habitats needed for feeding and breeding.

As an example of this, the SAMP proposes industrial construction on 13 acres of now-forested land very near to the edge of SeaTac Highline Botanical Garden and Tub Lake Bog, one of the last remaining true peat moss bogs in King County. Another example is the removal of mature tree canopy in the uplands above Des Moines Creek, a salmon-bearing stream.

Finally, more authentic outreach to the near airport neighborhoods (not just to elected officials) is needed. No hearings, for example, were offered in neighborhoods directly to the north of the airport including in the Riverton Heights neighborhood where a number of projects are sited. What we do know of that neighborhood is that the tree destruction caused by these proposals is counter to the will of the community as expressed in a Community Forest Consensus. In this Consensus are the signatures of over 3,700 members of our community, including elected officials, businesses, and nonprofit organizations who call for protecting and expanding urban canopy near the SeaTac International Airport in order to protect residents' health. (4) 5

The unique location of these projects on and around an international airport matters. The cumulative impact among the 30+ projects along with impacts with other area projects matters. The voice of the neighbors surrounding each of these projects matters. The current EA does NOT provide a reasonable evaluation of the harm to the community's health that the Port of Seattle's SAMP Near Term projects will 6

497-4. General Response #1
General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14
General Response #15
General Response #18

497-5. General Response #1
General Response #3
General Response #4
General Response #18

497. Sandy Hunt (continued)

cause - both from direct impacts and by destroying the important role that any remaining natural resources surrounding the airport provide to the human, animal, and ecological community. Only a full Environmental Impact Statement can provide all these answers. he FAA:

I am writing to object to the conclusion in the cumulative impacts section (1) of their draft Environmental Assessment that 30+ Near Term industrial construction projects proposed in the Port of Seattle's Sustainable Airport Master Plan (SAMP) will have no significant impact on human health, the air quality, the water quality, noise or the heat index in the surrounding communities.

I strongly urge that a complete Environmental Impact Statement (EIS) be required of the Port of Seattle's SAMP.

A full EIS is needed to evaluate the near-term SAMP projects because key information is not available to assess the impacts of the projects on human health and the environment. In addition, because the location of the projects are in and around communities that are already impacted by the airport, the draft ignores the impact of the location of the projects. The draft also fails to address the cumulative nature of the impact of its projects and those of other governmental groups, such as the Washington Department of Transportation's completion of the Highway 509 extension. In addition, SAMP impacts must not be considered in isolation of climate change where more extreme weather is predicted. The direct harmful impacts of the SAMP projects on our urban forest canopy will be impacted by climate change-related heat, drought, pollution, invasive weeds and insects that are already stressing the forest. Finally, the required outreach to the neighbors living within the immediate vicinity of the projects has not taken place and, therefore, their input has not been included in the analysis. A full EIS could address each of these shortcomings.

For example:

As presented, these projects have not measured the impact of the destruction of an estimated 80 acres of air-cooling and air-purifying trees in densely-populated neighborhoods in our near-airport communities. Trees and green space currently are protecting our health. These projects will replace mature tree canopy and other greenspace with additional sources of heat, noise, pollution, and night-time lighting that harm our health.

Public Health has found that lifespans of people living within ten miles of SeaTac International Airport are between 1.7 and 5 years shorter than in the rest of the county. It has also found that premature births, low birthweight, and childhood learning problems are more common here. In addition, the rates of cancer, asthma, and heart, respiratory, and cardiovascular disease are significantly higher. It established that airport pollution is responsible for some of these impacts - and is likely to be responsible for or contributing factors to most of them. And it specifically recommended increasing green space and tree coverage, particularly coniferous trees, within this ten-mile zone in order to reduce our exposure to airport-generated pollutants. The data collected by an EIS would help Public Health officials better mitigate air quality issues generated by these projects.

Washington's Environmental Health Disparities Map shows that, due to the location of these projects next to the airport, residents in our neighborhoods are already over burdened by severely high levels of environmental health disparities. Adding more pollution and removing trees that protect residents from this pollution will obviously magnify and potentially exponentially increase these existing disparities. Unless fully studied through an EIS, these projects will lead to even shorter life expectancies and even more illness. This will create a vicious cycle where near-airport projects further degrade the livability of the neighborhoods and the economic value of the properties. When it comes to determinations of significance, the location of a project must be taken into consideration and an EIS would support that.

Even if four new trees are planted for each one that is destroyed, and even if all survived (many will not) these new trees would still take decades to grow large enough to provide the shade as well as the heat-, pollution-, and flooding-reduction afforded by the mature trees that were lost. What "mitigation" will be adequate to replace the air cooling and cleaning functions that the mature trees in our existing community forest now provide? The community deserves a full EIS to fully measure the function the

6

497-6. General Response #1
General Response #3
General Response #4
General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14
General Response #15
General Response #18

497. Sandy Hunt (continued)

mature tree canopy is serving on public Port-owned land and to hold them accountable to design appropriate mitigation for the impact of the removal of this public green space and its replacement with paved-over, pollution-generating industrial structures.

By destroying large natural buffers of trees adjacent to protected community green spaces, some of the proposed SAMP Near Term Projects will expose protected spaces to risks of additional harm that would degrade and possibly lead to their loss. That is because stripping away forested buffer areas causes the fragmented and isolated green spaces left behind to be more vulnerable to wind, heat, erosion, flooding, evaporation of rainwater, soil compaction, air and water pollution, and pests.

Sensitive sites are found throughout the area. So when the SAMP proposes industrial construction on 13 acres of now-forested land very near to the edge of SeaTac Highline Botanical Garden and Tub Lake Bog, this is a major challenge. This area is one of the last remaining true peat moss bogs in King County. Another example is the removal of mature tree canopy in the uplands above Des Moines Creek, a salmon-bearing stream.

More outreach to near airport neighborhoods (not just to elected officials) is needed. No hearings, for example, have been offered in neighborhoods directly to the north of the airport including in the Riverton Heights neighborhood where a number of projects are sited. What we do know of that neighborhood is that the tree destruction caused by these proposals is counter to the will of the community as expressed in a Community Forest Consensus. In this Consensus are the signatures of over 3,700 members of our community, including elected officials, businesses, and nonprofit organizations who call for protecting and expanding urban canopy near the SeaTac International Airport in order to protect residents' health.

6

In conclusion, the unique location of these projects on and around an international airport matters. The cumulative impact among the projects and along with other area projects matters. The voice of the neighbors surrounding each of these projects matters. The current assessment does NOT provide a reasonable evaluation of the harm to the community's health that the Port of Seattle's SAMP Near Term projects will cause - both from direct impacts and by destroying the important role that the remaining natural resources surrounding the airport provide to the community. Only a full Environmental Impact Statement can provide all these answers.

7

497-7. General Response #1

498. Meagan Lass

From: SEA SAMP
To: samp@portseattle.org
Subject: [EXTERNAL] New submission from Submit a Comment
Date: Friday, November 8, 2024 7:04:36 PM

WARNING: External email. Links or attachments may be unsafe.

Name

Meagan Lass

Address

13406 24th Ave s SeaTac WA 98168

Email

lass.meagan@gmail.com

Comment

I am a resident and homeowner in SeaTac Washington.

I am writing to strongly object to the conclusion in the cumulative impacts section (1) of this draft Environmental Assessment that 30+ Near Term industrial construction projects proposed in the Port of Seattle's Sustainable Airport Master Plan (SAMP) would have no significant impact on human health or the air or water quality in my community. 1

I strongly urge that an Environmental Impact Statement be required.

Among other impacts, these near-term SAMP projects would result in the destruction of an estimated 80 acres of air-cooling and purifying trees in densely-populated neighborhoods in my community. Trees and green space that protect our health would be replaced by additional sources of heat, noise, pollution, and night-time lighting that harm our health. 2

Washington's Environmental Health Disparities Map (2) shows that residents in our neighborhoods are already burdened by severely high levels of environmental health disparities. Adding more pollution and removing trees that protect us from this pollution would obviously magnify existing disparities, causing more illness and further degrading the livability of our neighborhoods and the economic value of our properties.

Public Health - Seattle & King County (PHS&KC) has found that lifespans of people living within ten miles of SeaTac International Airport are between 1.7 and 5 years shorter than in the rest of the county. It found that premature births, low birthweight, and childhood learning problems are more common here, and that rates of cancer, asthma, and heart, respiratory, and cardiovascular disease are significantly higher. It established that airport pollution is responsible for some of these impacts - and is likely to be responsible for or contributing factors to most of them. And it specifically recommended increasing green space and tree coverage, particularly coniferous trees, within this ten-mile zone in order to reduce our exposure to airport-generated pollutants. (3) 3

SAMP Near Term Projects, rather than supporting the health department's recommendation, would do the opposite - removing large areas of health-protecting community trees.

The tree destruction that would be caused by these proposals are also counter to the will of the community as expressed in the signatures of over 3,700 members of my community, including elected officials, businesses, and nonprofit organizations, on a Community Forest Consensus that calls for protecting and expanding urban canopy near SeaTac International Airport in order to protect residents' health. (4) 4

No "mitigation" can replace the air cooling and cleaning protection that the mature trees in our existing community forest now provide us. Even if four new trees were planted for each destroyed, and even if all survived (most would not) these new trees would still take decades to grow large enough to provide the shade and heat, pollution, and flooding reduction afforded by those destroyed.

498-1. General Response #1

498-2. General Response #18

498-3. General Response #8
General Response #9b
General Response #10
General Response #11
General Response #13
General Response #14

498-4. General Response #18

498. Meagan Lass (continued)

In addition, by destroying large natural buffers of trees adjacent to protected community green spaces, some of the proposed SAMP Near Term Projects would expose those protected spaces to risks of additional harm that would degrade and possibly lead to their loss. That is because stripping away forested buffer areas causes the fragmented and isolated green spaces left behind to be more vulnerable to wind, heat, flooding, evaporation of rainwater, soil compaction, air and water pollution, and pests. 5

As an example, the SAMP proposes industrial construction on 13 acres of now-forested land very near to the edge of SeaTac Highline Botanical Garden and Tub Lake Bog, one of the last remaining true peat moss bogs in King County.

SAMP impacts cannot be considered in isolation from those of climate change. The direct harmful impacts of SAMP projects on our urban canopy would add to - and be amplified by - climate-change-related heat, drought, pollution, and invasive weeds and insects that are already stressing the forest. 6

This EA does not - and cannot - provide a reasonable evaluation of the harm to our health that SAMP Near Term projects would cause - both from direct impacts and by destroying natural resources that protect us from these impacts. Only an Environmental Impact Assessment can do that. 7

Thank you for your consideration.

Meagan Lass, SeaTac resident

Notes:
SEATTLE-TACOMA INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT FOR THE SUSTAINABLE AIRPORT MASTER PLAN NEAR-TERM PROJECTS LANDRUM & BROWN CUMULATIVE IMPACTS | 5-1 OCTOBER 2024 | DRAFT 5 Cumulative Impacts https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Chapter-5-Cumulative-Impacts.pdf

Washington Environmental Health Disparities Map, Washington State Department of Health, https://fortress.wa.gov/doh/wtnibl/WTNIBL/

Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature by Seattle-King County Department of Health in Response to Washington State HOUSE BILL 1109, December 1, 2020, https://app.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf

Public signers and comments of the Defenders of Highline Forest Community Forest Consensus, https://docs.google.com/spreadsheets/d/1x_0ORNYLQalTftpCpmhFW_NqBOyidTBidcRV0zXdD7Q/edit?gid=1645283724#gid=1645283724

498-5. The Tub Lake bog is identified as Wetland N3 in the Wetland and Stream Delineation Technical Report in Appendix M and in the EA. The analysis completed for the EA determined that the Action Alternatives would not impact either Wetland N3 or it's associated buffer area (Impacts Assessment for Aquatic Critical Areas in Appendix M). Steps will be taken during design to ensure that Wetland N3 is not impacted during or after construction.

498-6. General Response #11

498-7. General Response #1
General Response #8
General Response #9b
General Response #10

499. Kyler Morenz

WARNING: External email. Links or attachments may be unsafe.

Name

Kyler Morenz

Comment

If possible, please anonymize my whole (or just my last) name.

I live in the immediate area impacted by noise pollution as well as surface transportation congestion. I request that funds and projects initially designed at creating more roadways, a "solution" that causes more traffic due to the incentivization of driving because of the space created, should and would better serve the community by supporting dedicated public transit lanes and more rail lines leading to and from the airport.

Further reliance on cars for transportation increases the cost of road upkeep, total emitted pollutants, and total space used that could better serve the community as a whole, rather than just those who can afford a private motor vehicle.

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499-1. General Response #7
General Response #7d

500. Lia Gredzens

Public Comment Hearing (November 12, 2024)

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MR. PHILIPSEN: Good evening. It is 6 p.m. on November 12th, 2024. I am officially opening the public oral comments for the Draft Environmental Assessment for the Proposed SAMP Near-Term Projects NEPA Public Meeting at the Seattle-Tacoma International Airport.

My name is Gerry Philipsen, and I will serve as the oral comment officer for tonight's meeting. The purpose of this meeting is to give all interested people the opportunity to submit their comments and questions regarding the draft EA on the record. People wanting to have their comments taken by the court reporter must register up here at this sign-in table.

LIA GREDZENS: The planes fly all over the place and all the junk comes down and the pollution, you know. It's -- that's my basic complaint. Why do I have to pay taxes to listen and then get all the pollution on top of that? And I'm speaking for the whole area, of course. I live in lower Woodmont.

MR. PHILIPSEN: She's recording everything I say and transcribing it, and so all of this will be edited into the written record.

LIA GREDZENS: Yes. That's basically what I have to say. The pollution, another way to encourage it.

1

500-1. General Response #5

501. Jeb Binns

Public Comment Hearing (November 12, 2024)

******

MR. PHILIPSEN: This is your opportunity to be on the record as to thoughts about this process and situation. You have three minutes, and if you need more time, we can arrange for more time. You can also use other means of writing in or -- of writing here, over at one of these other tables. So I'll start you off.

JEB BINNS: I've been told by all of the other people that every one of these public comments will be responded to, so how does that happen?

MR. PHILIPSEN: I don't know that. Who told you that?

JEB BINNS: Half of the people standing amongst all of the placards. "Come over and give a comment, and they're going to respond to each one of the comments individually.

MR. PHILIPSEN: All right. Well, why don't you put your address on there as well.

JEB BINNS: Like an email address?

MR. PHILIPSEN: Maybe an email address, yeah. I'm just involved with this one part of it.

JEB BINNS: Understood.

MR. PHILIPSEN: So I've never had that question before.

JEB BINNS: Otherwise, it just goes into the

501. Jeb Binns (continued)

Public Comment Hearing (November 12, 2024)

Page 5

abyss.

MR. PHILIPSEN: Yeah. Yeah.

JEB BINNS: So I begin now?

MR. PHILIPSEN: Yes.

JEB BINNS: So my name is Jeb Binns. I'm the president of the Highline Education Association, representing 1,500 educators in the Highline School District and over 17,000 students.

The concerns that the association and we, as community members, would have about the expansion of the airport is one that is not necessarily studied, which is the ultra fine particulate matter that is emitted from airplanes and what is going to be the impact of an additional 3,700 flights and an additional impact of over a million passengers into the SeaTac region and what's that impact going to be on our students and on our faculty in that area. 1

Additionally, what's the impact on the green spaces just to the south of the airport as more materials are emitted and produced from airplanes? 2

Additionally, many of the maps that we've got from over there, the aerial photographs are out of date. The photograph of Highline High School is a photograph that's at least five years old while the old schools lived. Now you've got significant changes to what the actual topography looks like, the landscape, who's there and where the 3

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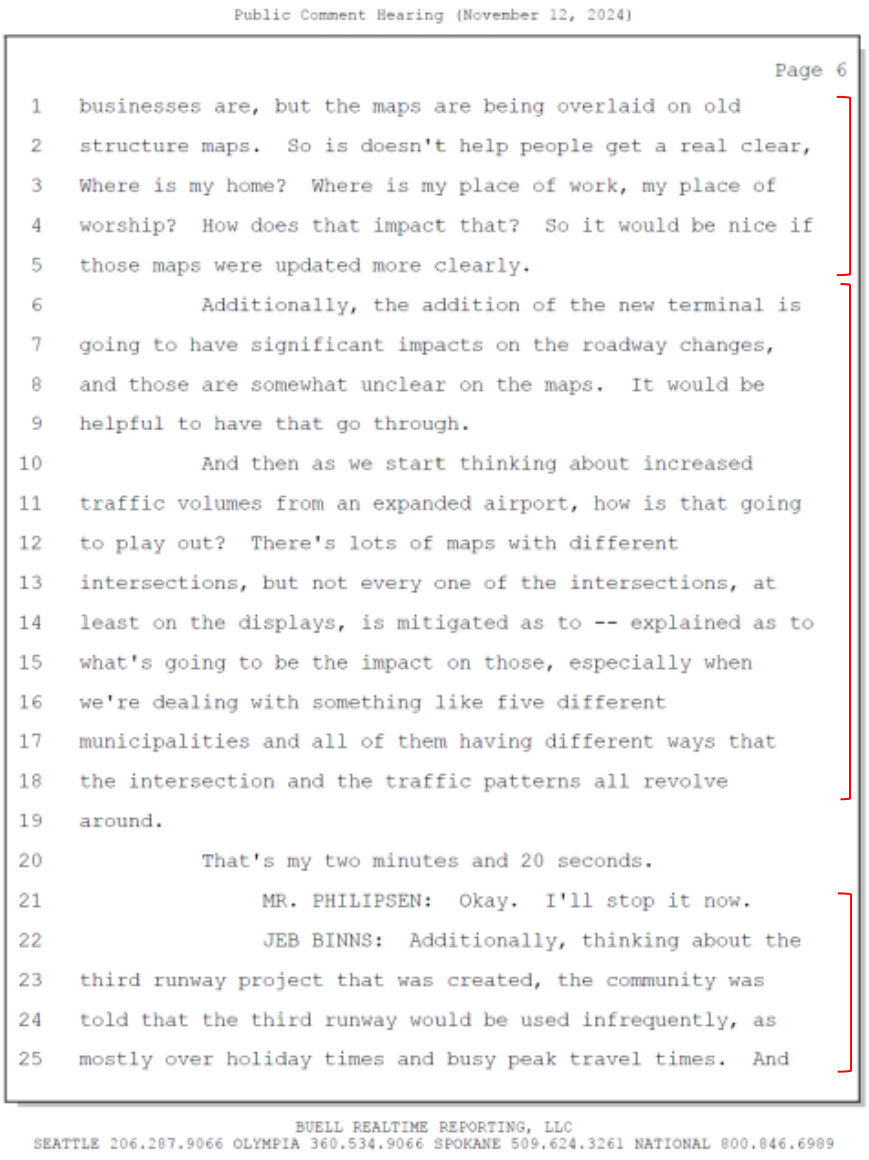
501-1. General Response #8
General Response #9b
General Response #10

501-2. Section4.3.2 of the EA provides the results of the biological resources analysis. As noted in the EA, the proposed project would not result in significant impacts to biological resources in accordance with the thresholds established in FAA Orders 1050.1F and 5050.4B.

501-3. This comment has been noted. The aerial photograph depicting the Proposed Action was the most recent and best data available when the NEPA process started and is being utilized to help the reader understand the location of the project.

501. Jeb Binns (continued)



Public Comment Hearing (November 12, 2024)

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businesses are, but the maps are being overlaid on old structure maps. So is doesn't help people get a real clear, Where is my home? Where is my place of work, my place of worship? How does that impact that? So it would be nice if those maps were updated more clearly. 3

Additionally, the addition of the new terminal is going to have significant impacts on the roadway changes, and those are somewhat unclear on the maps. It would be helpful to have that go through.

And then as we start thinking about increased traffic volumes from an expanded airport, how is that going to play out? There's lots of maps with different intersections, but not every one of the intersections, at least on the displays, is mitigated as to -- explained as to what's going to be the impact on those, especially when we're dealing with something like five different municipalities and all of them having different ways that the intersection and the traffic patterns all revolve around. 4

That's my two minutes and 20 seconds.

MR. PHILIPSEN: Okay. I'll stop it now.

JEB BINNS: Additionally, thinking about the third runway project that was created, the community was told that the third runway would be used infrequently, as mostly over holiday times and busy peak travel times. And 5

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501-4. As noted in Section 4.3.12.2 of the EA, the FAA and the Port collaborated with WSDOT to complete a surface transportation study to identify roadway intersections that would fail to meet local and agency mobility standards in 2032 and 2037 due to the implementation of the Action Alternatives. Mitigation was proposed for impacted intersections according to each jurisdiction's requirements. With the proposed mitigation, the impacts are not considered significant.

501-5. General Response #19a

501. Jeb Binns (continued)

Public Comment Hearing (November 12, 2024)

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immediately, the runway was built, and then the second runway was shut down and has been under construction for years. And so the question becomes, Is this a bait-and-switch? And especially, Highline High School butts up against the third runway, and the noise volume from that runway is significant.

So is this actually -- is it going to be a bill of goods, or is it the thing that we're actually looking at to approve? It was frustrating. And then when you look at the noise expansion of the third runway over communities and the comment that "It's not going to be used very often" and then it becomes the primary runway for the smaller aircraft, so that's something to consider as well.

******

MR. PHILIPSEN: My name is Gerry Philipsen, and I'm the oral comment officer. So you have three minutes, but if you need a second three-minute time, that's perfectly all right, but they asked me to time it.

KATHLEEN O'CONNOR: So three minutes. So I'm giving my reasons for being here, what my feedback is to the --

MR. PHILIPSEN: Yes. This is for you to say anything you want to say about this situation.

KATHLEEN O'CONNOR: Of Port of Seattle and

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502. Kathleen O'Connor

Public Comment Hearing (November 12, 2024)

the airport?

MR. PHILIPSEN: Yes, that's right.

KATHLEEN O'CONNOR: You don't need my political opinions on the recent election -- no, that's not what we're here for.

MR. PHILIPSEN: No, this is free speech. You can say anything you want.

KATHLEEN O'CONNOR: I'm Kathleen O'Connor. I live in Wesley Homes in Des Moines, city of Des Moines, 816 South 216th Street, which means we collectively live right in the flight plan pattern for planes landing, and on different days they take off in our direction.

The noise is oppressively loud, as a new resident there. People say, You'll get used to it.

And I say, No, you don't want to get used to something that loud, that interfering, that obnoxious, that potentially dangerous. 1

The mitigation information that I've just come through shows mitigation efforts on houses and apartment buildings, school buildings. I saw no panel, and the staff confirmed that they haven't worked on something like a retirement community, which there are two in Des Moines, Judson Park and Wesley.

So we live in the older buildings. I'm in one of those that is not air-conditioned. So you can abate the 2

502-1. General Response #5

502-2. General Response #6
General Response #13

502. Kathleen O'Connor (continued)

Public Comment Hearing (November 12, 2024)

Page 9

noise. You can keep your window and sliding door tightly closed, but it means you suffocate in warm weather. And these are old people who live there. Suffocating old people is not a good plan.

So we need, I think, and probably would be a combination of monies private, that Wesley would raise and whatever kind of grants Port of Seattle may have access to, to give us some sealing capacity, better quality windows, but air conditioning for the building. So if you're trying to mitigate the noise, can you do so in a room that's not 100 degrees temperature.

It's a beautiful older campus. It's a nice part of Des Moines. It's suffering under unabated noise, which continues. You can't ever get away from it. You have to leave campus and go visit a friend or a family member to just rest your ears and rest your mind. And then I come back home after being away, and I'm freshly assaulted with noise and probably air pollution, in addition, but the noise is the main thing.

So I would ask anyone hearing these comments to be aware that we are not in a noise-abated situation. Other programs have happened and some of the noise abatement has apparently occurred, but not in the properties where I live and work.

So we would ask your awareness of us and somebody

2

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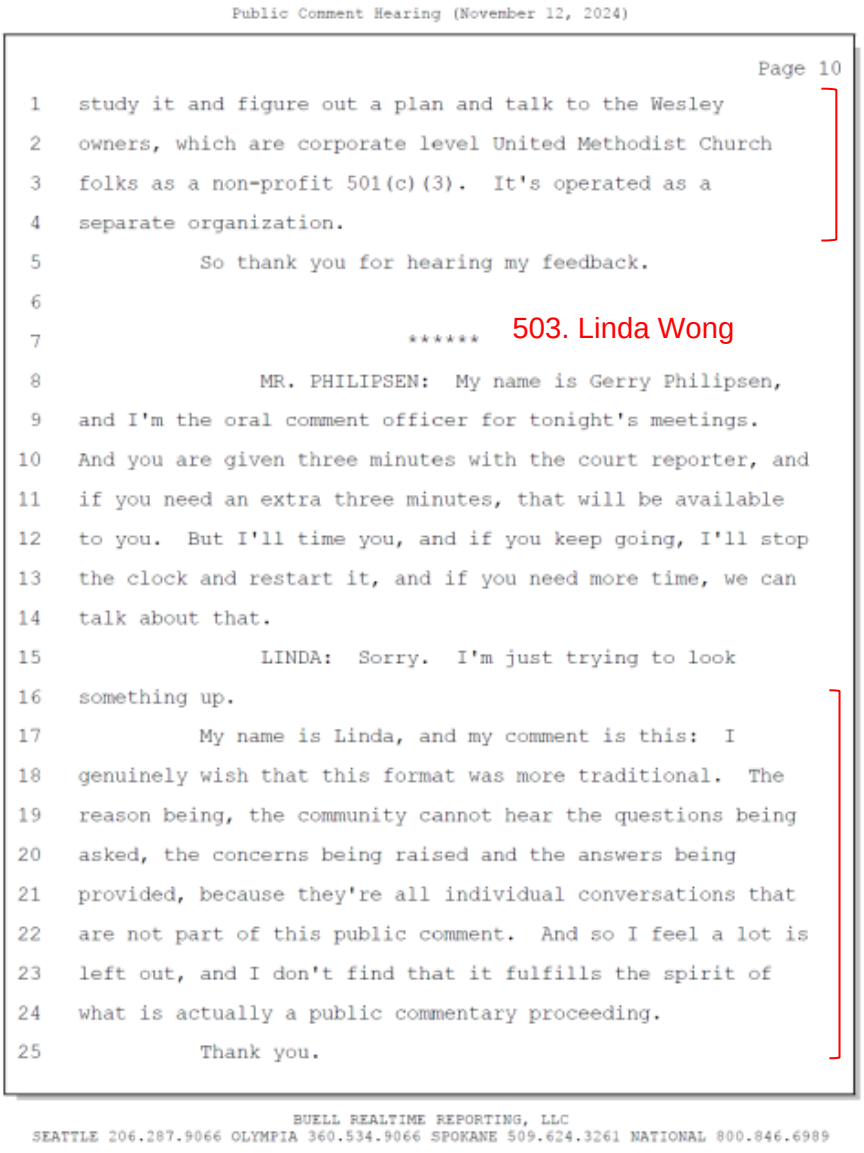
502. Kathleen O'Connor (continued)



Public Comment Hearing (November 12, 2024)

Page 10

study it and figure out a plan and talk to the Wesley owners, which are corporate level United Methodist Church folks as a non-profit 501(c)(3). It's operated as a separate organization.

So thank you for hearing my feedback.

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503. Linda Wong

MR. PHILIPSEN: My name is Gerry Philipsen, and I'm the oral comment officer for tonight's meetings. And you are given three minutes with the court reporter, and if you need an extra three minutes, that will be available to you. But I'll time you, and if you keep going, I'll stop the clock and restart it, and if you need more time, we can talk about that.

LINDA: Sorry. I'm just trying to look something up.

My name is Linda, and my comment is this: I genuinely wish that this format was more traditional. The reason being, the community cannot hear the questions being asked, the concerns being raised and the answers being provided, because they're all individual conversations that are not part of this public comment. And so I feel a lot is left out, and I don't find that it fulfills the spirit of what is actually a public commentary proceeding.

Thank you.

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503-1. According to FAA Order 1050.1F, public meetings or hearings are not required for EAs but may be considered in some situations. The FAA determined, in consultation with the Port, that public meetings would be the best format for gaining public input for this project. There is no set format for a public meeting. The open house option was selected because it allows people to drop in at any time, set their own pace to review the information, and provides the opportunity to talk one-on-one with people familiar with the project. The casual format of an open house allows for more direct connection with attendees, which in turn allows them to feel more comfortable offering their input than they would in a formal setting with many people.

503. Linda Wong (continued)

Public Comment Hearing (November 12, 2024)

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My hope and my request is that the Port provides at least a few forums that allow the community to hear the questions raised and the issues of concern so that they can respond as a group, and this was informative, thank you, but I really would request that that happen.

1

504. Brandon Johnson

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MR. PHILIPSEN: I'm Gerry Philipsen. I'm the oral comment officer for the meeting. This is our stenographer. What you say will be taken down, not an oral recording, but a verbal record. You have three minutes, and if you need more time -- you can see we have a long line -- you can take a second three minutes. I will time this.

BRANDON JOHNSON: Okay, great. My name's Brandon Bowersox-Johnson, and, yeah, I signed in if you need the spelling. Thanks for the chance to give comments.

Yeah, I think my main impression after this open house is that I would ask the FAA and the Port to really look at what is the full change of the impact on people who live near the airport over time. I know the accumulative impact analysis maybe goes back to 2017, but it still doesn't capture, What is the real change for people who live here?

If I lived here in 2017, what's the air pollution, the particulate matter from jet engines and planes? And if

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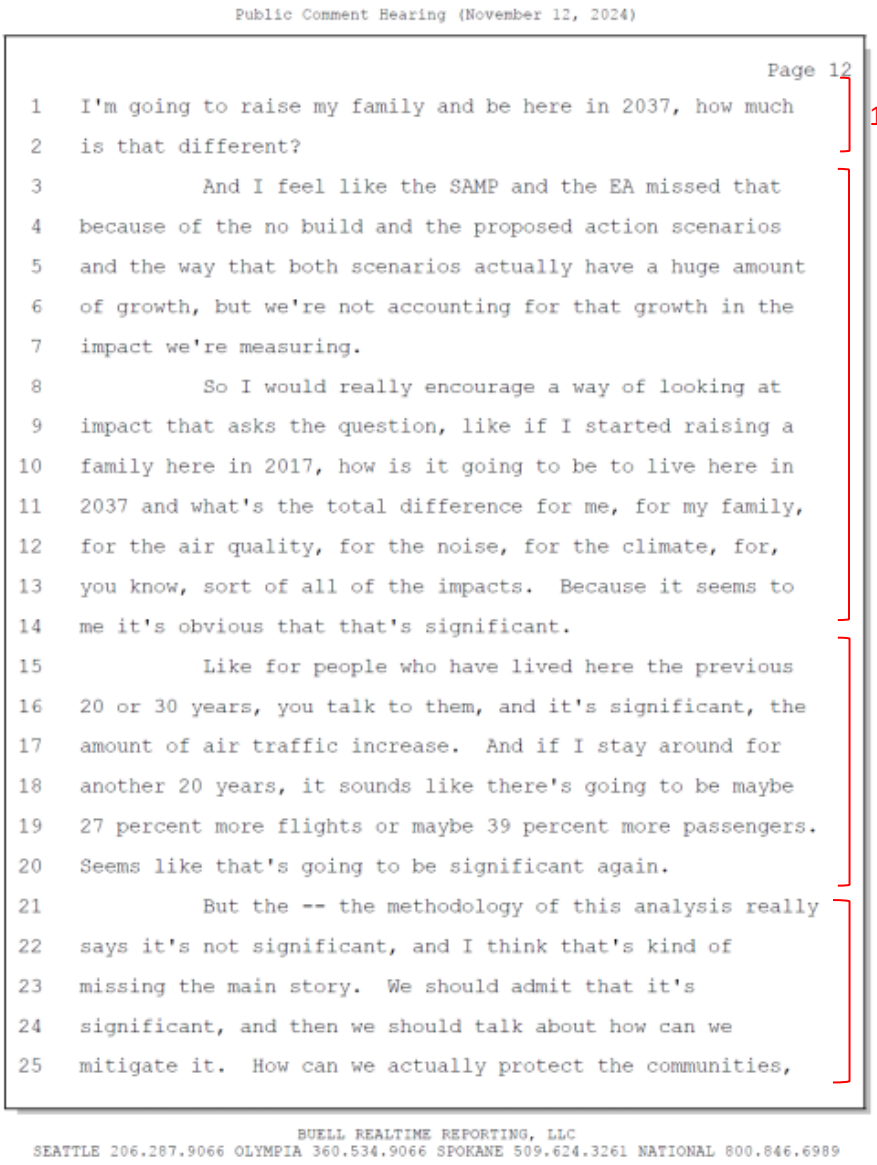
504-1. General Response #10
General Response #14
General Response #17

504. Brandon Bowersox-Johnson (continued)



Public Comment Hearing (November 12, 2024)

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I'm going to raise my family and be here in 2037, how much is that different? 1

And I feel like the SAMP and the EA missed that because of the no build and the proposed action scenarios and the way that both scenarios actually have a huge amount of growth, but we're not accounting for that growth in the impact we're measuring.

So I would really encourage a way of looking at impact that asks the question, like if I started raising a family here in 2017, how is it going to be to live here in 2037 and what's the total difference for me, for my family, for the air quality, for the noise, for the climate, for, you know, sort of all of the impacts. Because it seems to me it's obvious that that's significant. 2

Like for people who have lived here the previous 20 or 30 years, you talk to them, and it's significant, the amount of air traffic increase. And if I stay around for another 20 years, it sounds like there's going to be maybe 27 percent more flights or maybe 39 percent more passengers. Seems like that's going to be significant again. 3

But the -- the methodology of this analysis really says it's not significant, and I think that's kind of missing the main story. We should admit that it's significant, and then we should talk about how can we mitigate it. How can we actually protect the communities, 4

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504-2. General Response #5

504-3. Table 4-1in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. It is important to note that operations are expected to increase with or without the project.

504-4. General Response #6 The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

504. Brandon Bowersox-Johnson (continued)

Public Comment Hearing (November 12, 2024)

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protect neighbors? What's the right thing to do to address the fact that the airport is expanding and the traffic is expanding? Now, how do we protect people and try to bring some health equality and health equity to the folks who live around the airport? 4

So thanks.

(End of oral comments)

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505. Colleen Cristel

Public Comment Hearing (November 13, 2024)

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MR. PHILIPSEN: Good evening. It is 6 p.m. on November 13th. I am officially opening the public oral comments for the Draft Environmental Assessment for the proposed SAMP Near-Term Project NEPA public meeting at the Seattle-Tacoma International Airport.

My name is Gerry Philipsen, and I will serve as the oral comment officer for tonight's meeting.

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I am the oral comment officer for tonight's meeting. You have three minutes to say what you will, and then our stenographer will transcribe that. And then if you need more time, if there's nobody else in line, you can do another three minutes.

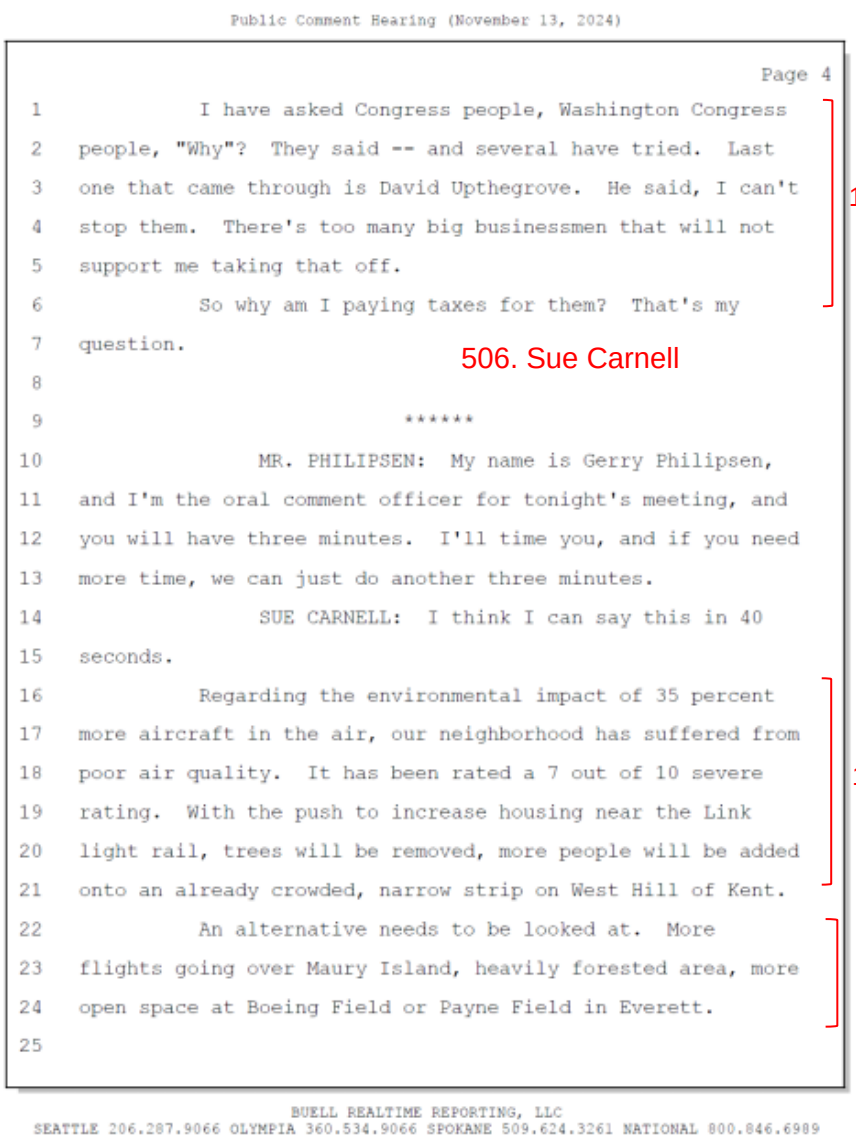
COLLEEN CRISTEL: I've been living here for 60 years. After 60 years, I have been paying Port tax, I am supporting these -- this Port over here, who is making so damn much money, they can't even get any more people in the Port anymore.

Why do I have to support them? They got a lot more money than me. Why do I have to give them my money? I'm 85 years old now. I can't keep paying all these taxes all the time to a place that's, you know, obviously very rich. They don't need my support.

1

505-1. Thank you for your comment. This comment has been noted though it is outside the scope of this EA.

505. Colleen Cristel (continued)



Public Comment Hearing (November 13, 2024)

Page 4

I have asked Congress people, Washington Congress people, "Why"? They said -- and several have tried. Last one that came through is David Upthegrove. He said, I can't stop them. There's too many big businessmen that will not support me taking that off.

So why am I paying taxes for them? That's my question. 1

506. Sue Carnell

******

MR. PHILIPSEN: My name is Gerry Philipsen, and I'm the oral comment officer for tonight's meeting, and you will have three minutes. I'll time you, and if you need more time, we can just do another three minutes.

SUE CARNELL: I think I can say this in 40 seconds.

Regarding the environmental impact of 35 percent more aircraft in the air, our neighborhood has suffered from poor air quality. It has been rated a 7 out of 10 severe rating. With the push to increase housing near the Link light rail, trees will be removed, more people will be added onto an already crowded, narrow strip on West Hill of Kent. 1

An alternative needs to be looked at. More flights going over Maury Island, heavily forested area, more open space at Boeing Field or Payne Field in Everett. 2

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506-1. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. It is important to note that operations are expected to increase with or without the project.

506-2. General Response #7
General Response #7a
General Response #7b

507. Joanna Brunso

******

MR. PHILIPSEN: My name is Gerry Philipsen. I'm the oral comment officer. You have three minutes to say whatever you want to say, and we have a stenographer that will take that down and put it into the record. If you don't want to, that's fine, but it's an opportunity if you want to take that.

JOANNA BRUNSO: All right. Let me take this opportunity to tell you --

MR. PHILIPSEN: They want me to keep time here, so...

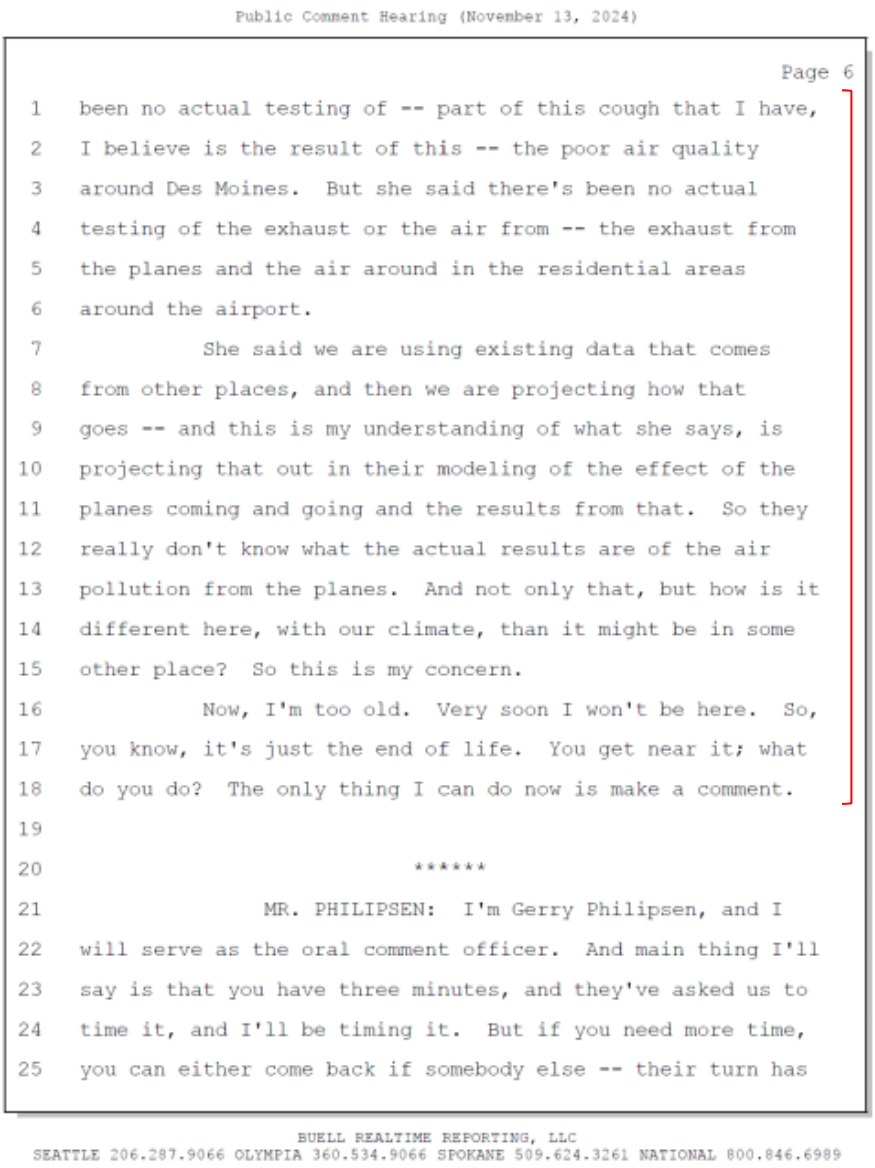
JOANNA BRUNSO: My name is JoAnna Brunso. I have lived at Huntington Park, but right now I'm living in Wesley Homes in Des Moines.

So I'm right on the planes' trajectory, right into the airport or coming out of the airport, depending upon where the weather is directing the planes. I'm very concerned about the exhaust from the planes and the kind of air pollution that results from -- well, first of all, the airplanes themselves and all of the trucks and cars that surround the airport, I don't think enough has been done to -- there's been enough concern for the residents that are affected by the airport. 1

Now, I was talking with a couple of consultants over there on the other side, and they said that there's 2

507-1. General Response #5
General Response #8
General Response #9b
General Response #10

507. Joanna Brunso (continued)



Public Comment Hearing (November 13, 2024)

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been no actual testing of -- part of this cough that I have, I believe is the result of this -- the poor air quality around Des Moines. But she said there's been no actual testing of the exhaust or the air from -- the exhaust from the planes and the air around in the residential areas around the airport.

She said we are using existing data that comes from other places, and then we are projecting how that goes -- and this is my understanding of what she says, is projecting that out in their modeling of the effect of the planes coming and going and the results from that. So they really don't know what the actual results are of the air pollution from the planes. And not only that, but how is it different here, with our climate, than it might be in some other place? So this is my concern.

Now, I'm too old. Very soon I won't be here. So, you know, it's just the end of life. You get near it; what do you do? The only thing I can do now is make a comment.

******

MR. PHILIPSEN: I'm Gerry Philipsen, and I will serve as the oral comment officer. And main thing I'll say is that you have three minutes, and they've asked us to time it, and I'll be timing it. But if you need more time, you can either come back if somebody else -- their turn has

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2

507-2. Modeling is used to determine existing and future conditions for both air and noise in accordance with FAA Orders 1050.1F and 5050.4B.

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

508. Jenn Kropack

happened, or if there's nobody there and you need more time, I can set it for another three minutes.

JENN KROPACK: I'm Jenn Kropack, and I live in Des Moines, Washington. I moved to Burien in 2004. I've been impacted by the third runway at SeaTac for 20 years.

When they first showed up here in this neighborhood, there were big dump trucks and they were chipping my windshield all the time as they made the third runway. So I have lived with this airport expansion, and I'm here to say there isn't enough study about microfine particles, human health impacts. The health impacts to children, especially, I'm concerned about.

I'm already old. I know I'm on my way out, but the kids, I'm worried about, their livers, their lungs are not fully developed, and to have nobody studying these microfine particles -- and everybody that I've said say there's no substantive impacts because they're following the FAA guidelines which don't even talk about any of these things. They don't talk about health human impacts. They don't talk about children impacts. They don't talk about the expanded number of planes that are pouring toxins down on our environment and in our air.

I have heart disease. My other sisters and brothers who don't live around the airport don't have any. I was the athlete of the family. I walk daily. I have

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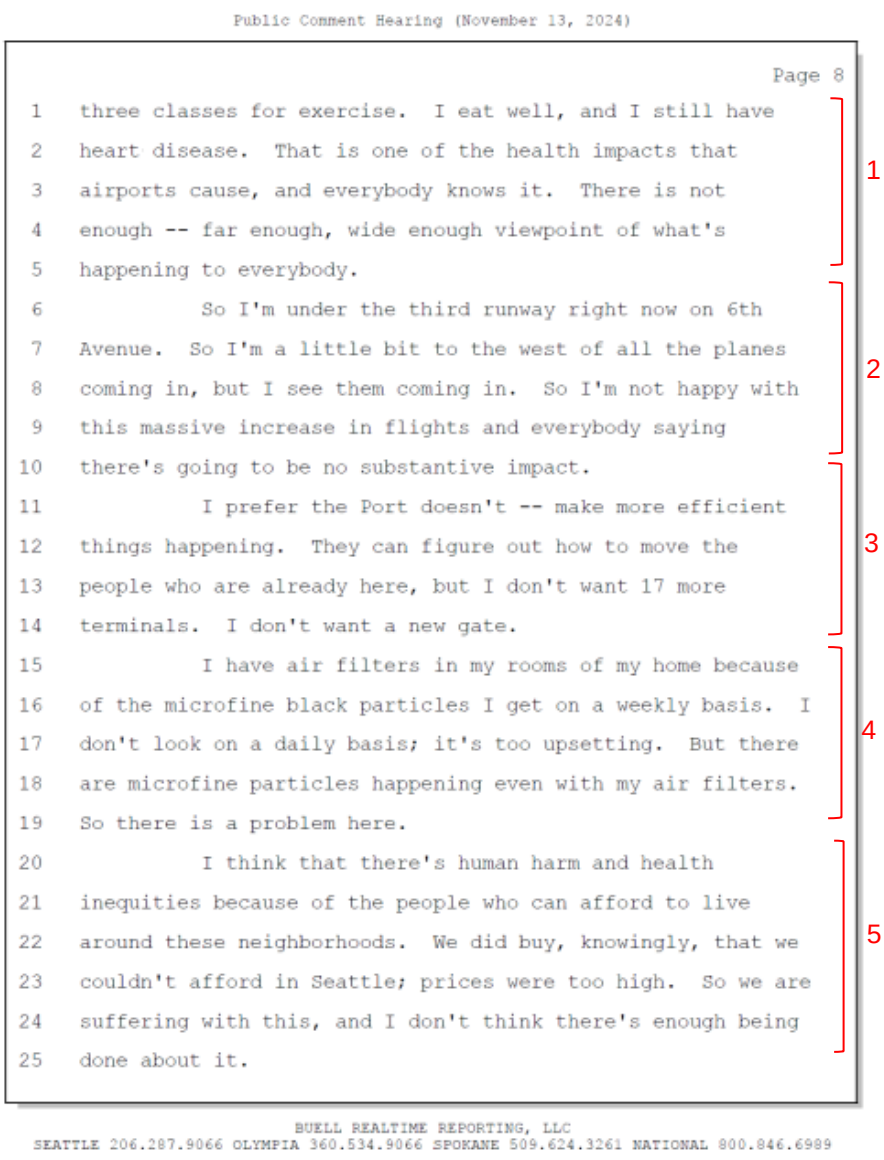
508-1. General Response #8
General Response #9b
General Response #10
General Response #16

508. Jenn Kropack (continued)



Public Comment Hearing (November 13, 2024)

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three classes for exercise. I eat well, and I still have heart disease. That is one of the health impacts that airports cause, and everybody knows it. There is not enough -- far enough, wide enough viewpoint of what's happening to everybody. 1

So I'm under the third runway right now on 6th Avenue. So I'm a little bit to the west of all the planes coming in, but I see them coming in. So I'm not happy with this massive increase in flights and everybody saying there's going to be no substantive impact. 2

I prefer the Port doesn't -- make more efficient things happening. They can figure out how to move the people who are already here, but I don't want 17 more terminals. I don't want a new gate. 3

I have air filters in my rooms of my home because of the microfine black particles I get on a weekly basis. I don't look on a daily basis; it's too upsetting. But there are microfine particles happening even with my air filters. So there is a problem here. 4

I think that there's human harm and health inequities because of the people who can afford to live around these neighborhoods. We did buy, knowingly, that we couldn't afford in Seattle; prices were too high. So we are suffering with this, and I don't think there's enough being done about it. 5

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508-2. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

508-3. This comment has been noted.

508-4. General Response #9c

508-5. General Response #5
General Response #6
General Response #8
General Response #10
General Response #15

508. Jenn Kropack (continued)

So I want more studies. I want more air quality studies. I want more health impact scientists to pay attention. And they told me today there is nobody even reporting on that because it's not in the FAA guideline. So I'm very frustrated with this process. They actually pushed it to the state level and said, maybe you can get help in the state SEPA process, but it's not going to happen here. 6

So it is very frustrating to come here and think that you're going to listen to us and do anything about it.

So, anyway, I just want to say climate change is happening. I'm really worried about heat domes. We had a heat dome event during COVID, and any -- I don't know what that means with planes. I think we need to have studies about that, like how much planes are interfering when there's heat dome things. Are they going to slow down the flights? Are they going to decrease the flights. 7

We were at 108 degrees here for a couple of days. It was too hot, and I don't know what that does with all the synergistic cumulative additive effects of everything. And I know science doesn't even know that. EPA doesn't even study half the chemicals, because there are thousands and thousands of them.

But I want to focus down to some layperson's understanding of, what can you study that can help us see that there's enough mitigation being done for anything that 8

508-6. General Response #1
General Response #6
General Response #8
General Response #9b
General Response #10

508-7. General Response #11

508-8. General Response #6
General Response #8
General Response #9b
General Response #10

509. Mary Paterson

Public Comment Hearing (November 13, 2024)

Page 10

changes going forward, because it hasn't already happened? The health impacts have not been considered enough. The Port has not done enough.

So that's my comment. Thank you.

******

MR. PHILIPSEN: My name is Gerry Philipsen. You will have three minutes to give an oral comment. If you need more time, that's fine. If there is somebody here, then you can come back later, or if there's not and you need more time, then that's fine.

MARY PATERSON: My name is Mary Paterson. I actually don't live in South King County. I live up north, in northeast Seattle, upper corner. I think I'm on an alternative flight path, because once in a while I'll hear the planes coming in, one after another. So I can sense, oh, yeah, that's a real thing, that noise pollution that people talk about. We don't suffer the health impacts that people down here suffer from being near the airport, depending on which way the wind blows.

But what I -- I want to say a couple of -- specific things. One is that I wish you would offer public comments up in other parts of the county, north, because even though we're not right near the airport, we're certainly impacted by what happens at the airport. So I

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509-1. General Response #3
General Response #4

509. Mary Paterson (continued)

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wish you would.

And secondly, I hope there will be a state EIS, because I understand that it's the state EIS that will really assess the health impacts of expanding the airport. 2

Mostly what I want to say is that I really wish the Port would enlarge its vision. We need our institutions and decision-makers to have a larger vision. And particularly what I mean is, instead of just thinking about aviation, aviation, aviation, think about aviation in relation to our other modes of transportation here in Washington State.

We've got cars. We've got trucks. We've got boats. We've got trains. And that's what I really want to say. We should be choosing trains, not more planes. And the reason for that is multiple. One is that trains are so much more energy efficient than planes, and then cars and trucks. 3

Secondly, they emit so much less as a result of that energy efficiency. And unlike planes, where we're uncertain how they're going to be electrified, that problem has not been solved. With trains we know they can be electrified by overhead wire, overhead power lines, catenary. And that's how our electric trains used to be powered before that was dismantled. I think that was back in like the 1920s, 1930s. We've had electric trains before,

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509-2. General Response #1
General Response #5

509-3. General Response #7
General Response #7c
General Response #7d

509. Mary Paterson (continued)

and we can do it again without over-relying on batteries, which our cars and trucks will have to have, batteries, and there's a problem with resources when you get to batteries.

So the combination of rails, energy efficiency, and its electrifiability means there will be zero emissions and using so much less electricity. And I wish that the Port would take that extra step. Don't just take the narrow -- follow the narrow steps that the FAA requires. Think about what is needed in this day and age for the people who live here and for everywhere because of climate and environment degradation.

So that's what my comment is. Please, Port of Seattle, be visionary. Integrate your plans with more shift to rail. We don't have to make room for more and more planes. That's not the way forward. Thank you.

3

510. Vicky Nichols

******

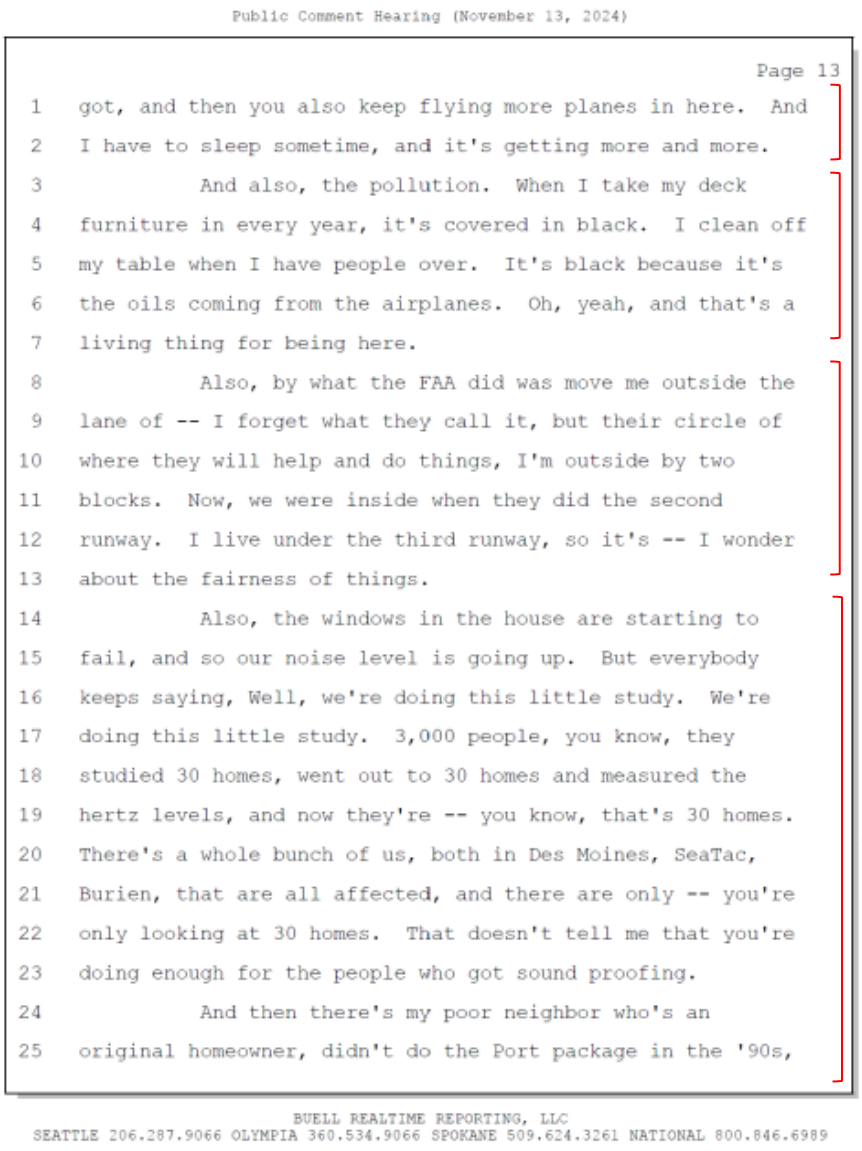
MR. PHILIPSEN: I'm Gerry Philipsen, and I'm the oral comment officer for tonight. You have three minutes, and if you need more, we can arrange that.

VICKY NICHOLS: Basically, I've been to these kinds of things before, and what I'm concerned about is that you keep expanding the airport, but you don't -- and you keep trying to put more things in, and you don't look at the infrastructure in terms of, you know, how much people we've

1

510-1. General Response #5
General Response #7c

510. Vicky Nichols (continued)



Public Comment Hearing (November 13, 2024)

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got, and then you also keep flying more planes in here. And I have to sleep sometime, and it's getting more and more. 1

And also, the pollution. When I take my deck furniture in every year, it's covered in black. I clean off my table when I have people over. It's black because it's the oils coming from the airplanes. Oh, yeah, and that's a living thing for being here. 2

Also, by what the FAA did was move me outside the lane of -- I forget what they call it, but their circle of where they will help and do things, I'm outside by two blocks. Now, we were inside when they did the second runway. I live under the third runway, so it's -- I wonder about the fairness of things. 3

Also, the windows in the house are starting to fail, and so our noise level is going up. But everybody keeps saying, Well, we're doing this little study. We're doing this little study. 3,000 people, you know, they studied 30 homes, went out to 30 homes and measured the hertz levels, and now they're -- you know, that's 30 homes. There's a whole bunch of us, both in Des Moines, SeaTac, Burien, that are all affected, and there are only -- you're only looking at 30 homes. That doesn't tell me that you're doing enough for the people who got sound proofing. 4

And then there's my poor neighbor who's an original homeowner, didn't do the Port package in the '90s,

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510-2. General Response #9c

510-3. General Response #13

510-4. These comments are outside the scope of this EA. The Part 150 Update is a separate process being completed by the Port. The FAA will provide your comment to the Part 150 team.

510. Vicky Nichols (continued)

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when they came around to do our houses, and lives with no soundproofing, because they never got to. And now they can't get it because we're outside the boundary. 4

And so I think there needs to be some equity, and I think there needs to be some people listening to that idea.

And our health, you know -- I know it's the south end and we're not the multi-rich, but that's my -- that's my say. 5

511. Sandy Hunt

******

GERRY PHILIPSEN: I'm Gerry Philipsen. I'm the oral comments officer, and you will have three minutes to speak.

SANDY HUNT: I am advocating for a full environmental impact statement for these near-term projects. 1

An EIS would ensure that all of the data is collected on health, harms to health. Right now it feels like -- it seems like, when I look at the information, we haven't taken advantage of some of the studies on the fine particles and the ultra fine particles that have shown to be causally determinate of people's living around the airport life expectancy, as well as the number of health impacts.

And so it's very disturbing when they say there's no significant harm for increasing the number of gates or 2

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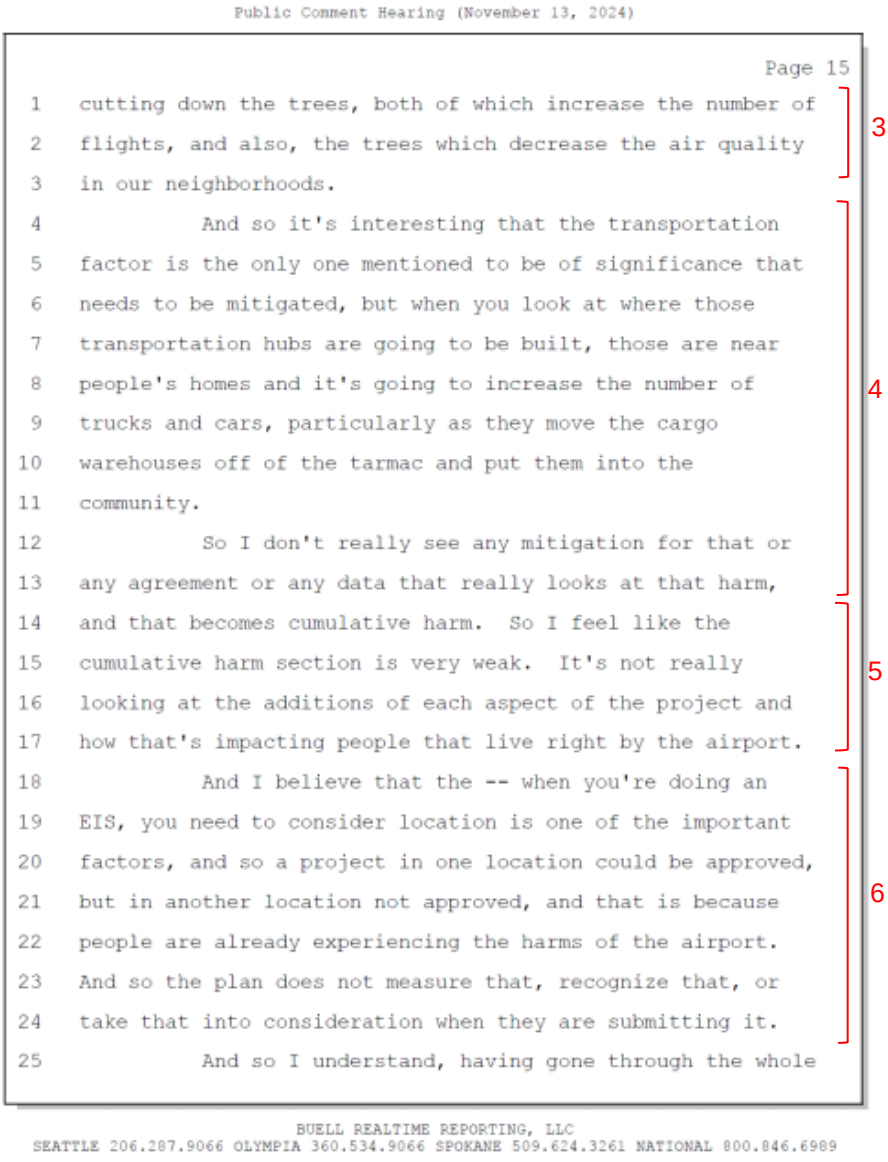
510-5. Thank you for your comments. These comments have been noted.

511-1. General Response #1

511-2. General Response #8
General Response #9b
General Response #10

511. Sand Hunt (continued)



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cutting down the trees, both of which increase the number of flights, and also, the trees which decrease the air quality in our neighborhoods. 3

And so it's interesting that the transportation factor is the only one mentioned to be of significance that needs to be mitigated, but when you look at where those transportation hubs are going to be built, those are near people's homes and it's going to increase the number of trucks and cars, particularly as they move the cargo warehouses off of the tarmac and put them into the community. 4

So I don't really see any mitigation for that or any agreement or any data that really looks at that harm, and that becomes cumulative harm. So I feel like the cumulative harm section is very weak. It's not really looking at the additions of each aspect of the project and how that's impacting people that live right by the airport. 5

And I believe that the -- when you're doing an EIS, you need to consider location is one of the important factors, and so a project in one location could be approved, but in another location not approved, and that is because people are already experiencing the harms of the airport. And so the plan does not measure that, recognize that, or take that into consideration when they are submitting it. 6

And so I understand, having gone through the whole

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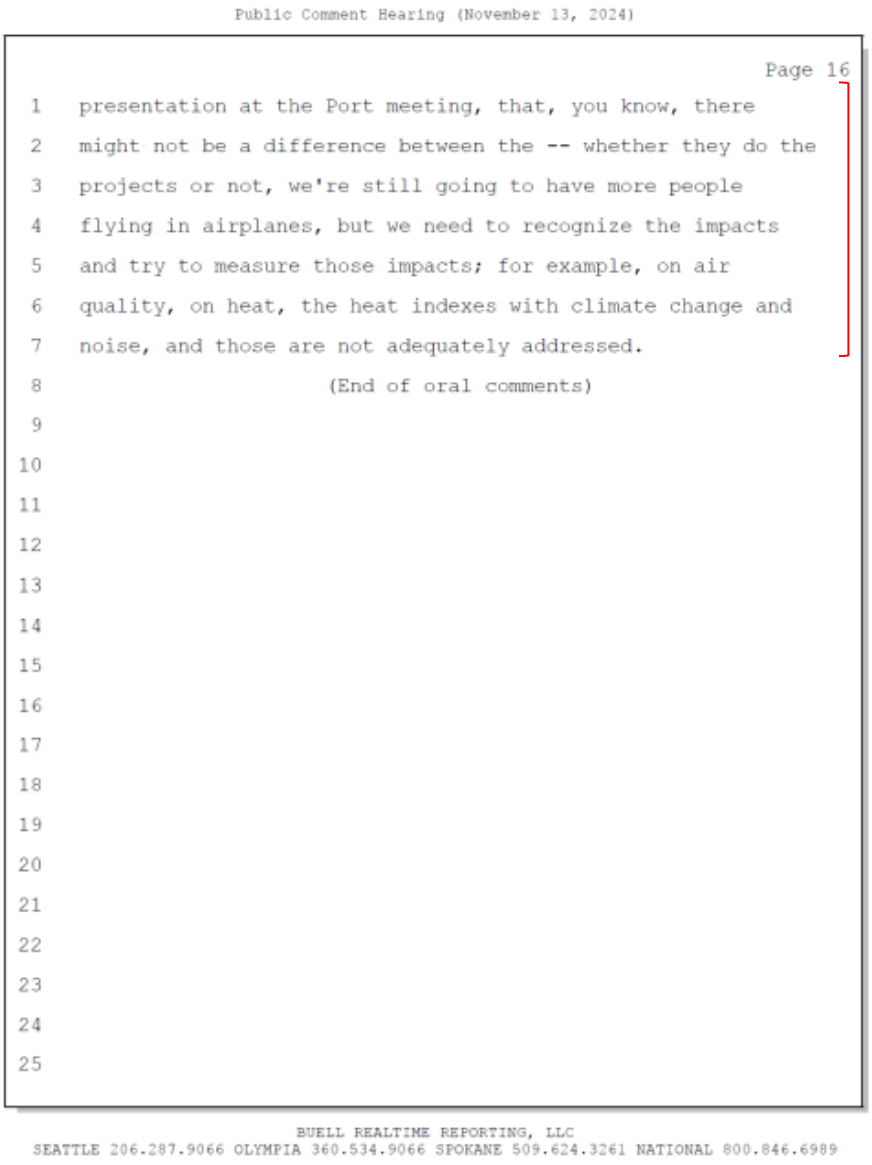
511-3. General Response #18

511-4. General Response #6 The additional surface traffic associated with the Action Alternatives, including cargo traffic, was included in air quality analysis, greenhouse gas analysis, and the surface transportation analysis in accordance with FAA Orders 1050.1F and 5050.4B and the FAA Aviation Emissions and Air Quality Handbook.

511-5. General Response #17

511-6. General Response #1 The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B.

511. Sand Hunt (continued)



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presentation at the Port meeting, that, you know, there might not be a difference between the -- whether they do the projects or not, we're still going to have more people flying in airplanes, but we need to recognize the impacts and try to measure those impacts; for example, on air quality, on heat, the heat indexes with climate change and noise, and those are not adequately addressed.

(End of oral comments)

7

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511-7. General Response #8
General Response #11
General Response #13

512. Velma Veloria

Public Comment Hearing (November 14, 2024)

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GERRY PHILIPSEN: Good evening. It is 6 p.m. on November 14th, 2024. I am officially opening the public oral comments for the Draft Environmental Assessment for the proposed SAMP Near-Term Projects NEPA public meeting at the Seattle-Tacoma International Airport.

******

My name is Gerry Philipsen, and I will serve as the oral comment officer for tonight's meeting.

The purpose is for you to submit your comments and questions, and each commenter is allowed three minutes with the court reporter. And if you need more than three minutes and there's nobody else in line, we can go ahead and do a second session, and if there is somebody in line, then you can come back, if you like, after they've had their turn.

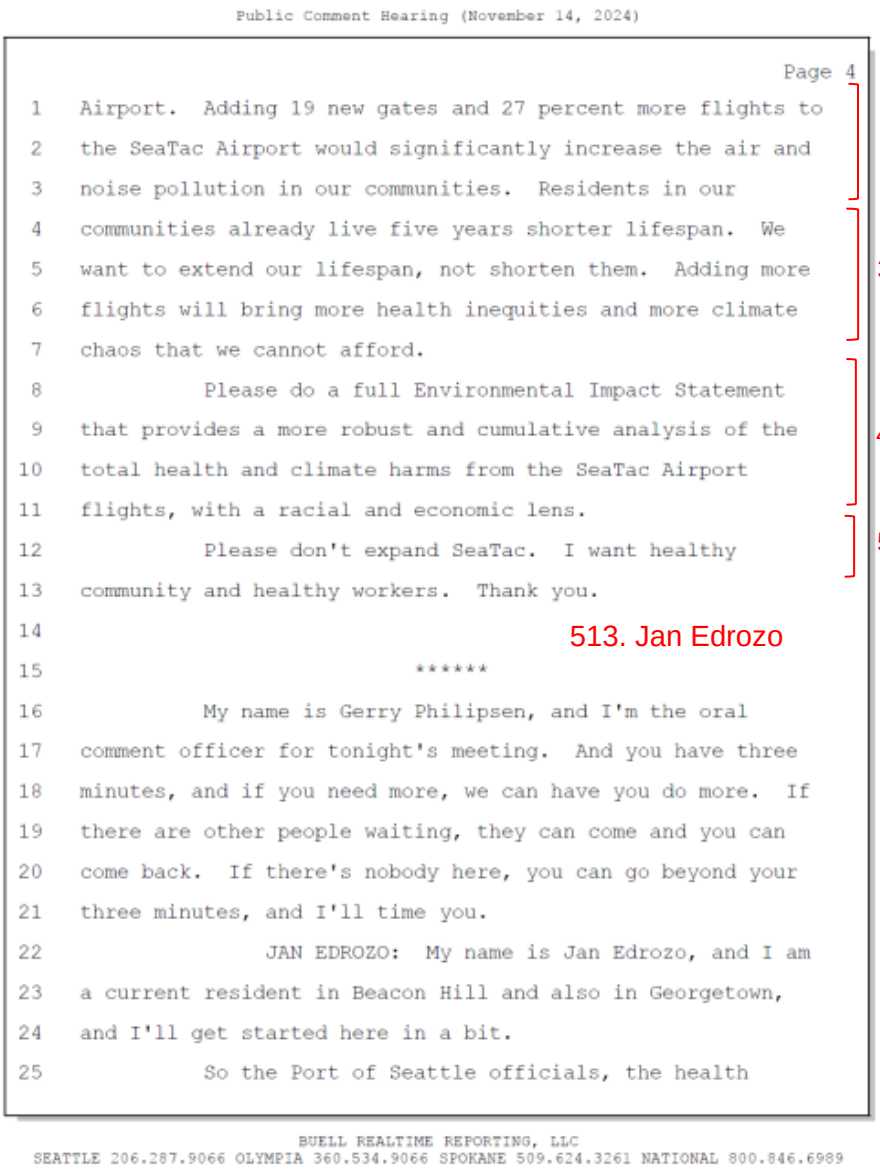
VELMA VELORIA: Port Commissioners, thank you for the opportunity to speak with you today. My name is Velma Veloria. I'm a former state representative and chair of the King County International Airport Community Coalition. Our community includes Georgetown, South Park, Beacon Hill and Tukwila.

I'm here today to oppose the expansion of SeaTac. 1

I live on Beacon Hill. Our communities are under two flight paths, the King County International Airport and the SeaTac

512-1. Thank you for your comment. This comment has been noted.

512. Velma Veloria (continued)



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Airport. Adding 19 new gates and 27 percent more flights to the SeaTac Airport would significantly increase the air and noise pollution in our communities. Residents in our communities already live five years shorter lifespan. We want to extend our lifespan, not shorten them. Adding more flights will bring more health inequities and more climate chaos that we cannot afford.

Please do a full Environmental Impact Statement that provides a more robust and cumulative analysis of the total health and climate harms from the SeaTac Airport flights, with a racial and economic lens.

Please don't expand SeaTac. I want healthy community and healthy workers. Thank you.

513. Jan Edrozo

******

My name is Gerry Philipsen, and I'm the oral comment officer for tonight's meeting. And you have three minutes, and if you need more, we can have you do more. If there are other people waiting, they can come and you can come back. If there's nobody here, you can go beyond your three minutes, and I'll time you.

JAN EDROZO: My name is Jan Edrozo, and I am a current resident in Beacon Hill and also in Georgetown, and I'll get started here in a bit.

So the Port of Seattle officials, the health

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512-2. General Response #8
General Response #13
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

512-3. General Response #10
General Response #11
General Response #15

512-4. General Response #1
General Response #17

512-5. This comment has been noted.

513. Jan Edrozo (continued)

Public Comment Hearing (November 14, 2024)

impacts from more air and noise pollution at SeaTac are significant to me because I live and work in Beacon Hill, and much earlier, Georgetown as well. 1

These impacted communities are close to the airport, and as many know, there has been an increase in flights at the King County International Airport between 2015 to 2019. There was an increase of 11.5 percent, and some of the following impacts have been the rise in jet-related air pollution that's been linked to hypertension, heart disease, cardiovascular, mental health and respiratory problems. 2

And in terms of environmental injustice, there's -- sorry. I think there's more of an informational way in which I wrote this, and I'm wondering if maybe it's not as important. Maybe we can edit that part out. 3

GERRY PHILIPSEN: You also have the option of putting a written -- in a written comment in addition to this.

JAN EDROZO: Yeah, as I'm reading this out loud and I'm hearing...

GERRY PHILIPSEN: Whatever suits your fancy here is fine.

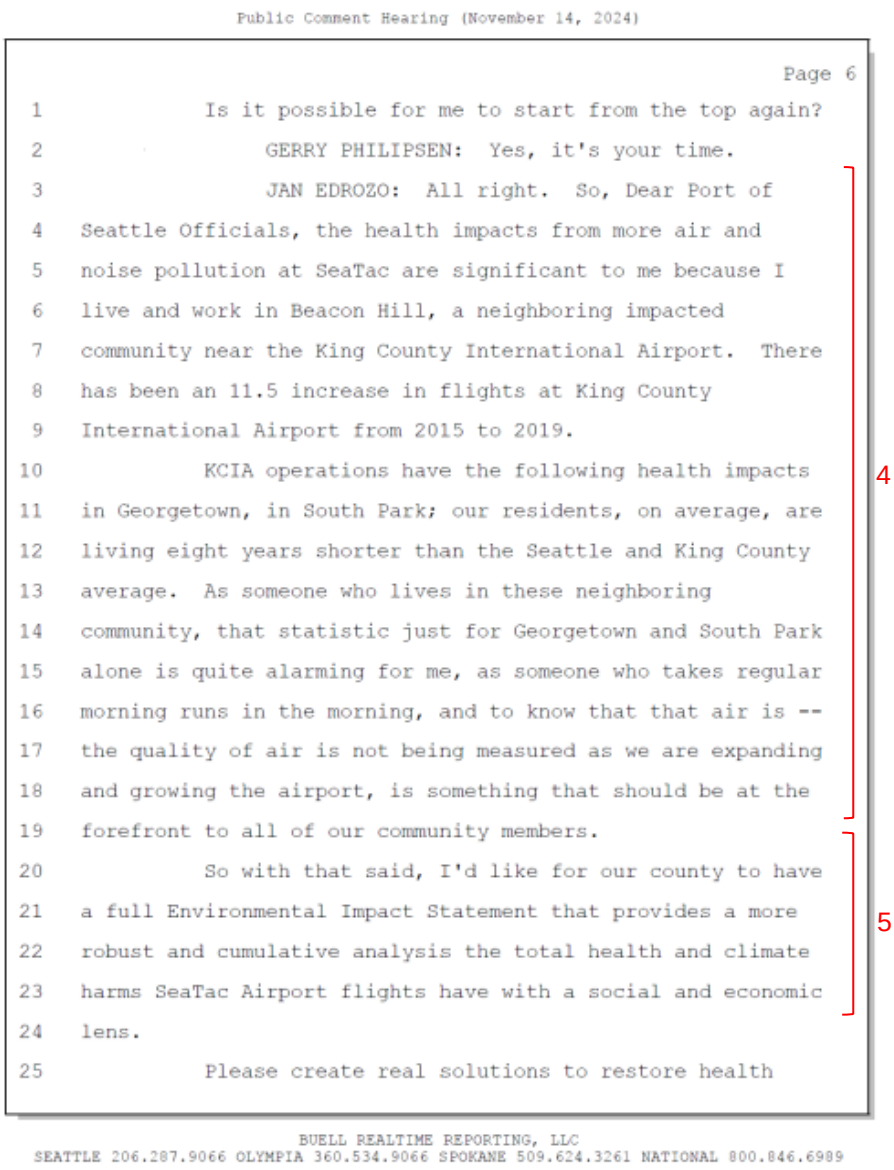
JAN EDROZO: I think the written part I'll just do with more the environmental information, and I'm going to keep this one short and sweet.

513-1. This comment has been noted.

513-2. General Response #8
General Response #10
General Response #13
General Response #14

513-3. General Response #15

513. Jan Edrozo (continued)



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Is it possible for me to start from the top again?

GERRY PHILIPSEN: Yes, it's your time.

JAN EDROZO: All right. So, Dear Port of Seattle Officials, the health impacts from more air and noise pollution at SeaTac are significant to me because I live and work in Beacon Hill, a neighboring impacted community near the King County International Airport. There has been an 11.5 increase in flights at King County International Airport from 2015 to 2019.

KCIA operations have the following health impacts in Georgetown, in South Park; our residents, on average, are living eight years shorter than the Seattle and King County average. As someone who lives in these neighboring community, that statistic just for Georgetown and South Park alone is quite alarming for me, as someone who takes regular morning runs in the morning, and to know that that air is -- the quality of air is not being measured as we are expanding and growing the airport, is something that should be at the forefront to all of our community members.

So with that said, I'd like for our county to have a full Environmental Impact Statement that provides a more robust and cumulative analysis the total health and climate harms SeaTac Airport flights have with a social and economic lens.

Please create real solutions to restore health

4

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513-4. General Response #8
General Response #10
General Response #13
General Response #14

The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

513-5. General Response #1
General Response #8
General Response #10
General Response #13
General Response #14
General Response #15
General Response #17

513. Jan Edrozo (continued)

Public Comment Hearing (November 14, 2024)

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equity to our near airport and flight path communities. Please deploy science-based, proven solutions to close the gaps in life expectancy and health outcomes so our airport community and airport workers can live long, healthy lives on par with the rest of King County.

514. Chad Konsak

******

CHAD KONSAK: Chad Konsak, I live in Normandy Park.

GERRY PHILIPSEN: Before you start, I'll just say, I'm instructed to tell you my name is Gerry Philipsen, and I'm the oral comment officer, and you have three minutes. If you need any more time and there are people waiting, then you can wait until they've had their three; then you can come back.

CHAD KONSAK: I think I got it in three minutes.

So 29 years we've been living in Normandy Park, coming up on 29 years, about. Shortly before COVID -- and for 25 of those years, it was quiet. There was no airplane noise at all. We're not under a flight path, but it's the runway noise. I noticed it before COVID, COVID shutdown restriction. When COVID was over, it started ramping up again. Now it's constant.

I can hear it at night. It's in the a.m. And

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513-6. General Response #6

514-1. General Response #5

514. Chad Konsak (continued)

Public Comment Hearing (November 14, 2024)

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about a year ago I got woke up at 4 a.m. and decided to fish around on the internet. I found the airport noise study complaint form, filled it out. At the bottom I could opt to have somebody call from the Port, and this young man called me from the Port. I had two questions: 1

1. Has anybody in my community reached out to you about the increasing noise?

2. Is there a plan that can address how that can affect me and my neighborhood? 2

I didn't get answers. Still don't have answers. I got an explanation, kind of a boilerplate explanation. I understand that.

Not satisfied, I contacted my Normandy Park City Hall, city council, emailed the entire council: Is anybody in my neighborhood talking to you about this? Is there a plan to address how this is going to affect us as the airport grows? And that's my biggest fear, the airport growing. This is proof of that. When is the fourth runway coming? 3

The person on point for that council contacted me, didn't answer my questions, gave me the exact same explanation as the kid before with the Port. Still really bothers me.

I think this is where I'm going to lose my train of thought -- so that's that, and I haven't heard nothing.

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514-2. The Port is currently in the process of updating their Part 150 study (14 CFR Part 150), which is a voluntary program created by Congress as part of the Aviation Safety and Noise Abatement Act of 1979 that allows (does not mandate) airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/

514-3. General Response #5
General Response #13

514. Chad Konsak (continued)

Public Comment Hearing (November 14, 2024)

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That was a year ago.

30 years ago we were bought out by the third runway. Nobody hit the jackpot. We turned down three offers. We were young, had a two-year-old daughter.

GERRY PHILIPSEN: You have about 30 seconds.

CHAD KONSAK: And nobody had any concern for us back then. Nobody had our back, but they did put new windows and doors in homes. I don't hear a plan for anybody that's affected by this. I got a lowball offer I had to take because the bulldozers were coming.

My property value decreased as a result of the growing airport, and nobody had my back then and nobody has my back now. Local federal government, it's up to the President of the United States, and the Port was completely unsympathetic back then.

Nobody had our back and nobody is talking about a plan for all the communities and the folks, you know, had serious issues. The property taxes are going up. It's a very aggravating situation. My owls are drowned out at night. My birds are drowned out in the morning.

This is a conversation I had with my neighbors, but, you know, some people are noticing. They've answered the question; there is no plan for us. My other question was answered by not getting an answer.

So, I mean, my time's probably up.

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514-4. General Response #5
General Response #6
General Response #20

514. Chad Konsak (continued)

Public Comment Hearing (November 14, 2024)

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GERRY PHILIPSEN: Yeah, and if you want to come back, you can. If you want to sign up to come back in tonight.

CHAD KONSAK: I don't know about that. I mean, if the line wasn't very long. I mean, this is a conversation I was going to lay out a little cleaner, slower, and I was hoping to have it with other individuals.

So, anyway, my name's already on file, very versed with the power of the Port. And I'm hearing airplanes, and the airport's growing, and it's getting loud. I hear it all the time, but nobody's talking about a plan.

So, you know, what are my kids gonna do in 20 years? The fourth runway was drawn up when the third runway was drawn up. 4

515. Joseph Seia

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GERRY PHILIPSEN: My name is Gerry Philipsen, and I'm the oral comment officer for the meeting tonight, and you have three minutes. Now, if, at the end of that three minutes, there's somebody else waiting, then we'll have to cut you off, but you can sign up to come back after, to get back in the queue if you wanted to have a second -- extend your comments.

JOSEPH SEIA: My name is Joseph Seia. I serve as the executive director of Oceana Northwest, which

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515. Joseph Seia (continued)

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is located just here in Burien. So very close to the airport. We service Pacific Islander communities that live close to the airport, so Burien, Tukwila, SeaTac, Des Moines, Kent, Federal Way.

We have deep concerns about the continued expansion that is happening, that the Port of Seattle is committing to without actually bringing black and brown communities along. For example, this forum is very exclusively modeled after a very white way of participating in, like, public forum and public discussion.

Typically, when black and brown communities are needing to say something, we would like to say it in community, first of all, and we would like to feel heard, not walk into some room where you're sitting down by yourself and very much modeled after white supremacist culture and white supremacist cultural ways of participation, which is very exclusive.

The thing about Pacific Islander people and Native and Black people, we're all very communal. So this is not a good setup at all.

But we have concerns around the learning of our children. We know that Native, Pacific Islander, Black students, their reading scores are super low within the SeaTac Airport area. There's nothing to redress, like how to improve their learning.

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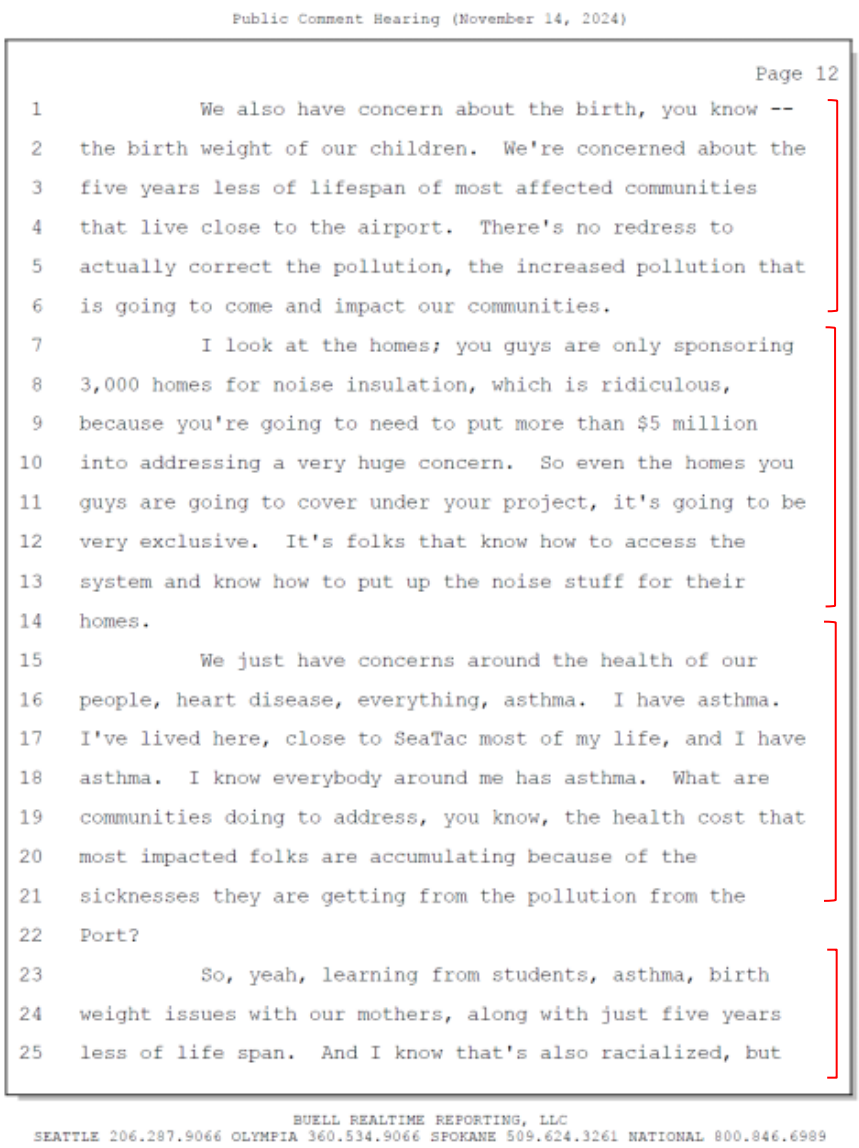
515-1. General Response #3

515-2. General Response #6
General Response #16

515. Joseph Seia (continued)



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We also have concern about the birth, you know -- the birth weight of our children. We're concerned about the five years less of lifespan of most affected communities that live close to the airport. There's no redress to actually correct the pollution, the increased pollution that is going to come and impact our communities. 3

I look at the homes; you guys are only sponsoring 3,000 homes for noise insulation, which is ridiculous, because you're going to need to put more than $5 million into addressing a very huge concern. So even the homes you guys are going to cover under your project, it's going to be very exclusive. It's folks that know how to access the system and know how to put up the noise stuff for their homes. 4

We just have concerns around the health of our people, heart disease, everything, asthma. I have asthma. I've lived here, close to SeaTac most of my life, and I have asthma. I know everybody around me has asthma. What are communities doing to address, you know, the health cost that most impacted folks are accumulating because of the sicknesses they are getting from the pollution from the Port? 5

So, yeah, learning from students, asthma, birth weight issues with our mothers, along with just five years less of life span. And I know that's also racialized, but 6

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515-3. General Response #5
General Response #6
General Response #8
General Response #9b
General Response #10
General Response #16

515-4. General Response #6
The Port is currently in the process of updating their Part 150 study (14 CFR Part 150), which is a separate process from this EA. The FAA will forward your comment to the Part 150 team. For more information on the Part 150 update see: https://seapart150.com/

515-5. General Response #8
General Response #10

515-6. General Response #10
General Response #14
General Response #15
General Response #16

515. Joseph Seia (continued)

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there's racism at play because communities close by the airport are most disempowered.

GERRY PHILIPSEN: 30 seconds.

JOSEPH SEIA: And so it's just the way we need the Port to partner with most impacted community leaders, black and brown and Pacific Islander, Native, Latino, East African. We need them to be working with our communities and also co-designing ways that our communities can really engage, and not this very white, white way. Because I looked around at everybody that was coming to this forum today; I don't see anybody that looks like me. So that's a problem; folks that live close to the airport are not actually here to provide their input.

So I'll wrap that up because that's what I have to say about this.

7

516. Candy Martin

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GERRY PHILIPSEN: My name is Gerry Philipsen. I'm the oral comment officer for tonight's meeting. And the main thing I have to say is you have three minutes, and I'll time you. And roughly, you know, when that time is up, if you need more time, you can come back and you can get back on the list.

CANDY MARTIN: No, mine will be quick.

My name's Candy Martin. I've been living near the

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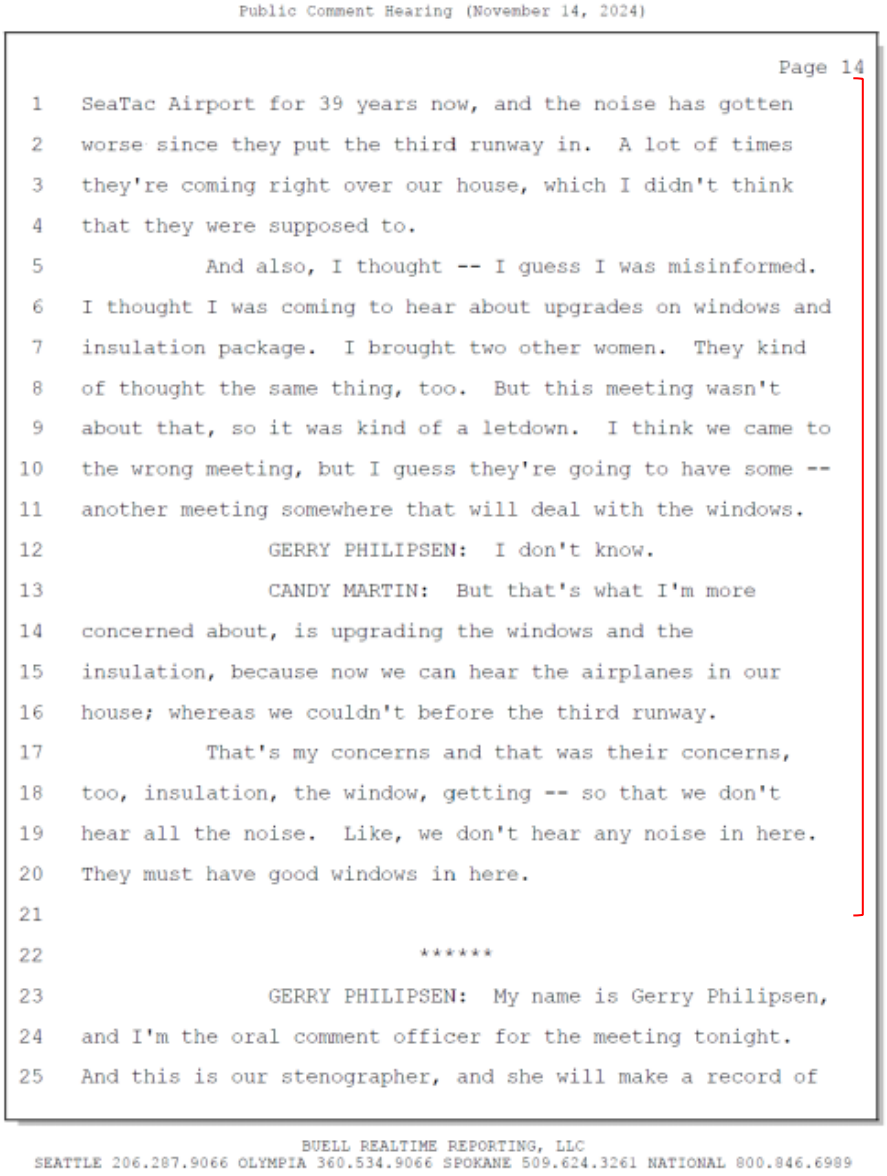
515-7. Thank you for your comments. Your comments have been noted.

516. Candy Martin (continued)



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SeaTac Airport for 39 years now, and the noise has gotten worse since they put the third runway in. A lot of times they're coming right over our house, which I didn't think that they were supposed to.

And also, I thought -- I guess I was misinformed. I thought I was coming to hear about upgrades on windows and insulation package. I brought two other women. They kind of thought the same thing, too. But this meeting wasn't about that, so it was kind of a letdown. I think we came to the wrong meeting, but I guess they're going to have some -- another meeting somewhere that will deal with the windows.

GERRY PHILIPSEN: I don't know.

CANDY MARTIN: But that's what I'm more concerned about, is upgrading the windows and the insulation, because now we can hear the airplanes in our house; whereas we couldn't before the third runway.

That's my concerns and that was their concerns, too, insulation, the window, getting -- so that we don't hear all the noise. Like, we don't hear any noise in here. They must have good windows in here.

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GERRY PHILIPSEN: My name is Gerry Philipsen, and I'm the oral comment officer for the meeting tonight. And this is our stenographer, and she will make a record of

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516-1. Sound insultation is included under the Port's Part 150 program. The Port is currently in the process of updating their Part 150 study (14 CFR Part 150), which is a voluntary program created by Congress as part of the Aviation Safety and Noise Abatement Act of 1979 that allows (does not mandate) airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/

The FAA will forward your comment to the Part 150 team.

517. Pamela Jorgensen

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everything you say. You have three minutes, and if you need more time after that, then you can get back in the queue and give another three minutes if there is nobody behind you, but I think there will be. You can just have another three right then, but I think you'll probably need to reschedule, and then we'll turn to you for your comments. Okay?

PAMELA JORGENSEN: We bought our house in Burien more than 50 years ago when the airport was just a small building surrounded by cornfields. I feel strongly that our home should be a place of quiet, a place where we can recharge, rest, a place where we will feel healthy and comfortable.

The airport has grown steadily, traffic has increased and I feel that that's been stolen from us. There's constant noise all night long over the house. There's the traffic. There's the health influence from the pollution. There's the wear and tear on our roads from the vehicle traffic.

I just feel that something's been stolen from us, and that's my comment.

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518. Jerry Jorgensen

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JERRY JORGENSEN: Jerry Jorgensen. We live in North Shorewood, and we've been there since about late '68. So things have changed a lot since we moved in, but in

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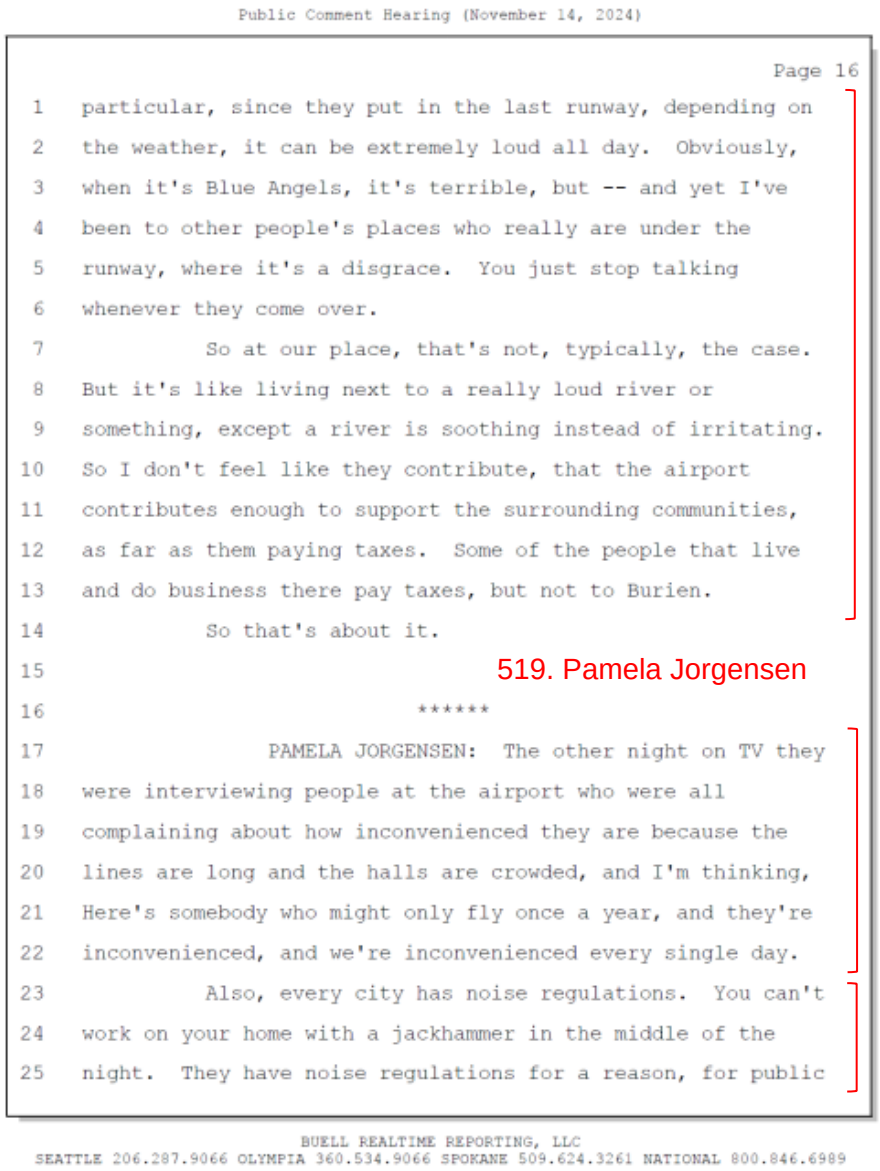
517-1. General Response #5

518. Jerry Jorgensen (continued)



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particular, since they put in the last runway, depending on the weather, it can be extremely loud all day. Obviously, when it's Blue Angels, it's terrible, but -- and yet I've been to other people's places who really are under the runway, where it's a disgrace. You just stop talking whenever they come over.

So at our place, that's not, typically, the case. But it's like living next to a really loud river or something, except a river is soothing instead of irritating. So I don't feel like they contribute, that the airport contributes enough to support the surrounding communities, as far as them paying taxes. Some of the people that live and do business there pay taxes, but not to Burien.

So that's about it.

519. Pamela Jorgensen

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PAMELA JORGENSEN: The other night on TV they were interviewing people at the airport who were all complaining about how inconvenienced they are because the lines are long and the halls are crowded, and I'm thinking, Here's somebody who might only fly once a year, and they're inconvenienced, and we're inconvenienced every single day.

Also, every city has noise regulations. You can't work on your home with a jackhammer in the middle of the night. They have noise regulations for a reason, for public

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518-1. General Response #5

519-1. General Response #5

519-2. Airport Noise Compatibility Planning (14 C.F.R. Part 150) was created by the Aviation Safety and Noise Abatement Act of 1979 (P.L. 96-193). FAA established the "day-night average sound level" (DNL) as the noise metric for describing community noise impacts and identified DNL 65 decibels (dB) as the threshold of significant aircraft noise as well as incompatible residential land use.

The Airport Noise and Capacity Act and its resulting regulations, 14 C.F.R. Part 161, impose stringent requirements on airports seeking to implement certain types of noise rules or restrictions, including night curfews, caps on maximum noise levels, numbers of aircraft operations, and noise-based fees. Under Part 161, airports may implement noise-related restrictions based on a voluntary agreement with aircraft operators. Alternatively, an airport may pursue mandatory noise-based restrictions that require FAA approval.

519. Pamela Jorgensen (continued)

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safety, for people's health and comfort. So why do we have to put up with so much noise from the airplanes when it's recognized that that is a problem for people?

Okay, I think I'm done.

520. Maria Arevalo

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GERRY PHILIPSEN: My name is Gerry Philipsen, and I am the oral comment officer for this occasion. And you have three minutes in which to talk, and I'll time you. And if you want to have another three minutes and there's no one in line, you're welcome to have another turn at it. And if there's nobody here, you can just take six minutes.

MARIA AREVALO: Maria Arevalo, and I am a community member that lives in Burien, but I'm also part of the Port Community Action Team, otherwise known as PCAT. And so my work is really just to see what the changes that are happening, that the Port is doing, and then try to provide feedback on the effects -- or through the lens for community members. But I guess today I will state mine, because I am a local.

So some of my biggest concerns while still looking at the graphics is just the noise. I know that there is boundaries within the space that was showed, but even living outside of those boundaries, specifically talking about the 2020 through 2035 plan, I felt like those weren't a real

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520-1. General Response #12
General Response #13

520. Maria Arevalo (continued)

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representation of what the noise pollution actually is. And with that, if there is decrease in canopy is a really big, big issue for me. And my family who all live together, a multi-generational household, and so my goal, or what I would say, is to try to increase the tree canopy, as well, with all of these changes that are happening. 2

And then some of the other problems that I'm seeing is a possibility of decrease in parks or public spaces or the possibility of actually just increasing trails in order to offset some of the changes that are happening as we're seeing all of these negative environmental impacts that we're having. 3

And then -- so, yeah, what I'm seeing is just the changes that are happening will mitigate the traffic inflow and people and the need for more aircraft, but for the local community, talking about Burien, Des Moines, SeaTac, even Tukwila, what are some of the things that they're getting out of it. And talking about the traffic, there is plans to do traffic mitigation. I don't know if that's a proper word to use. And so that is bringing in more cars into these neighborhoods in certain areas, traffic getting home. 4

And so that's just what I wanted to say. That was three minutes.

****

GERRY PHILIPSEN: I'm Gerry Philipsen, and

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520-2. General Response #18

520.3. General Response #6 Implementation of the proposed project would not result in a reduction in parks or trails. The proposed projects would occur on airport property.

520-4. The FAA and the Port collaborated with WSDOT to complete a surface transportation study to identify roadway intersections that would fail to meet local and agency mobility standards in 2032 and 2037 due to the implementation of the Action Alternatives. Mitigation was proposed for the impacted intersections according to each jurisdiction's requirements (Section 4.3.12 in the Draft EA). With the proposed mitigation, the impacts are not considered significant.

521. Marianne Markkanen

I'm the oral comment officer, and I will time you. You have three minutes for oral statement, and if you need more time, you can get back in the queue and come and have a second time. Let me get the timing going, because I think we do have -- okay.

MARIANNE MARKKANEN: Okay. I have a comment about -- this is about the fourth one of these I've been to, and the graphs that they show, they don't -- like my girlfriend and I, we want to know how it impacts our health. 1

I live below the third runway. None of the charts have like even major street names. Like I'm near Des Moines Memorial Way, so I can't tell -- all I see is a bunch of circles on this one chart, and then the gentleman tells me that their projection for the amount of traffic is 510,000 takeoffs and landings a year. That's a huge amount of traffic. 2

I already have a huge amount of traffic going over my house, day and night, pretty much. So that's one issue that the graphs that they use, it's not specific. They invite the public in, but when you say, you know, I can't tell where my house is on your graphs, so that's one issue.

The second issue I have is there are no health impacts out there. And other studies have been done in this community through the Quiet Skies Group that analyze the ultrafine particles that come down off these planes and how 3

521.1. General Response #10
General Response #14

521-2. This comment has been noted.

521.3. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14

521. Marianne Markkanen (continued)

Public Comment Hearing (November 14, 2024)

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it's going to affect my longevity. Am I going to get cancer some day? I have to have my house completely washed every year because of the residue from these planes.

So there's nothing to do with the health out there. It's the water, you know, the water land -- the wetland. But what about the health of the people? You invite us here, but there's nothing about the rate of cancer that we all know, if we've been coming to these meetings, it is higher in this area than other areas of Seattle.

And what was the third -- so the lack of health information, I think, is a big problem. I would like to see some impacts to my health. 3

And also, the schoolchildren. There are tons of schools in this area. Kids go out and play, planes are coming over them, you know. What's going on with that? Who is studying anything, you know, the amount of ultrafine particles that are dropped on schoolyards in this area. I don't see anything out there like that. 4

So I think that's about all I have to say. And also, is there going to be another -- we hear that the legislatures are working on getting another airport. We need another airport. This area is growing, and we're going to have 510,000 flights. What about after that? How can this area absorb that many flights? 5

They have a nice chart out there how it's going to

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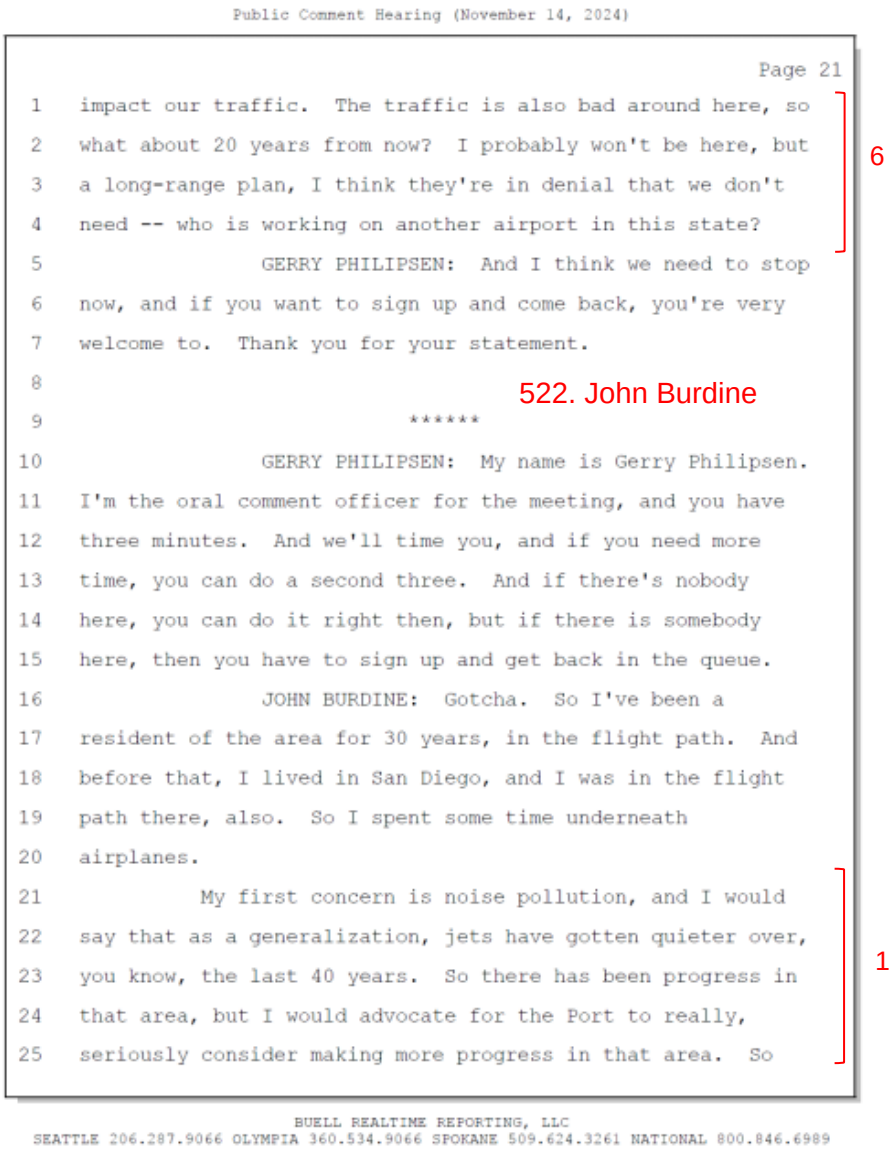
521.4. General Response #16

521-5. General Response #7
General Response #7a

521. Marianne Markkanen (continued)



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impact our traffic. The traffic is also bad around here, so what about 20 years from now? I probably won't be here, but a long-range plan, I think they're in denial that we don't need -- who is working on another airport in this state?

GERRY PHILIPSEN: And I think we need to stop now, and if you want to sign up and come back, you're very welcome to. Thank you for your statement.

6

522. John Burdine

******

GERRY PHILIPSEN: My name is Gerry Philipsen. I'm the oral comment officer for the meeting, and you have three minutes. And we'll time you, and if you need more time, you can do a second three. And if there's nobody here, you can do it right then, but if there is somebody here, then you have to sign up and get back in the queue.

JOHN BURDINE: Gotcha. So I've been a resident of the area for 30 years, in the flight path. And before that, I lived in San Diego, and I was in the flight path there, also. So I spent some time underneath airplanes.

My first concern is noise pollution, and I would say that as a generalization, jets have gotten quieter over, you know, the last 40 years. So there has been progress in that area, but I would advocate for the Port to really, seriously consider making more progress in that area. So

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521-6. The FAA and the Port collaborated with WSDOT to complete a surface transportation study to identify roadway intersections that would fail to meet local and agency mobility standards in 2032 and 2037 due to the implementation of the Action Alternatives. Mitigation was proposed for the impacted intersections according to each jurisdiction's requirements (Section 4.3.12). With the proposed mitigation, the impacts are not considered significant.

522-1. General Response #5
General Response #6
General Response #13

522. John Burdine (continued)

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there's -- there's alternative fuels, and I don't know how they affect noise, and I know that they're working on quieter engines. So that's good, also. 1

My other comment about this is that I've gotten more deaf because of living in this situation, and I really don't think the Port has done any studies of the -- you know, the constituents in the flight path, about their own personal hearing loss. So I would advocate for a study of that, of the affected population. 2

Does that make sense?

And then my second concern, of course, is air pollution. And living in San Diego, I noticed a lot more of what I call "jet poop," which is the exhaust, the particulates. So 40 years ago it was really bad and very noticeable. It's less noticeable now, but again, I don't know if the Port has done any kind of study of the health in relation to pollution in that flight path area. 3

So if they have not, I would advocate them doing it, because I think there are long-term effects. But, you know, I don't want to say I think it's this or I think it's that. I just think that there has obviously been effects, but I don't know what they are.

So I think the Port, overall, is trying to do a good job, and so I don't think that it's -- I think it's an asset to the community, but those people, you know, within 4

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522-2. General Response #5
General Response #6
General Response #13
General Response #14

522-3. General Response #8
General Response #9b
General Response #9c
General Response #10

522-4. Thank you for your comments. These comments have been noted.

523. Interpreter/Linda Wong

that flight path are definitely affected by their health and by the noise.

End of statement.

******

GERRY PHILIPSEN: My name is Gerry Philipsen, and I'm the oral comment officer for tonight's meeting. And you will have three minutes, but we'll adjust that because of the translation, so you have some time to make your statement. And the stenographer lady will write down your words as we hear them from your helper here.

(Interpreter/Translator present via Ipad)

INTERPRETER: Interpreter has interrupted the caller so that I will be able to provide interpretation for the time being. I'm ready to begin.

Yes, and thank you for having this meeting, and also, because from this meeting, I learned a lot based on the SAMP projects that will be affecting different districts here.

And I also just wanted to let you know that based on the materials that we were handed out to us so far, even though they were like translation copies with the Chinese characters, but I noticed that, as well, that with all the information packets, the wordings or speeches that they put into those information, the materials, they are actually

1

523-1. General Response #3 There is no required format for public meetings. The FAA determined, in consultation with the Port, that public meetings would be the best format for gaining public input for this project. There were two people at each meeting available to provide translation services. All meeting resources were available in seven different languages.

523. Interpreter/Linda Wong (continued)

targeting more towards the people with higher educational background.

Like those people, if they read through those informations provided, then they will understand. However, though, because I have here several ladies here, then they do not possess those kind of higher educational backgrounds. 1

So for the common folks like us, the informations could not be really understood provided by this agency.

So I was just wondering, because also when the interpretations were provided as well, earlier, and that we notice that there was some information that was printed out on these materials, there's some discrepancies or differences, and that is my number one point.

Also, my second point is that I learned a lot of information from this sustainable other projects for the SAMP, and it's -- so far it has been quite thorough. And then they listed out all the flight path from the City Hill (Beacon Hill) area and also all the international information provided with statistics and also with a lot of surrounding areas that is nearby the airport, and then -- 2

but we wanted to know that, because I read also like there's a report saying that for the -- every year now, and if that all the flights that will be traveling through this Seattle airport will be up to about 450,000 to about 470,000. That is quite a lot of flights and with the airplanes flying over

523-2. As noted in Table 4-1 of the Draft EA, operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

523. Interpreter/Linda Wong (continued)

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the City Hill (Beacon Hill) area.

And also, according to the reports that I read, the average life spans for the residents staying over at the City Hill (Beacon Hill) area, and it was actually like three years shorter than the rate of the Seattle areas by different years. So I'm just wondering if this is something related or maybe affected by all this flight path passing over this area.

We understand it could be other reasons or influences, but I just wanted to know, because by the proposals saying that come 2032, that the flights will continue to increase, due to the demand, and then that so far, they only listed out the 9,000-plus of the households living around the airport area, that that is having some influence or effect and, in fact, affecting the mental and physical part. But what about these other districts that will be affected by the increasement (sic) of the over the flight airplanes passing over City Hill (Beacon Hill) area. 3

******

LINDA WONG: So Beacon Hill, airport-impacted communities are an overburdened community. If you look at the Puget Sound Clean Air Agency, their map of overburdened communities and their definition of overburdened, they have one thing in common that is distinct from the rest of King 4

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523-3. General Response #8
General Response #9b
General Response #10
General Response #13
General Response #14
As noted in Table 4-1 of the Draft EA, operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

523-4. General Response #15

523. Interpreter/Linda Wong (continued)

County, and that is an airport.

Everett has an airport and we have SeaTac and King County international. Most of the people who live in airport-impacted communities are people of color, immigrants, refugees whose English is not their first language. 4

My friend just put forth a testimony, and you could see her objection, which is the outreach has not been done to these communities and not in -- the content was not presented in a way that was easily understood. And so how could these populations truly understand and respond to health risks or other nuisances that impact their health and their wellness and quality of life. Being out in the yard, it takes a lot of shouting to be heard sometimes.

So the burden should not be on them if the airport is the one that's doing the expansion. The burden should be on the airport to reach out and educate these populations. And I find that not doing so is a dereliction of their duty. 5

That's it for now.

******

My name is Gerry Philipsen, and I'm the oral comment officer for this meeting. We have a good stenographer here who will write down your every word. You have three minutes, and if you need more and there's nobody

523-5. General Response #3
General Response #4

524. Arlene Brown

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waiting in the line, you can have another three minutes.

ARLENE BROWN: A number of issues. One is hazardous materials. By not mentioning the prior aquifer contamination and stuff, it gives you an appearance of lower risk than what's really there. 1

More importantly, during the third runway evaluations, the pollution control board ruled that the SeaTac Airport is not a lifeline, and therefore, they did not have to build the third runway or the 130-foot-plus retaining wall to survive the big earthquake that we are overdue for.

In those calculations that are all part of those records, the landslide goes and covers the existing 509, and we need to -- with this new SAMP that's proposed, they're putting a whole bunch more hazardous chemicals inside -- I think it's S-7 is the west side maintenance thing, for instance, that will be in there, and those things will also become part of the slide. 2

And, of course, the aquifer, the drinking water aquifer for the surrounding cities -- and, for instance, when Des Moines got contaminated within the last year or two, they ended up using this water, too. Seattle also uses it sometimes. All of that stuff is at risk. For instance, the Tyee well is right there on the bottom -- south end of the airport where they're also putting some more hazardous 3

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524-1. General Response #5
General Response #6

As noted in the Impact Assessment for Aquatic Critical Areas in Appendix M of the EA, during the project design and permitting phase, detailed geotechnical and hydrogeological assessments will be developed to characterize the potential for groundwater contamination of the wellhead protection areas (WHPAs) from the proposed projects. The potential of the proposed uses to release contaminants will then be assessed, and appropriate measures applied to minimize any risk of contaminant release to the WHPA. The Port will work with the relevant authorities to comply with all applicable requirements to avoid and/or minimize the potential for contamination.

As noted in Section 3.3.15.2. of the EA, there are several regional aquifers that underlie the General Study Area. A Phase 1 Groundwater Study completed in July 2008 determined that groundwater contamination at SEA does not threaten groundwater quality outside of the Aircraft Operations and Maintenance Area (AOMA). This was confirmed through groundwater sampling events from 2011 through 2015. The groundwater sampling delineated the downgradient extents of the modelled contaminant plumes (which were smaller than

	predicted by the model) and confirmed that the contaminants in the plumes will not impact potential local receptors (surface water bodies or drinking water supply wells), nor extend beyond the AOMA. This is due to the geology, hydrogeology, and hydrostratigraphy of the area. This information is the basis for the determination that the proposed project would not contaminate an aquifer used for public water supply (Section 4.3.14.5). **524-2.** General Response #19a A seismic hazard analysis is not required in accordance with FAA Orders 1050.1F and 5050.4B and is outside the scope of this EA. **524-3.** See response to previous comment 524-1.

524. Arlene Brown (continued)

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materials.

I'm having difficulty finding anybody who is even aware of those pollution control records and the decision not to build the runway to meet an earthquake code, because it was not a lifeline. Otherwise, if SeaTac had been considered a lifeline, they would have had to put more money into it, and that was already an expensive project, because originally they were saying it cost millions, and I said it was over a billion; and it was, in fact, over a billion. So they were really looking to cut corners wherever they could. 4

I did want to talk about the way this works. We pretend that life is exactly -- started in 2017, because it's the national thing. So you completely ignore the fact that originally there was supposed to be no third runway at all -- that was the formal written agreement -- because this is a postage stamp, compared to a normal airport size; we're in the middle of a community. 5

And then the third runway was supposedly just for some limited use for bad fog. Actually, there was -- at the time, Alaska Airlines was actually already flying technology that said you did not need a third runway if you just had that technology, and they were already flying that. And they specifically ignored that. This was something that was brought up at the time, and they just pretended that technology didn't exist and that you just needed it for bad 6

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524-4. This comment has been noted.

524-5. General Response #17

524-6. General Response #5
General Response #17
General Response #19a

524. Arlene Brown (continued)

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weather, so that all those calculations, Clean Water Act, Clean Air Act, noise, health, all of that a joke. None was it was real.

If you look at the standards that we have now and what airplanes are going through and now what this is proposing, it proves both second runway agreements as well as the third runway agreements were all, basically, fraudulent. They knew it. Everybody knew it. You couldn't prove it. How can you prove -- the Clean Air Act, interesting calculations on the number of trucks and all that stuff and how often they'd go through and how often they'd deliver and all that kind of stuff, as part of the third runway they also had a special panel, a three-person noise panel that came in, and they made a certain conclusion. They weren't supposed to go forward. But they concluded, basically, it wasn't possible to mitigate, from an economic point of view, because there was so much noise because we were on this tiny postage stamp. They ignored that as well and went forward. 6

This, again, it says, Oh, yeah, if we look from this tiny five-year-ish window -- I forget; it might be four. It's in that neighborhood. I think it's 2017 now -- it's only a small delta. But it's a huge delta compared to, I had no noise, for instance, at my house before the third runway. 7

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524-7. General Response #5
General Response #17

524. Arlene Brown (continued)

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I had news reporters, when I spoke at the PSRC meetings and stuff, that wanted to come to my house and hear the noise. I was against it for cost and some other things, because I knew it was going to cost a billion. I knew it wasn't anywhere near a million for the third runway, because there's lots of interesting ways of treating numbers, shall we say. So that's why I was against it at the time. 8

But now I do have noise, and I'd like to point out, from a health point of view, all you have to have is one airplane per night to impact your house; that's it. And DNRs are a joke. And that's in terms of estimating both the health as well as the mortality rates.

I was strongarmed into the 2000 health report -- three reports that was done by Department of Ecology, EPA and Department of Health. I kept saying "no," but finally they -- kept strongarming. So I was part of that; I'm actually an engineer. So I was really into the numbers aspect. We also had a doctor and some other people that were involved and, of course, all the experts, and then there's University of Washington-type things, too, and we were showing already a severe impact, and that was before the third runway, and now it's worse. 9

There was another study in 220 (sic) that's been released. All of that stuff is ignored because this is in the national thing. It's kind of weird. Apparently, we

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524-8. General Response #12
General Response #13
General Response #14

524-9. General Response #8
General Response #9b
General Response #9c
General Response #10

524. Arlene Brown (continued)

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have to get the state to care about our health. I mean, it's okay to kill people. It's okay to change it from five to ten years, in terms of take ten years off your life.

Apparently, with this NEPA process, it doesn't matter, which shocked me. I'm a little confused. But that's what they're telling me out there: Doesn't matter. Have to go over and-- so I did, you know -- talk to some people and, you know, we are trying to work it. And there's some fascinating data that's coming out of some schools right now. 9

GERRY PHILIPSEN: I'm going to ask you to close pretty soon because you're over the limit, but finish your main thought. And you have alternative ways, doing the written as well.

ARLENE BROWN: Oh, yes, I'll definitely be doing the written thing.

So, basically, by the process that's written out, you can routinely just set your projects up so if you did them every five years, you never look back. And you can always fail your Clean Air Act, your Clean Water Act. You can be killing your people by years. You can have every kid sick with asthma, and it doesn't matter, because the system does not work. The regulations that we've got do not work and people are ignoring prior agreements. 10

And I do appreciate the time, because this is

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524-10. General Response #5
General Response #16
General Response #17

524. Arlene Brown (continued)

going to be worked right up, and it was nice to be able to do this in my allotted time.

11

(End of oral comments)

524-11. Thank you for your comments. These comments have been noted.

525. Claire Parfitt

SEATAC, WASHINGTON

NOVEMBER 16, 2024

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ORAL COMMENT OFFICER: Good day. It is November 16th, 2024. I am officially opening the public oral comments for the draft environmental assessment for the proposed SAMP near-term projects NEPA public meeting at the Seattle-Tacoma International Airport.

My name is Gerry Philipsen, and I will serve as the oral comment officer for today's meeting.

****

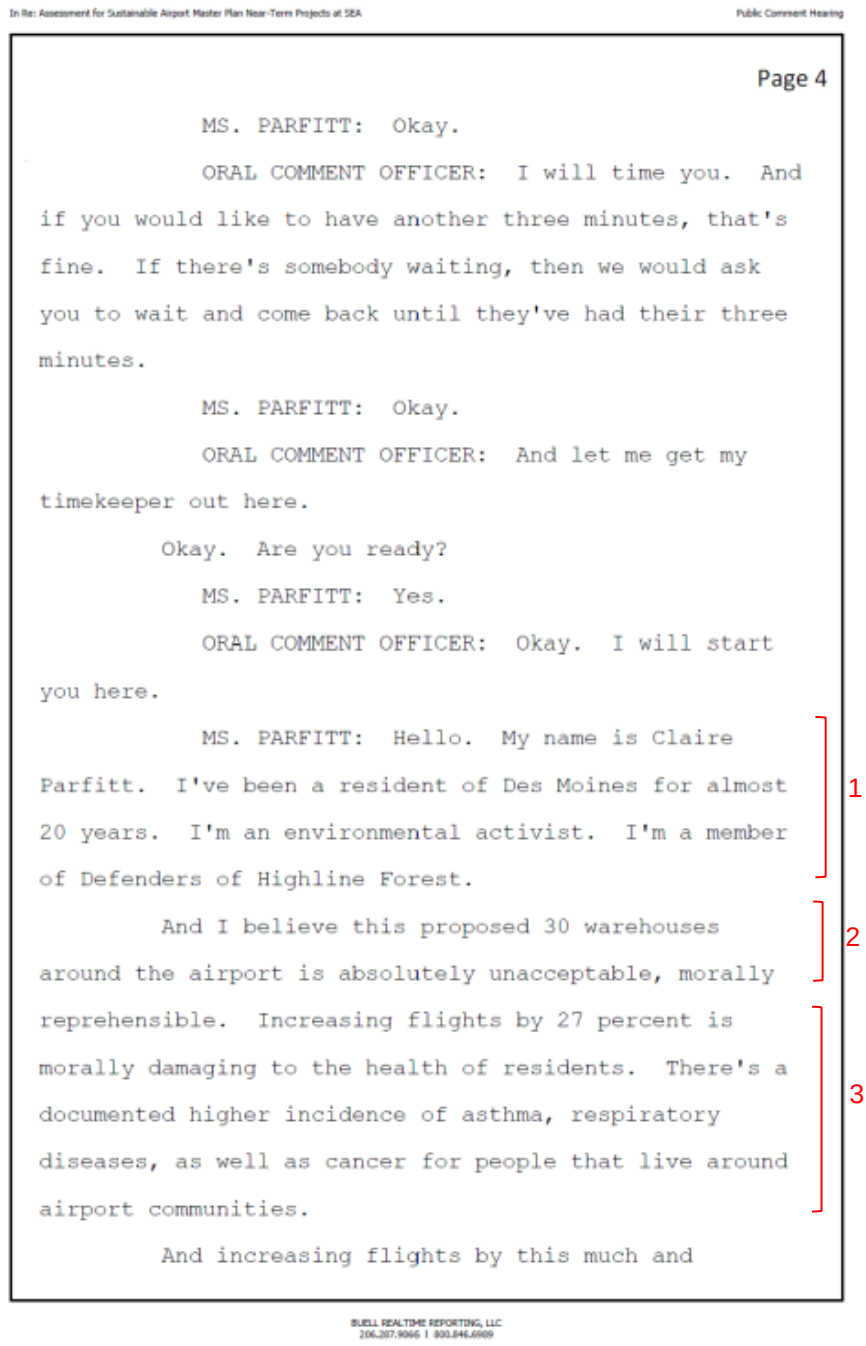
MS. PARFITT: Claire Parfitt, C-l-a-i-r-e last name P-a-r-f-i-t-t.

ORAL COMMENT OFFICER: Okay. I will just have a brief introduction for you, and then we can get started.

MS. PARFITT: Uh-huh.

ORAL COMMENT OFFICER: My name is Gerry Philipsen, and I'm the oral comment officer for this meeting. And you will have three minutes.

525. Claire Parfitt (continued)



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MS. PARFITT: Okay.

ORAL COMMENT OFFICER: I will time you. And if you would like to have another three minutes, that's fine. If there's somebody waiting, then we would ask you to wait and come back until they've had their three minutes.

MS. PARFITT: Okay.

ORAL COMMENT OFFICER: And let me get my timekeeper out here.

Okay. Are you ready?

MS. PARFITT: Yes.

ORAL COMMENT OFFICER: Okay. I will start you here.

MS. PARFITT: Hello. My name is Claire Parfitt. I've been a resident of Des Moines for almost 20 years. I'm an environmental activist. I'm a member of Defenders of Highline Forest. 1

And I believe this proposed 30 warehouses around the airport is absolutely unacceptable, morally reprehensible. Increasing flights by 27 percent is morally damaging to the health of residents. There's a documented higher incidence of asthma, respiratory diseases, as well as cancer for people that live around airport communities. 2 3

And increasing flights by this much and

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525-1. This comment has been noted.

525-2. The proposed project includes three cargo projects. C01 is the relocation of existing cargo facilities. C02 and C03 includes construction of new cargo facilities on Airport property.

525-3. General Response #8
General Response #9b
General Response #10
General Response #14
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

525. Claire Parfitt (continued)

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destroying acres and acres of woods with no mitigation except for planting trees in another area does not reduce the effect of carbon sequestration of trees. It does not reduce pollution from planes. 4

It's disproportionally affecting all the people that live under the flight path, which includes 64 percent of the number of residents under the flight path are ethnic and racial minorities. The State has a policy under the HEAL Act of protecting these minorities for having environmental equity. 5

It's a stunning disregard for this policy in this era of climate change and global warning. It's absolutely unacceptable to increase flights at this level, to disproportionately affect these airport communities and the poor people that live under the flight path. 6

We should be looking -- I know there's documented increase of higher number of flights needed, but we should not be looking at adding more flights. We should be looking at less pollution impacting travel such as light rail.

There's 17 percent of flights now are to local destinations. They should be -- we should be investing in light rail or, I mean, high-speed rail to allow those people to travel to close destinations. 7

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525-4. General Response #18

525-5. General Response #15

525-6. General Response #11

525-7. General Response #7
General Response #7c
General Response #7d

525. Claire Parfitt (continued)

We should be looking at also ground transportation for package, Amazon packages. I've already seen a huge increase in Des Moines where I live of planes flying all hours of the night. People that live under the flight path now can't even speak outside when there's a plane flying overhead. They have to stop. 8

Somebody spoke at the hearing for the -- against the proposed warehouse development on South 216th and Des Moines. She said everybody on her street has a household member with cancer, and the Port is just disregarding this, and coming here to listen to this propaganda about how we need more flights and a larger airport, and it's absolutely morally reprehensible. 9

We shouldn't be encouraging this. We should be looking at alternative transportation. We should be looking at adding more flights maybe at Paine Field or -- it's just asking the people of South King County to have -- bear a huge disproportionate amount of the burden for increased flights. It's not fair. It's horrible. It's impacting health. It's impacting enjoyment of the environment. 10

Parks, my group barely saved SeaTac Park through hours and -- hundreds of thousands of hours of volunteer involvement and lobbying. We encouraged the 11

525-8. General Response #7

525-9. This comment has been noted.

525-10. General Response #7b
General Response #7c
General Response #7d

525-11. As noted in Chapter 2 of the EA, several commenters requested the removal or modification of L06 Employee Parking Surface Lot during scoping due to concerns about additional traffic in the adjacent neighborhoods and impacts to North SeaTac Park. As a result of the comments, the Port eliminated L06 and expanded L07 to accommodate the employee parking needs identified.

525. Claire Parfitt (continued)

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City of SeaTac to purchase the park, and that's in the process now. If it weren't for people like us, that whole park would be destroyed, including immigrants, people of color, who use that park, and it's their only access to nature. 11

So this is something we should not be pursuing at this point of increasing flights. We should be looking at alternative transportation and adding flights to Paine Field as an airport up north. Other cities have two airports. I don't believe it's -- building another airport, there's overwhelming opposition to that.

But I think we could use the existing infrastructure we have for Paine Field and primarily increasing grounds transportation for flights and freight. 12

So those are my comments.

ORAL COMMENT OFFICER: Okay. Very eloquent and very principled and well informed.

MS. PARFITT: All right.

ORAL COMMENT OFFICER: Stunning.

MS. PARFITT: Thank you.

ORAL COMMENT OFFICER: Thank you.

****

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525-12. General Response #7
General Response #7b
General Response #7c
General Response #7d

526. Andrea O'Ferrall

ORAL COMMENT OFFICER: Good afternoon. My name is Gerry Philipsen, and I am the oral comment officer for this meeting. And you have three minutes. I will time you. And if at the end of three minutes, you want more time, that's fine, if there's no one in the queue.

If there's someone in the queue, then you can stop, and you can sign up again and come again for a second time. But if you need more time at the moment, and there's no one there, that's fine.

So I will get this set up, the clock set up.

THE COURT REPORTER: And I will have you state and spell your full name, please.

MS. O'FERRALL: Andrea O'Ferrall, A-n-d-r-e-a O, apostrophe, F-e-r-r-a-l-l.

THE COURT REPORTER: Thank you.

ORAL COMMENT OFFICER: Okay. If you are ready, start.

MS. O'FERRALL: Okay. So for me, the issue that I have is, it's a given that the Port has projected an increased 39 percent of travelers and 27 percent of flights and that somehow this future increase has to be, you know, dealt with, and that there's no significant difference between the Port making all these changes and doing nothing. 1

526-1. General Response #7
General Response #7c
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

526. Andrea O'Ferrall (continued)

I feel like -- like, I brought the shirt that I made in 2020. For years we thought that 1.5 degrees Celsius of warming was unthinkable, but now we're on track to more than double that. And carbon dioxide concentrations now stand at 420 parts per million, when we deemed 350 as the safe level. So we've already overshot that.

And yet the Port is planning on increasing flights and expanding. Feedback loops have already begun with carbon emissions coming out of decaying and dying ecosystems, yet somehow CEOs of airlines or the Port of Seattle can't see what this means for all of us. 2

Last year, trees and the land absorbed almost no CO2. They've been absorbing -- all the oceans have been absorbing it. We're having higher temperatures in the ocean. The Earth's natural carbon zincs, oceans, forests, and soils are increasingly struggling to absorb, sorry, human carbon emissions as global temperatures rise.

We have the AMOC, the Atlantic Meridional Oscillating Circulation, that helps regulate the climate, and research is showing that this current has switched off in the past, and studies are showing that it could -- it's slowing, and it could stop. So any idea of expanding an airport and increasing emissions is

526-2. General Response #11

526. Andrea O'Ferrall (continued)

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just deadly to the world.

I could go on about tipping points and increases in unnatural disasters. But anyone who works at the Port and is in charge of Port business could read the plethora of frightening reports. 2

To me, logic, decency, morality, you would think would stop digging ourselves in a deeper hole and stop this runaway train or runaway plane. And yet why don't we? Because this process is in motion. And it's a done deal. Right?

I'm making this public comment, but I don't think it's going to make any difference because everyone is here saying they are doing their job. And if there's no significant difference between doing nothing and doing this expansion, that it's going to happen.

And I think it's a horrible idea. De-carbonizing the aviation sector is a really challenging thing, given that the industry relies on fossil fuels and the technical limitations of alternative energy sources for flight. 3

Growing the demands for flights, along with the expansion of air freight operations complicates the efforts to make aviation more sustainable. Focus on aviation -- sustainable aviation fuel is green washing.

We can't go down the path that the Port of

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526-3. General Response #7
General Response #11
The FAA will consider all comments submitted prior to making a final decision.

526. Andrea O'Ferrall (continued)

Seattle is planning and building. This plan is blind to what we're doing to our planet. We need more than just an environmental impact statement for the Port's projects. We need to question the direction the Port leadership is taking us. 4

The Port of Seattle is acting on the premise that certain trends will continue, that there is no climate crisis, monster flighting, droughts, hurricanes. They say we are simply meeting demand, and this is a false premise. 5

ORAL COMMENT OFFICER: Okay. Thank you.

MS. O'FERRALL: Thanks.

527. Lynda Wong

****

ORAL COMMENT OFFICER: I will say again to you, my name is Gerry Philipsen, and I will serve as the oral comment officer for today's meeting. And so you can give your name, and then we'll proceed.

I will be timing you.

MS. WONG: Okay. The name is Lynda Wong. First name is L-y-n-d-a, last name is W-o-n-g.

Let me know when I can go.

ORAL COMMENT OFFICER: You are going.

MS. WONG: Hot damn. Okay.

So I wrote this out so that I didn't leave

526-4. General Response #1
General Response #7

526-5. General Response #11

527. Lynda Wong (continued)

In Re: Assessment for Sustainable Airport Master Plan Near-Term Projects at SEA — Public Comment Hearing

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anything because this is the last chance to leave a comment. I'm hoping for one more, but who knows how that will go. So here we are.

So the way public comment was structured excludes the people most impacted by airport operations and its expansion.

Last meeting, I brought my non-English-speaking neighbor to test it out. The Port person who helped us said it was the first time it had ever had to use language line for translation. 1

People living in airport communities are 64 percent people of color and 29 percent immigrants and refugees. So how is it the first time if there was -- there wasn't something wrong with the process? If the Port was really trying to include community, how is it the first time that they required translation with that population?

So I am concerned, as Commissioner Felleman stated at the fifth hour, 26 minutes, 17-second time stamp, if anybody is looking for it, at the 10/22 Port commission special meeting that we basically call a petition of 500 one comment. 2

I have done outreach about the Sea-Tac expansion. I have had conversations with many people who live and work near Sea-Tac. And I presented 3

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527-1. General Response #3
General Response #4

527-2. The FAA considers the contents of the comments provided when making the final decision, not the number of comments.

527-3. This comment has been noted.

527. Lynda Wong (continued)

information explaining in language what my concerns were, and why. 3

The King County Public Health Community Health and Airport Operations Related to Noise and Air Pollution report compared the health of residents in airport-impacted communities nearby the airports, Sea-Tac, to the rest of King County. The closer you are to the airport, the shorter your average life expectancy.

So if you live within one mile, you have an 89 percent higher risk of dying from heart disease compared with the rest of King County.

Within five miles, your child has a 29 percent higher risk of asthma. Within ten miles, Sea-Tac pregnant women -- SeaTac-near pregnant woman have a 37 percent higher risk of premature births. This is all inside of that report. 4

Now, I'm not talking to you, but do you, reader of this comments, speak another language? High school French maybe? Pretend that my friend that I brought speaks only that language.

And I challenge you to explain DNL or LDN to her, using your command of that second language. Because that is how the expert at the noise station tried to answer when my neighbor said, "Hey, the planes 5

527-4. General Response #8
General Response #9b
General Response #10

527-5. General Response #3
General Response #12
General Response #13

527. Lynda Wong (continued)

In Re: Assessment for Sustainable Airport Master Plan Near-Term Projects at SEA — Public Comment Hearing

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are waking me up. The planes are too much. Can the airport reduce noise?"

And the expert couldn't explain it without trying to get her to understand what DNL and LDN are. And I'm not certain that she got her answer that she needed. So your command of the second language might be how it feels to them regarding English.

But regardless of the language or access capability, they share the concerns and requests in the letter of concern I had translated into their language by a local native speaker. So I went and found someone in the neighborhood to translate it into their vernacular because language is cultural. It's very different for everybody.

So, basically, they are worried about the health impacts of current operations that they didn't know about before and are even more alarmed that the airport is going to extend without studying why they are sicker and die sooner than the rest of King County. It's not like there aren't any immigrants or poor people anywhere else in the county. 6

So everyone wants an EIS, which goes back to Commissioner Felleman's comment, people who care. People who are otherwise limited, they can sign on to a letter literally on paper because they don't have cell 7

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527-6. General Response #8
General Response #9b
General Response #10

527-7. General Response #1

527. Lynda Wong (continued)

phones, they are not online, and that's the way they can express their concerns. It's the way they are comfortable expressing their concern. 7

So how can you count 500 of all those people whose only option for expression is that signature, all 500 individuals and lives as one? I don't understand that.

I heard that signatures would count if one word in the letter was changed before submission so they are not completely identical. My question is, are we monkeys in a circus?

I mean, we have to jump through all your hoops just so you can -- so we can beg for the banana? I mean, how -- how is it -- how can we get our voices heard if only the way to do it is to jump through the hoops and do it the only way you provide? 8

So like my friend, she was exhausted after 60 minutes of, like, I don't understand to get no answer, and this makes me crazy.

I understand that might not be in the scope of FAA influence, but my excluding these voices, non-obvious impacts not often considered -- are often not considered as deeply as they should, for health, for their enjoyment of their homes, when they can't sleep, have a barbecue outside, and have to yell --

527-8. The FAA considers the contents of the comments provided when making the final decision, not the number of comments.

527. Lynda Wong (continued)

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ORAL COMMENT OFFICER: One minute left.

MS. WONG: -- or are worried about the potential toxicity of the dark stuff they see on the vegetables they grow. They are worried about that. They don't know what it means, and they want to know. 9

So new research done this year using satellite and traffic shows that people living in communities located next to large warehouses are exposed to 20 percent more toxic air pollutions that can lead to asthma, et cetera. 10

So how is this relevant to the Sea-Tac expansion? Because when you triple air cargo, warehousing will grow in the neighboring areas to support it. So SAMP does not consider this even though it is a direct cause. I think that's wrong.

The current process only works when assuming a level of access of education that is not matched with the populations actually living there. How can they say that this was a true community opportunity input when only one non-English speaker attended, and I brought them. 11

So I conclude, after attending three of the four, that the meeting is deliberately exclusionary, not inclusive by design.

So everyone here tells me my efforts are

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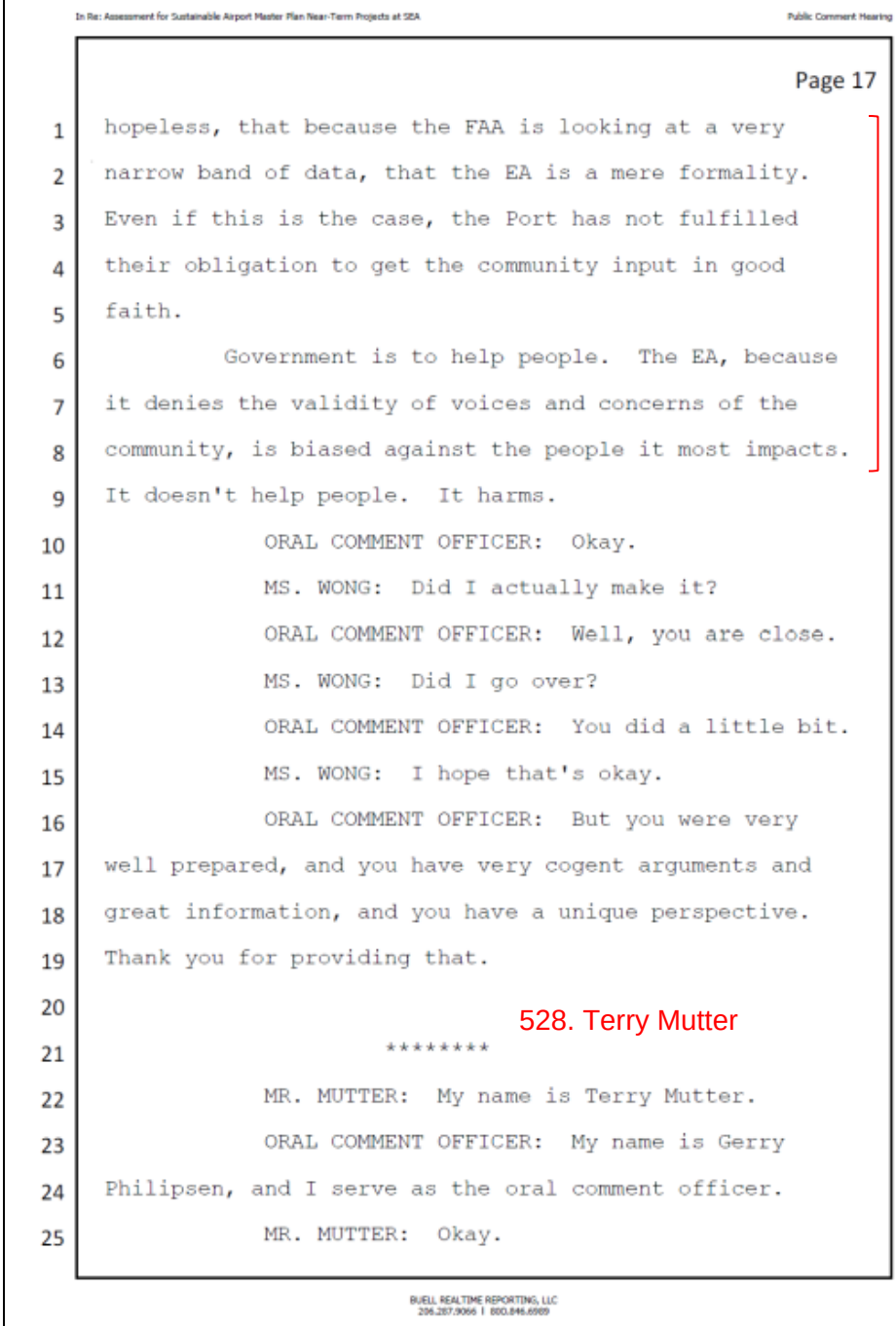
527-9. General Response #9c

527-10. Cargo operations are forecasted to be the same for both the No Action and Proposed Action. The Proposed Action includes three cargo related projects. C01 would relocate existing cargo facilities. C02 and C03 include construction of new cargo warehouses. The new warehouses would be required to meet all local and state requirements.

527-11. General Response #1
General Response #3

527. Lynda Wong (continued)



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hopeless, that because the FAA is looking at a very narrow band of data, that the EA is a mere formality. Even if this is the case, the Port has not fulfilled their obligation to get the community input in good faith.

Government is to help people. The EA, because it denies the validity of voices and concerns of the community, is biased against the people it most impacts. It doesn't help people. It harms.

ORAL COMMENT OFFICER: Okay.

MS. WONG: Did I actually make it?

ORAL COMMENT OFFICER: Well, you are close.

MS. WONG: Did I go over?

ORAL COMMENT OFFICER: You did a little bit.

MS. WONG: I hope that's okay.

ORAL COMMENT OFFICER: But you were very well prepared, and you have very cogent arguments and great information, and you have a unique perspective. Thank you for providing that.

528. Terry Mutter

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MR. MUTTER: My name is Terry Mutter.

ORAL COMMENT OFFICER: My name is Gerry Philipsen, and I serve as the oral comment officer.

MR. MUTTER: Okay.

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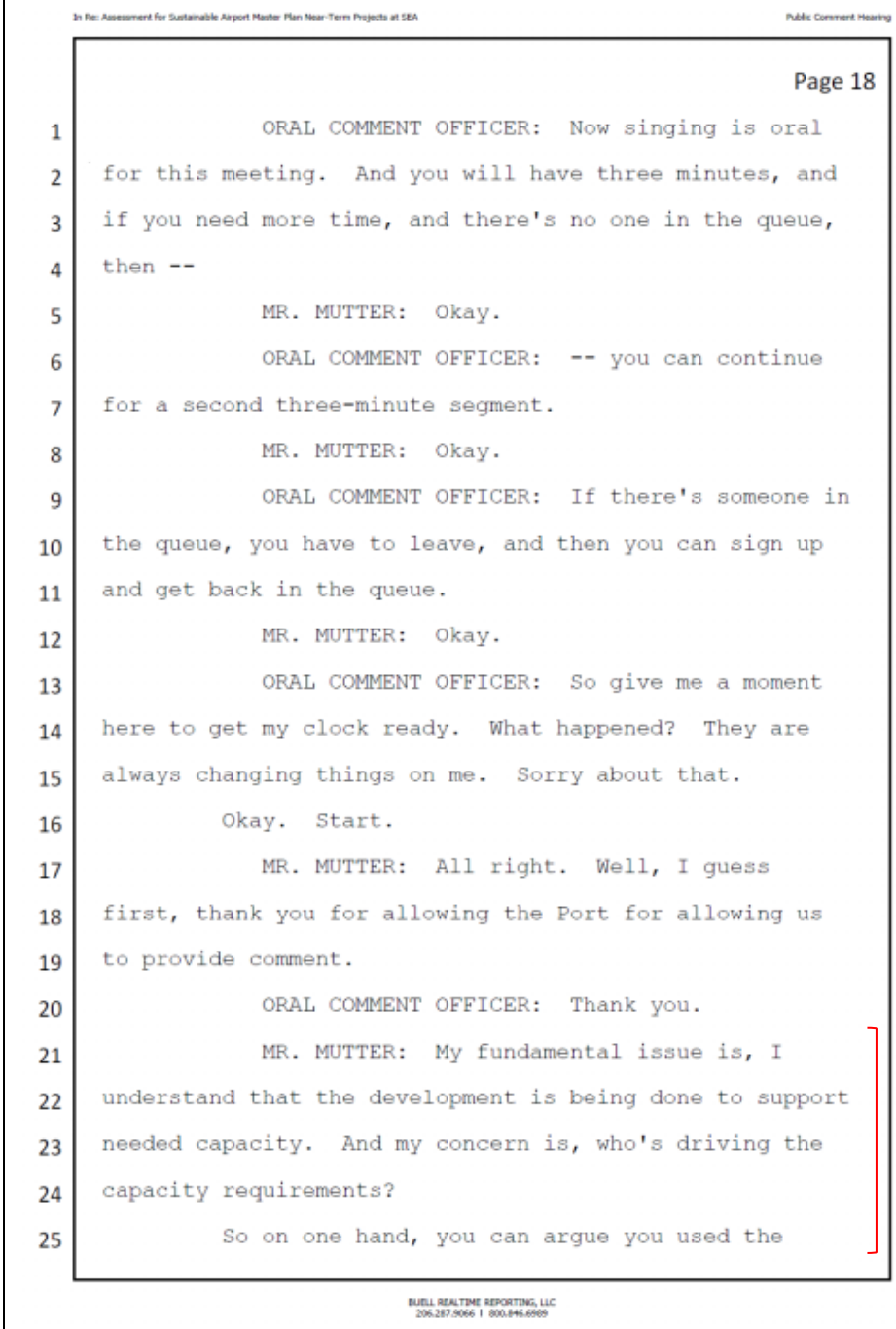
11

528. Terry Mutter (continued)



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ORAL COMMENT OFFICER: Now singing is oral for this meeting. And you will have three minutes, and if you need more time, and there's no one in the queue, then --

MR. MUTTER: Okay.

ORAL COMMENT OFFICER: -- you can continue for a second three-minute segment.

MR. MUTTER: Okay.

ORAL COMMENT OFFICER: If there's someone in the queue, you have to leave, and then you can sign up and get back in the queue.

MR. MUTTER: Okay.

ORAL COMMENT OFFICER: So give me a moment here to get my clock ready. What happened? They are always changing things on me. Sorry about that.

Okay. Start.

MR. MUTTER: All right. Well, I guess first, thank you for allowing the Port for allowing us to provide comment.

ORAL COMMENT OFFICER: Thank you.

MR. MUTTER: My fundamental issue is, I understand that the development is being done to support needed capacity. And my concern is, who's driving the capacity requirements?

So on one hand, you can argue you used the

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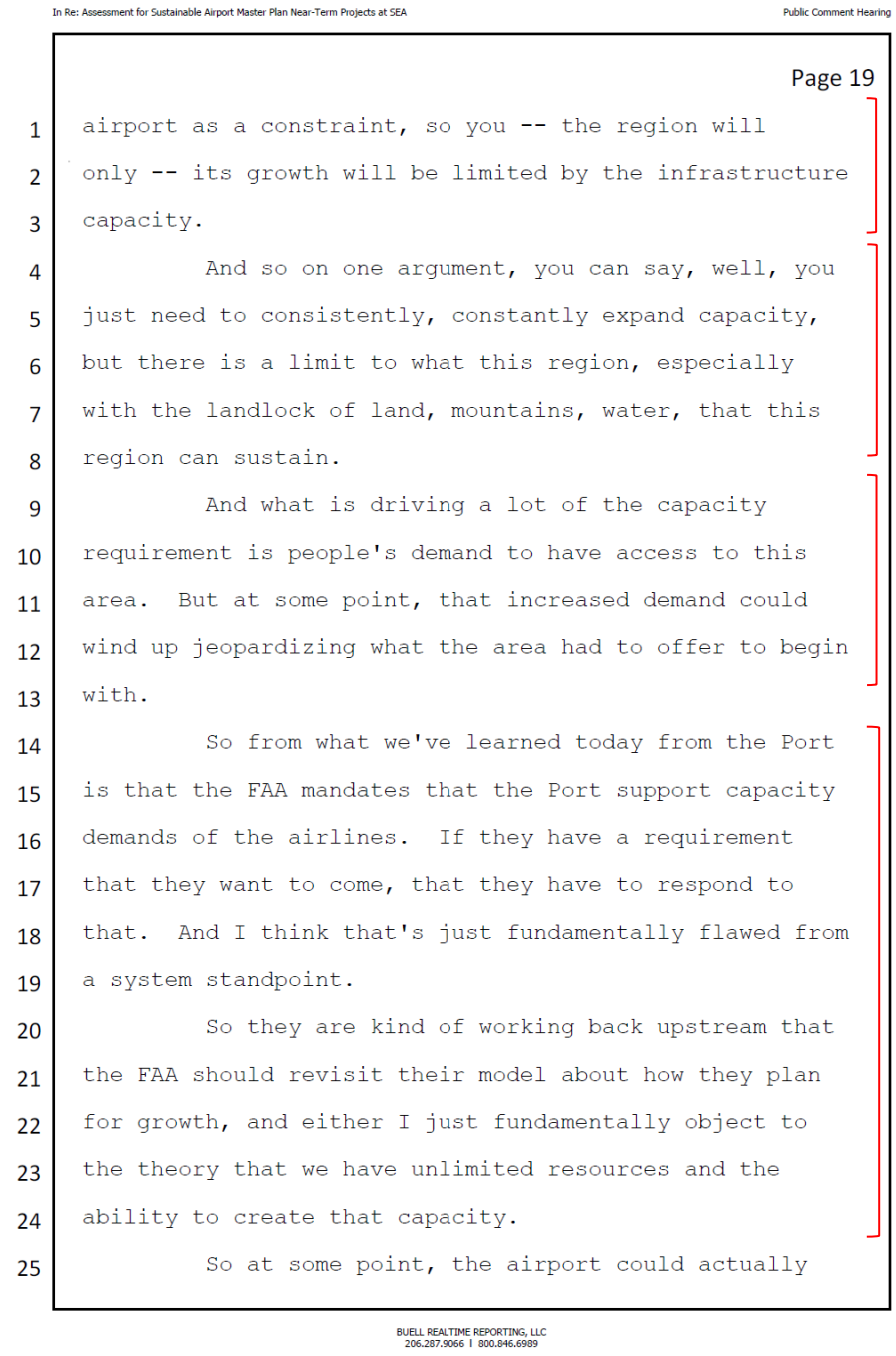
528-1. General Response #7
General Response #7b
General Response #7c
As noted in Chapter 1 of the EA, the purpose of the project is to accommodate 56 MAP at an optimal level of service because there are currently insufficient passenger processing facilities and gates to achieve this. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. However, it is important to note that operations are expected to increase with or without the project.

528. Terry Mutter (continued)



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airport as a constraint, so you -- the region will only -- its growth will be limited by the infrastructure capacity.

And so on one argument, you can say, well, you just need to consistently, constantly expand capacity, but there is a limit to what this region, especially with the landlock of land, mountains, water, that this region can sustain.

And what is driving a lot of the capacity requirement is people's demand to have access to this area. But at some point, that increased demand could wind up jeopardizing what the area had to offer to begin with.

So from what we've learned today from the Port is that the FAA mandates that the Port support capacity demands of the airlines. If they have a requirement that they want to come, that they have to respond to that. And I think that's just fundamentally flawed from a system standpoint.

So they are kind of working back upstream that the FAA should revisit their model about how they plan for growth, and either I just fundamentally object to the theory that we have unlimited resources and the ability to create that capacity.

So at some point, the airport could actually

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528-2. As explained in the Constrained Operating Growth Scenarios Report in Appendix A, implementation of the Proposed Action will increase SEA's ability to accommodate increased aircraft operations and passengers at an acceptable level of service by adding gates and passenger processing facilities. As a result, the number of aircraft operations and passengers will increase toward the projected unconstrained levels identified in the 2023 Updated Forecast. This higher growth rate is expected to occur for about three years as airlines adjust their schedules to the additional gate availability. However, SEA will again experience constrained growth rates as airfield and airspace constraints become the primary constraining factors, which will be exhibited through departure delay.

528-3. This comment has been noted.

528-4. General Response #7b
General Response #7c

528. Terry Mutter (continued)

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wind up being a system constraint, which I don't think would is a bad thing. I think it's okay to use that as a regulator, a flow, a flow check valve, if you will, on the infrastructure as it relates to commercial aviation.

ORAL COMMENT OFFICER: Okay. Well, that was a very interesting analysis, and it's different. You've introduced another perspective on this from all that we've heard for the last three nights and then today.

MR. MUTTER: Yeah. I mean, it's a bigger question. I know it's one that maybe that Port doesn't have the ability to address, but it's something that my understanding now is, I can go do -- I can go do my own advocacy.

529. Susan Docekal

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ORAL COMMENT OFFICER: My name is Gerry Phlipsen. I'm the oral comment officer. And I will -- after you give your information to the transcriber, you will have three minutes.

And if you need more time and there's no one in the queue, then you can take another three minutes. And if there is somebody in the queue, then you will have to leave, but you can sign up and come back for --

MS. DOCEKAL: Three minutes is plenty.

ORAL COMMENT OFFICER: -- a second three

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528-5. See response to previous comment 528-2

529. Susan Docekal (continued)

minutes.

THE COURT REPORTER: I'm going to ask you to state your name and spell it for me.

MS. DOCEKAL: All right. My name is Susan Docekal. It's spelled S-u-s-a-n, and last name is D, as in dog, o-c-e-k-a-l.

Should I just go ahead?

ORAL COMMENT OFFICER: Yes.

MS. DOCEKAL: From what I have read and in looking at the display today, I see a big hole, in that it appears that the FAA doesn't have any way of measuring health impacts from noise and pollution.

And as a resident of SeaTac, and I also work at a high school in SeaTac, I'm very concerned about the health effects on the general population, but especially the children. 1

And there have been studies which show a higher rate of asthma for kids in this neighborhood and in the airport area, and this is just going to compound the problem.

And the mitigation they are talking about, like, insulating homes and so on doesn't address the fact that people have to go outdoors. And children, you know, even at school, they are not inside all the time, and then they go home and live in the neighborhood. 2

529-1. General Response #8
General Response #9b
General Response #10
General Response #16

529-2. General Response #6
General Response #13

529. Susan Docekal (continued)

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So I feel it's a huge gap in this environmental assessment that they are doing. I really think they should be looking at other alternatives rather than just keeping to build more concentration of lanes here at SeaTac. 3

The other thing I think in the sound mitigation they have, they say the boundary isn't going to expand much where the sound is. But what it does not show is the frequency of airplane flights. So even if the level of each plane noise doesn't change, if you compound that, doubling the amount of times during the day that that noise is on people. 4

So I just don't think the FAA regulations, when they say it's not a significant impact, I don't think it's scientific at all. And therefore, I would really oppose the proposed changes. 5

And I think they need to look at building airports other places and other forms of transportation, especially for the big corporations that are driving a lot of this cargo extension. They should build their own airport. Why should the public pay for it and suffer the consequences? 6

That's my comment.

ORAL COMMENT OFFICER: Thank you very much.

///

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529-3. General Response #7
General Response #7a
General Response #7b
General Response #7c
General Response #7d

529-4. General Response #12
General Response #13
General Response #14
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher (8,755 additional operations) with the Proposed Action compared to the No Action in 2032 and 7.4% higher (35,018 additional operations) in 2037.

529-5. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

529-6. See response to previous comment 529-3.

530. Cara Brooke

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ORAL COMMENT OFFICER: My name is Gerry Philipsen, and I'm the oral comment officer for today's meeting. And after you -- after this, when I tell you, you can give your name, and you will have three minutes.

If you need more than three minutes, you can have a second three minutes if there's no one in line. If there's someone in line, then you'll have to leave, but you can sign up for -- you know, get back in the queue yourself.

MS. BROOKE: Okay.

ORAL COMMENT OFFICER: But there might not be anyone there. And so if they are not, you can just continue beyond. But I will give you a signal at three minutes.

THE COURT REPORTER: Please state and spell your name.

MS. BROOKE: Hi. My name is name Cara Brooke. It's spelled C-a-r-a and last name is B-r-o-o-k-e.

THE COURT REPORTER: Thank you.

ORAL COMMENT OFFICER: Okay. You are on.

MS. BROOKE: Great. So I'm here to state my strong opposition to the airport expansion project due to the potential increased health and environmental 1

530-1. Thank you for your comment. Your comment has been noted.

530. Cara Brooke (continued)

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impacts that an expansion would cause in the area affecting the ten-mile radius of residents who live within the airport's boundaries. 1

I live in Normandy Park. And, you know, I have major concerns about the health impacts that are already affecting myself, my daughter, my community, as well that have come up from the 2020 health impact studies that were done finding ultrafine particulate matter that penetrates deep into the lungs and the nervous system, as well as, you know, the contamination of lead and other heavy metals to our soils from the airport, the current airport traffic. 2

And I would like to see these health impacts being addressed and mitigated before there is a further expansion of the airport and potentially, you know, an expansion of these health effects and environmental impacts on residents.

Furthermore, you know, I'm deeply concerned about the reduction in the tree canopy which, you know, helps mitigate some of this air pollution. And just -- 3

and I would like to see the Port focus on more sustainable means of transportation as opposed to airport expansion. 4

I want to see high-speed rail for, you know, regional transportation. And I think the increased

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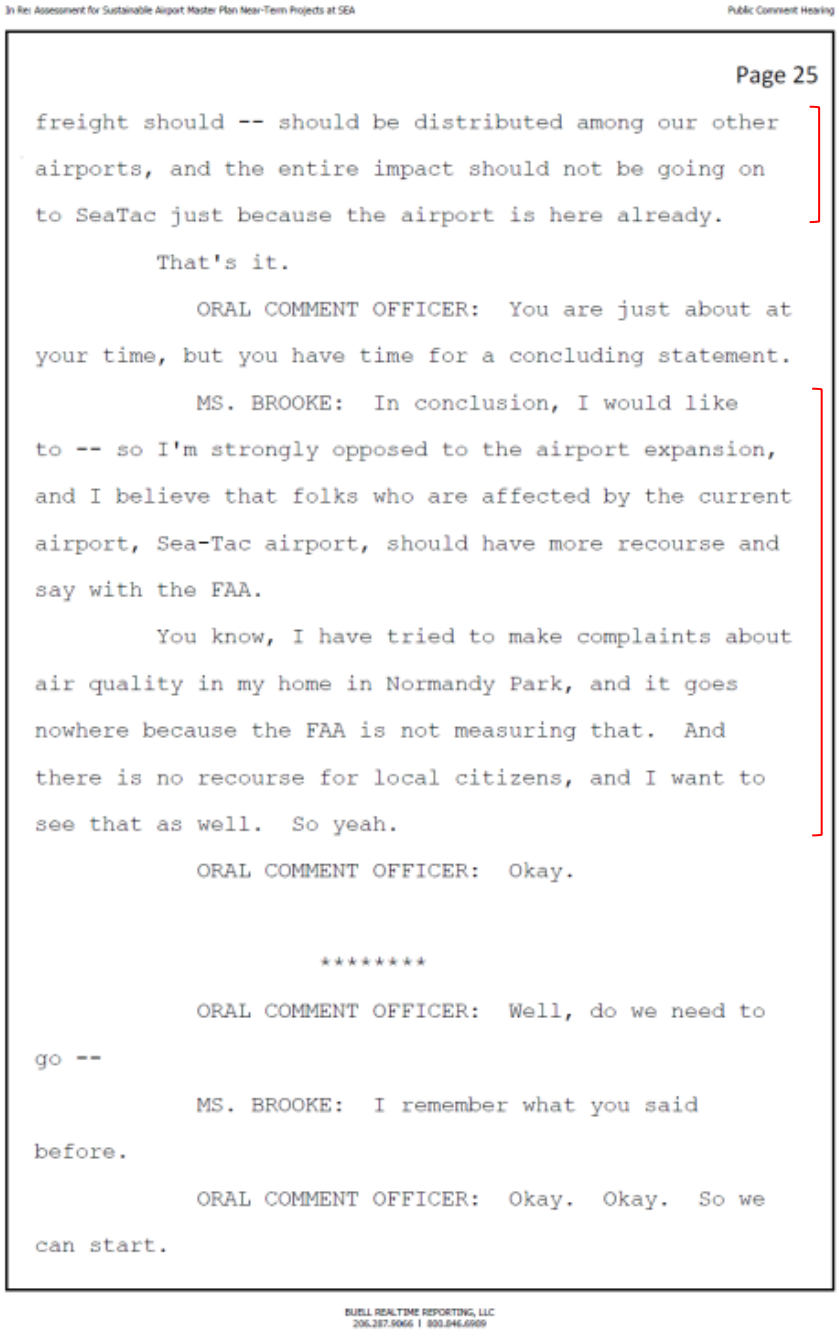
530-2. General Response #5
General Response #6
General Response #9b
General Response #10
Avgas (the only aviation fuel containing lead) fueling ceased at SEA in 2018

530-3. General Response #18

530-4. General Response #7
General Response #7d

530. Cara Brooke (continued)



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freight should -- should be distributed among our other airports, and the entire impact should not be going on to SeaTac just because the airport is here already.

That's it.

ORAL COMMENT OFFICER: You are just about at your time, but you have time for a concluding statement.

MS. BROOKE: In conclusion, I would like to -- so I'm strongly opposed to the airport expansion, and I believe that folks who are affected by the current airport, Sea-Tac airport, should have more recourse and say with the FAA.

You know, I have tried to make complaints about air quality in my home in Normandy Park, and it goes nowhere because the FAA is not measuring that. And there is no recourse for local citizens, and I want to see that as well. So yeah.

ORAL COMMENT OFFICER: Okay.

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ORAL COMMENT OFFICER: Well, do we need to go --

MS. BROOKE: I remember what you said before.

ORAL COMMENT OFFICER: Okay. Okay. So we can start.

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5

530-5. General Response #7
General Response #7b
The future cargo operations are forecasted to be the same for both the No Action and the Proposed Action.

530-6. General Response #5
General Response #6
General Response #9b
General Response #10
This comment has been noted.

530. Cara Brooke (continued)

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MS. BROOKE: Hi. My name --

ORAL COMMENT OFFICER: You are on the clock.

MS. BROOKE: Thank you.

My name is Cara Brooke. It's spelled C-a-r-a, last name B-r-o-o-k-e. I live in Normandy Park, Washington.

And before, I made a comment about the health impacts, ultrafine particulate matter being a strong concern, which is huge and a major concern of mine. 7

I would also like to express my continued opposition of the Seattle Sea-Tac airport expansion project. I believe it is shortsighted in regard to environmental impacts and global warning and that the increased pollution, emissions, it's just -- we should be looking at other more sustainable means of transportation, means that protect people's health, protect our environment, reduce emissions, and I don't believe we should go forth with this project. It's too detrimental to our communities, to the Earth. 8

So, yeah, I would like to see more sustainable means, high-speed transportation, high-speed rail transportation especially, and, you know, I would like to see Sea-Tac become more environmentally sustainable, using electric planes like they do in Boston to go to Martha's Vineyard for short -- short flights. 9

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530-7. General Response #5
General Response #6
General Response #9b
General Response #10

530-8. General Response #11
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. The analysis completed for the EA determined that the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance.

530-9. General Response #7
General Response #7d

530. Cara Brooke (continued)

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And, yeah, I think that should be the focus as opposed to continued expansion and, you know, diminishing our tree canopy, which protects us all and helps preserve our clean air and water. 10

And that's it. Thank you.

ORAL COMMENT OFFICER: Okay. Thank you.

******** 531. Jeffrey Paulson

ORAL COMMENT OFFICER: And my name is Gerry Philipsen, and I will serve as the oral comment officer for your meeting, and you will have three minutes. I will time you.

And if you have more to say after that, you can have a second three minutes. If there's somebody in the queue though, they will be given the next slot, and then you can get back in the queue.

THE COURT REPORTER: Hi. Can you state your full name, please?

MR. PAULSON: Jeffrey Nicholas Paulson, P-a-u-l-s-o-n.

ORAL COMMENT OFFICER: And you are ready?

MR. PAULSON: Sure.

ORAL COMMENT OFFICER: Okay. All right. You are on the clock.

MR. PAULSON: As a south -- south-of-the-airport resident, I am concerned about

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530-10. General Response #18

531. Jeffrey Paulson (continued)

noise, pollution, environmental impacts. All of the studies indicate that we are below the threshold for additional testing, as well as additional impact.

I feel that's wrong because it doesn't impact them as a local resident. It impacts me and my family.

An additional concern that I have is for the community businesses, as well as mitigation of things like noise pollution or air pollution and air quality. And it seems like those things are not being mitigated or studied to the extent that they need to. 1

An additional concern is the potential expansion of things like fuel tank storage down the road and the continued grab of additional land and additional resources for the community. 2

These comments are hard.

I understand the need and the dichotomy of additional cargo and people to be transferred, while at the same time running it all through Sea-Tac seems to be one solution and not the only solution. 3

So in closing, I would like to see the City, community and the State do an environmental impact study of higher extent and quality, publish it, and have some sort of either compensation for local residents or, I don't even know, tax breaks, something, because everyone is making more money at the expense of our potential 4

531-1. General Response #5
General Response #6
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. The analysis completed for the EA determined that the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance.

531-2. The current project does include the expansion of the fuel facility at the Airport. However, the project does not include land acquisition, and all projects would be constructed on Airport property.

531-3. General Response #7
General Response #7a
General Response #7b
General Response #7c

531-4. General Response #1
General Response #6

532. Sarah Moore

health and noise within the community.

****

ORAL COMMENT OFFICER: Hi. Welcome. I'm Gerry Philipsen, and I'm the comment person. And I'm just getting my -- you have three minutes, and we record you, and I'm just -- and I'm just getting my -- they asked me to use a timer, so I've got that here.

Are you ready?

MS. MOORE: I'm ready.

ORAL COMMENT OFFICER: Okay.

MS. MOORE: Okay. My name is Sarah Moore, S-a-r-a-h M-o-o-r-e, and I live in the city of Burien. I am on the Burien City Council, but today I'm speaking, representing my own opinions.

And I live in the flight path of the airport, so I consider myself to be in the impacted community both for noise and for pollutants. And I have two family members that live with me and have severe asthma issues, both have been hospitalized for them, which they'll never be a way for me to measure the impact directly of the airport on those asthma conditions, but I would like to see data gathered on health -- health metrics, as well as what is the pollution, what is the noise.

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532-1. General Response #6
General Response #8
General Response #10
General Response #12
General Response #13
General Response #14

532. Sarah Moore (continued)

In Re: Assessment for Sustainable Airport Master Plan Near-Term Projects at SEA — Public Comment Hearing

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Those two, I think, have a synergistic effect on human health, and I would like to see data collected, how many heart attacks and -- and how many asthma events that bring people to emergency rooms within the impacted area versus other parts of King County. I think that would be a good metric. 1

I also really want to make the case to the Port of Seattle that the way this data is treated and the way that near-airport communities are treated here is going to be important data that is watched by other cities that might have airports courting them or they might be considered for future export expansion and building.

And they are going to say, how did it go in Burien? How did it go in SeaTac and Des Moines? Are the people there happy with the outcomes? How is their health? How is their financial well-being? 2

And so I think that this is a great opportunity the Port may have to bring an outcome to those communities that make us have maybe more positive comments than we do now.

If we're coming out saying this is great, we worked with the Port. They helped with, you know, some -- not just -- not just grants for some of the non-profits in the area but direct compensation of some sort to people living in impacted areas, and they

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532-2. General Response #5
General Response #6

532. Sarah Moore (continued)

listened to our comments.

Even when it wasn't on something directly required to be measured, they went and measured things that we said were important and gave us data back and then acted on that data.

People in other areas that are considering an airport are going to say, wow, that sounds great. You know, we'll be heard. We'll be compensated. This could work for us.

But they are studying what we do, not what is promised or what's said. They are studying the actual outcomes. So the work that the airport and the Port does to get to an outcome that makes people here happy is going to be beneficial to everyone in the long run.

ORAL COMMENT OFFICER: Okay. Very good.

MS. MOORE: Thank you.

2

533. Anne Kroeker

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ORAL COMMENT OFFICER: You have three minutes to make your statement, and I'm ready to start when you are.

MS. KROEKER: Anne Kroeker, A-n-n-e K-r-o-e-k-e-r. And otherwise just go. Correct?

ORAL COMMENT OFFICER. Okay. Yep.

MS. KROEKER: I will also give written

533. Anne Kroeker (continued)

comment for sure, but what I would like to say is that the communities for ten years with the increase of next gen, which is a flight pattern by FAA, has really impacted the noise in the communities to the extent of just not being able to do normal, regular, outdoor or even indoor things if you don't have your windows entirely closed.

And that the study -- we are not included -- the edges of the flight patterns have gone so far to the north and south, that they are not even included in the regular 65 DNL.

The FAA does what they do, but we need, and it's not for our communities, but the Port of Seattle is supposed to be supporting us, and they are not. They are not fighting for the communities. They are not fighting for the no added harm.

And to that extent, I would say we must not continue our growth until we fix the growth patterns that we've already taken on. And there are many ways to do that, but we aren't having that discussion, and we need to have that discussion.

I think I'm done with my three minutes probably.

ORAL COMMENT OFFICER: No.

MS. KROEKER: Maybe not quite.

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533-1. General Response #5
General Response #13

533-2. General Response #5
General Response #6
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F

533. Anne Kroeker (continued)

ORAL COMMENT OFFICER: No. You are about a minute and a half.

MS. KROEKER: Okay. Something else came to my mind.

ORAL COMMENT OFFICER: Okay.

MS. KROEKER: And then it slipped. I guess I would also like to do -- make a plug for the environmental justice communities that are affected, not necessarily in all of the same communities that are having these open houses, but further afield like Beacon Hill and certainly right around the airport. Well, I guess SeaTac would be incorporated in that.

But they are even in a worse position because generally they do not have the wherewithal to add window insulation, to move if they need to. Certainly our home prices are affected. Home values are affected for people who would like to sell and move or do sell and move.

And I want to say one quick story, that I was very disappointed, I would have to say probably horrified this summer. I went up to the Arboretum for a concert, an outdoor music concert, and it was fantastic. It was part of a celebration of the 90 years of the Arboretum.

And not just once, but at least three times,

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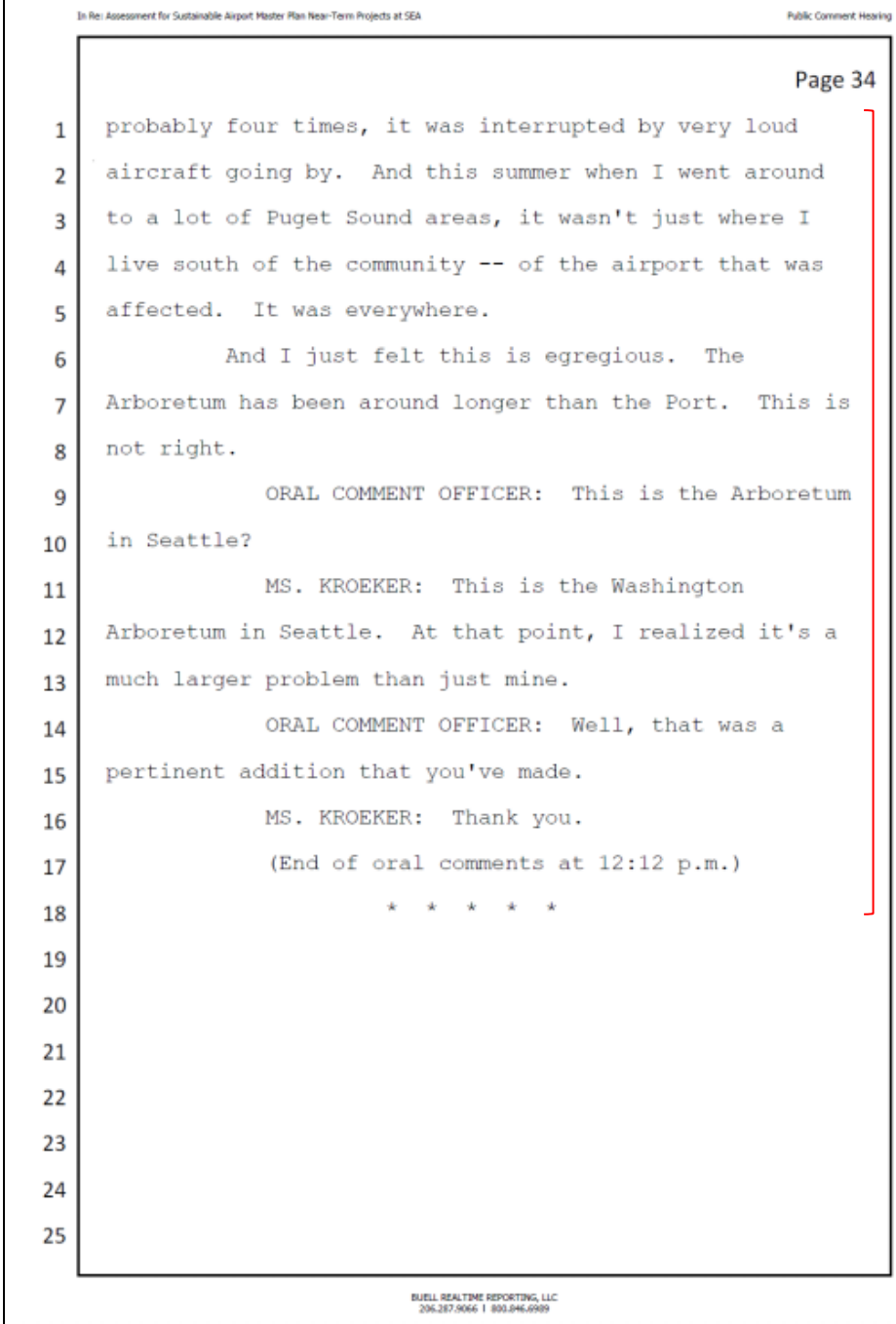
533-3. General Response #13
General Response #15

533-4. General Response #20

533-5. General Response #5

533. Anne Kroeker (continued)



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probably four times, it was interrupted by very loud aircraft going by. And this summer when I went around to a lot of Puget Sound areas, it wasn't just where I live south of the community -- of the airport that was affected. It was everywhere.

And I just felt this is egregious. The Arboretum has been around longer than the Port. This is not right.

ORAL COMMENT OFFICER: This is the Arboretum in Seattle?

MS. KROEKER: This is the Washington Arboretum in Seattle. At that point, I realized it's a much larger problem than just mine.

ORAL COMMENT OFFICER: Well, that was a pertinent addition that you've made.

MS. KROEKER: Thank you.

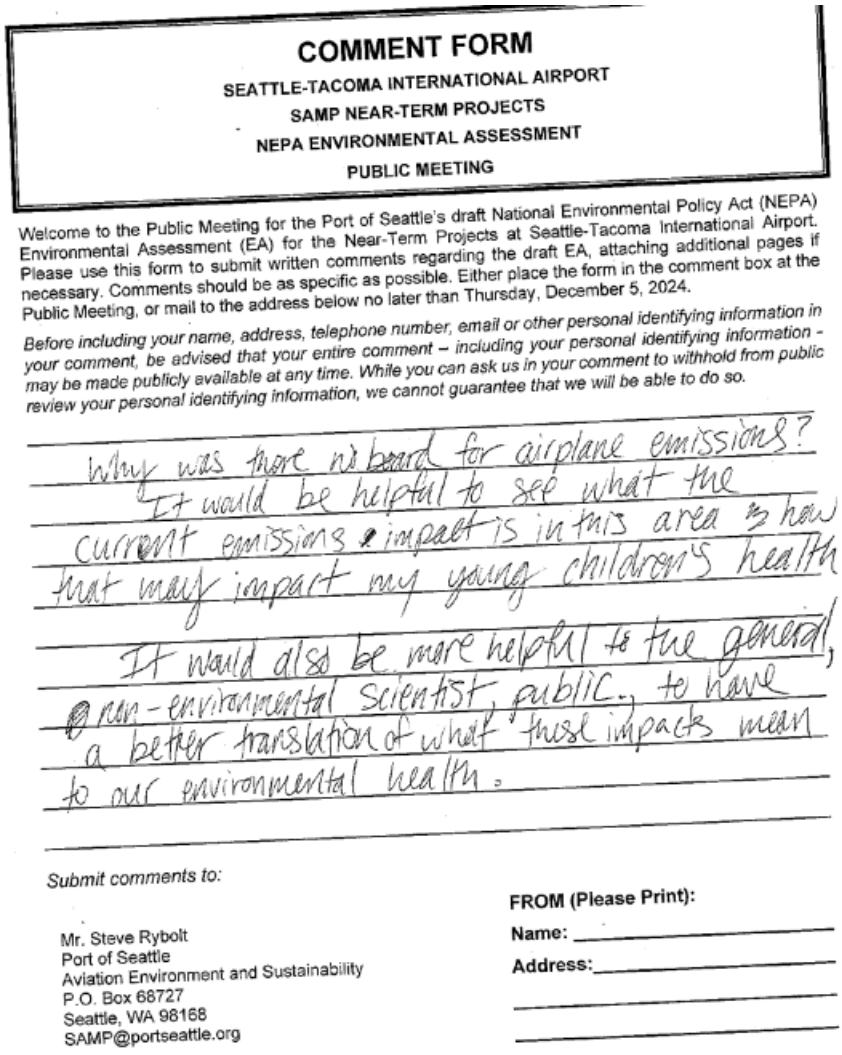
(End of oral comments at 12:12 p.m.)

* * * * *

BUELL REALTIME REPORTING, LLC
206.287.9066 | 800.846.6989

5

534. Anonymous1



COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT
SAMP NEAR-TERM PROJECTS
NEPA ENVIRONMENTAL ASSESSMENT
PUBLIC MEETING

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Why was there no board for airplane emissions? 1

It would be helpful to see what the current emissions impact is in this area & how that may impact my young children's health. 2

It would also be more helpful to the general, non-environmental scientist, public, to have a better translation of what these impacts mean to our environmental health. 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: _____

534-1. The air quality analysis results were included on the Resource Categories with Less than Significant Impacts boards.

534-2. General Response #8
General Response #9b
General Response #10

534-3. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

535. Anonymous2

COMMENT FORM

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Seattle airport is too crowded. Paine Field should be considered in the expansion. I'm sure the North End people would like a closer airport. The noise and pollution are going to increase and why should we have to put up with that. It's already bad. 1 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: _____
Address: _____

535-1. General Response #7
General Response #7b

535-2. General Response #8
General Response #10
General Response #13

536. Anonymous3

COMMENT FORM

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Mostly interested in noise levels which does not affect me personally as much as other family members who live in Kent or Des Moines. Overall presentations were well done and enjoyed talking to the consultants.

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: _____
Address: _____

536-1. General Response #13

537. Anonymous4

COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT
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NEPA ENVIRONMENTAL ASSESSMENT
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Conduct an environmental impact assessment for neighborhoods farther than 5 miles or below 65 DL but within 10 miles from the airport. Also conduct an human health impact within the above neighborhoods. 1 2

Follow SEPA standards to assess the impact. 3

We live in the flying pathway and affects our lives & health. 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: _____
Address: _____

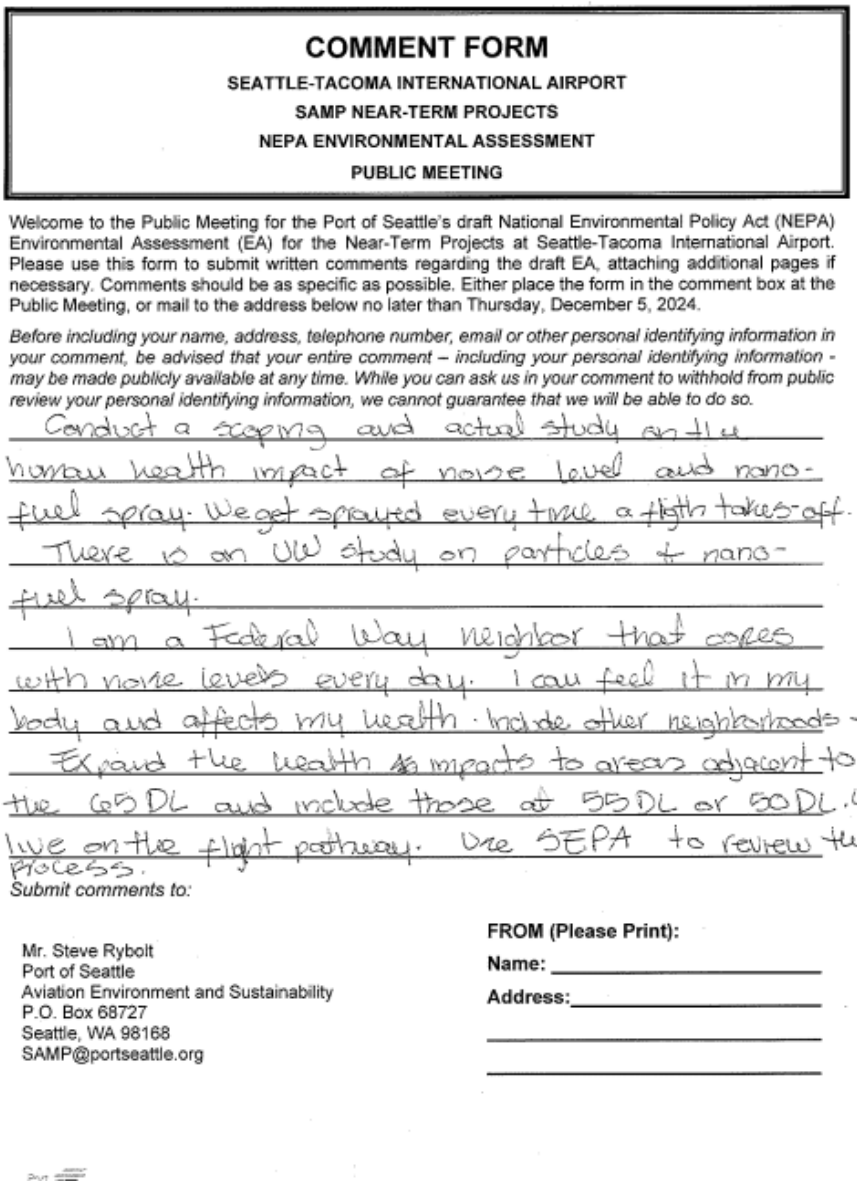
537-1. General Response #2

537-2. General Response #8
General Response #10

537-3. General Response #5

537-4. General Response #5

538. Anonymous5



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Conduct a scoping and actual study on the human health impact of noise level and nano-fuel spray. We get sprayed every time a flight takes off. There is an UW study on particles & nano-fuel spray. 1

I am a Federal Way neighbor that copes with noise levels every day. I can feel it in my body and affects my health. Include other neighborhoods too 2

Expand the health impacts to areas adjacent to the 65 DL and include those at 55 DL or 50 DL. We live on the flight pathway. Use SEPA to review the process. 3 4

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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: _____

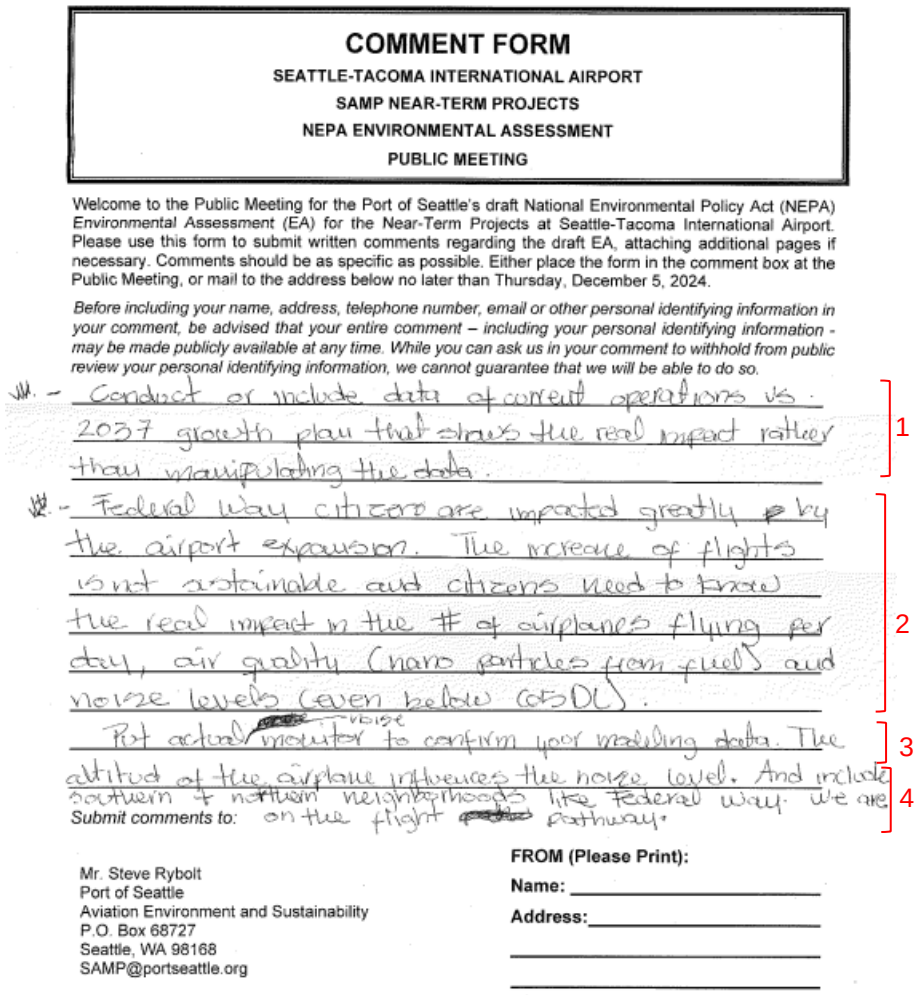
538-1. General Response #8
General Response #9b
General Response #9c
General Response #10
General Response #12
General Response #13
General Response #14
Scoping was completed in 2019. You can find information from the scoping process on the project website:
2019 SCOPING PROCESS – SAMP

538-2. General Response #5

538-3. General Response #2
General Response #12

538-4. General Response #5

539. Anonymous6



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1. - Conduct or include data of current operations vs. 2037 growth plan that shows the real impact rather than manipulating the data.

2. - Federal Way citizens are impacted greatly by the airport expansion. The increase of flights is not sustainable and citizens need to know the real impact in the # of airplanes flying per day, air quality (nano particles from fuels) and noise levels (even below 65DL).

3. Put actual noise monitor to confirm your modeling data. The altitud of the airplane influences the noise level.

4. And include southern & northern neighborhoods like Federal Way. We are on the flight pathway.

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: _____
_____
_____

539-1. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. These are the operations that were used for the analysis completed for the EA.

539-2. General Response #8
General Response #9b
General Response #10
General Response #12
General Response #13
General Response #14

539-3. Modeling is used to determine existing and future conditions for both air and noise in accordance with FAA Orders 1050.1F and 5050.4B. The Port of Seattle operates a system of 24 noise monitors located throughout the greater Seattle area. There are three monitors in Federal Way. More information can be found at: https://www.portseattle.org/page/aircraft-noise-monitoring-system

The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

539-4. General Response #5

540. Cara Brooke

COMMENT FORM

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Hello Normandy Park Resident here deeply opposed to the Sea Tac airport expansion Project. Normandy Park & the Surrounding Areas, Des Moines, Burien are environmentally beautiful region & we need to protect these areas – their environment, our air & wildlife. The Port of Seattle should be focused on environmentally Sustainable Projects High Speed Rail among other means of ~~mitigating~~ the detriment of our earth and air. Sea Tac airport expansion

1

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: Cara Brooke
Address: 18585 Marine View Dr. SW
Normandy Park, WA 98166

Is a bad choice for our Community. It would add too much Noise, Pollution, and detrimental effects for Global Warming + Local communities Health. and Just be an overall detriment to a beautiful Part of the Pacific Northwest.

3

540-1. Thank you for your comments. These comments have been noted.

540-2. General Response #7
General Response #7d

540-3. General Response #8
General Response #10
General Response #11
General Response #13
General Response #14

541. Cara Brooke

COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Hello, I am a resident of Normandy Park and I am opposed to the Sea tac airport expansion Project. I am deeply concerned about the health and environmental impacts that are already taking place for residents living within a 10 mile radius of Sea tac airport as fond in the King County 2020 health Impact study. Exposure to ultrafine particulate matter as well as heavy metals that increase Cancer, lower life expectancy, & increase risk of heart disease. I believe the Current Issues/negative impacts need to be mitigated before any expansion is even considered. 1 2 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: Cara Brooke

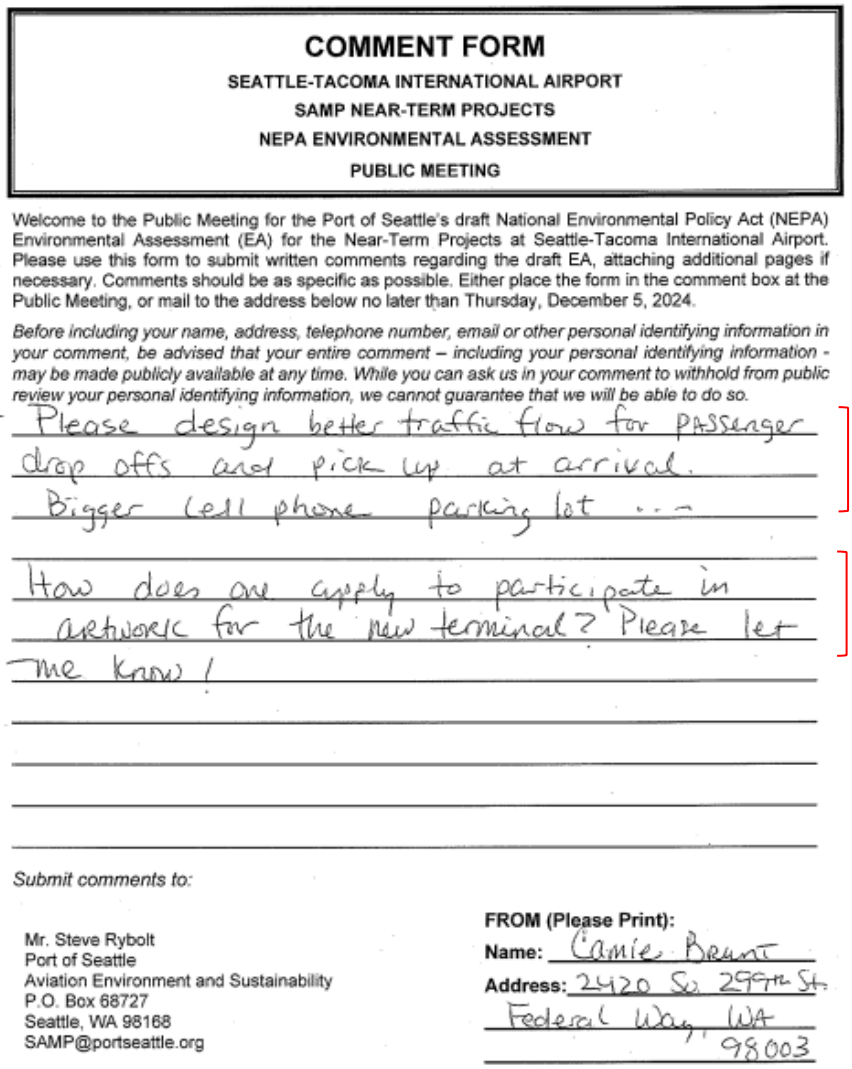
Address: 18585 Marine View Dr. So. Normandy Park, WA 98166

541-1. Thank you for your comment. This comment has been noted.

541-2. General Response #8
General Response #10
General Response #13
General Response #14

541-3. General Response #5
General Response #6

542. Camie Brunt



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Please design better traffic flow for passenger drop offs and pick up at arrival. Bigger cell phone parking lot . . . 1

How does one apply to participate in artwork for the new terminal? Please let me know! 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: Camie Brunt
Address: 2420 So 299th St.
Federal Way, WA
98003

542-1. The proposed project includes roadway improvements to enhance access to SEA and to mitigate impacts associated with the additional traffic. Please note that the proposed new terminal includes a new access road and arrival and departure curbs to accommodate 56 MAP (million annual passengers) at an optimal level of service. See Section 4.3.12 of the Draft EA for the proposed surface transportation mitigation. The cell phone lot will be relocated to the main parking garage for the construction of L01.

542-2. Request for Proposals (RFPs) are posted on the Bid Opportunity page on the Port's website.

543. Laura Butler

COMMENT FORM

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A year ago last october there was a significant change in airport noise and air traffic over our house. Not to mention the smell of aviation fuel. I've lived in Burien area my entire life. ~~Be~~ My family and life long friends are here. The noise and air traffic are such that I contemplate ~~made~~ moving. Insulation and new windows are not any option for me. I love being outside.

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: Laura Butler
Address: 2135 SW 167th St
Burien Wa 98166

543-1. General Response #5

544. Rebecca Cate

COMMENT FORM

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I am concerned ~~about~~ about the climate impacts of expansion. I understand that use of the airport has increased and that the current airport does not meet capacity. However, using airplanes for transportation is so carbon intensive and climate impacts are so great that we can't afford the increased use. The immediate transportation needs can't outweigh the long-term impacts. Local flights within the state or nearby states and regions need be replaced by high speed rail and other less carbon intensive forms of transportation and be part of winding down. I oppose the expansion and my tax payer money used for that purpose.

1

2

3

Submit comments to:

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

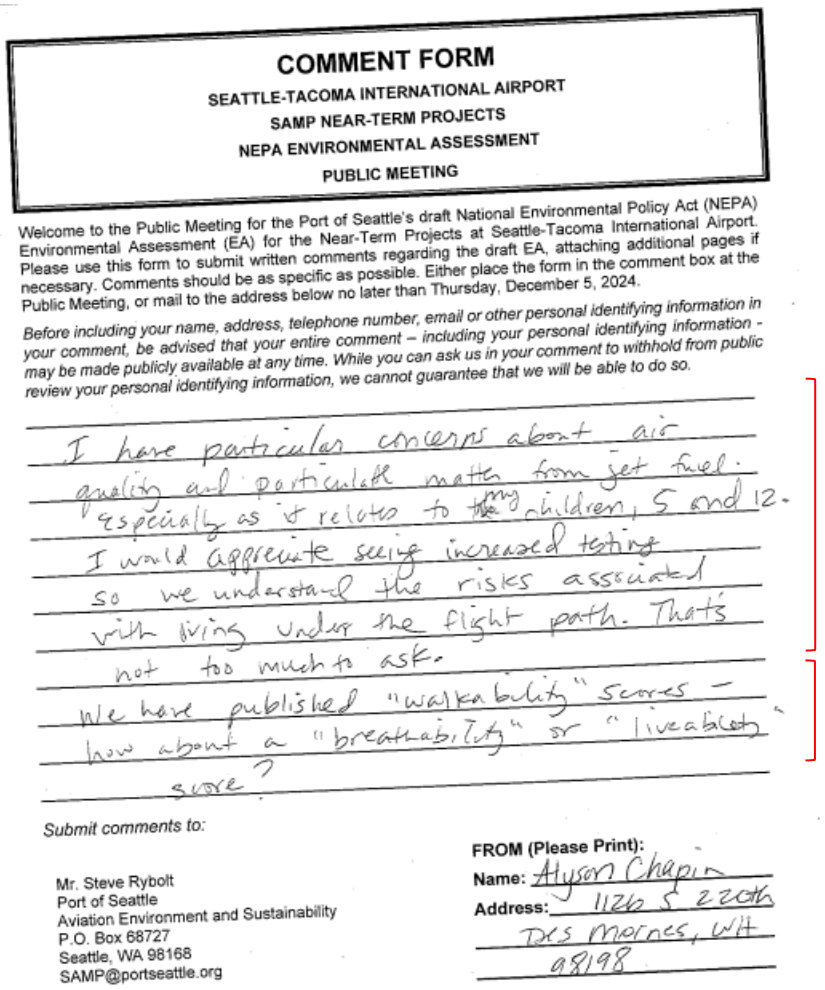
FROM (Please Print):
Name: Rebecca Cate
Address: 4206 48th Ave S
Seattle, WA 98118

544-1. General Response #11

544-2. General Response #7
General Response #7d

544-3. This comment has been noted.

545. Alyson Chapin



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I have particular concerns about air quality and particulate matter from jet fuel. especially as it relates to the my children, 5 and 12. I would appreciate seeing increased testing so we understand the risks associated with living under the flight path. That's not too much to ask.

We have published "walkability" scores — how about a "breathability" or "liveability" score?

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: Alyson Chapin
Address: 11265 S 220th
Des Moines, WA
98198

1

2

545-1. General Response #5
General Response #8
General Response #9b
General Response #9c
General Response #10
The Washington State Department of Ecology established an air monitoring network around the State that measures air pollution. The air quality monitoring stations in King, Kitsap, Pierce, and Snohomish Counties are maintained by the Puget Sound Clean Air Agency (PSCAA). More information on the air quality monitoring program can be found at: https://pscleanair.gov/498/Air-Monitoring

545-2. General Response #6

546. Sue Cornell

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Regarding the environmental impact of 35% more aircraft in the air, our neighborhood has suffer from poor air quality. It has been rated a 7 out of 10 "severe" rating. With the push to increase housing, near the link light rail, trees will be removed, more people will be added on to a crowded narrow strip on West Hill of Kent. An alternative needs to be looked at = More flights going over Maury Island (heavy forested) area, Open more space at Boeing Field or Paine field. 1 2 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: Sue Cornell

Address: 25128 25th Ave So.
Kent, WA 98032

546-1. General Response #8
General Response #10
Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

546-2. This comment has been noted.

546-3. General Response #7
General Response #7b

547. John Corr

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I would prefer another airport to mitigate health defects from the existing airport. 1

Please don't Take down more trees. 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: John Corr
Address: 206 570 8608
216 S 219 ST apt 608
Des Moines WA 98198

547-1. General Response #7
General Response #7a
General Response #7b
General Response #8
General Response #10
General Response #13
General Response #14

547-2. General Response #18

548. John Corr

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John Corr 206 8708608

I want a diffrent airport To beadded 1

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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: John Corr
Address: 816 16TH ST
apt 608 Des Moines WA
98198

548-1. General Response #7
General Response #7a
General Response #7b

549. Nancy Corr

COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT
SAMP NEAR-TERM PROJECTS
NEPA ENVIRONMENTAL ASSESSMENT
PUBLIC MEETING

Welcome to the Public Meeting for the Port of Seattle's draft National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the Near-Term Projects at Seattle-Tacoma International Airport. Please use this form to submit written comments regarding the draft EA, attaching additional pages if necessary. Comments should be as specific as possible. Either place the form in the comment box at the Public Meeting, or mail to the address below no later than Thursday, December 5, 2024.

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I am concerned about the health impacts of airplane exhaust – asthma and respiratory ailments are greater in the area impacted by the airport. 1

WE NEED ANOTHER AIRPORT! in another location so we can share the health impacts -- and the noise 2

Please don't destroy the trees around the airport – we need trees to purify the air we breathe. 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: Nancy Corr
Address: 806 S. 216 #608
Des Moines, WA 98198

549-1. General Response #8
General Response #10
General Response #13
General Response #14

549-2. General Response #7
General Response #7a
General Response #7b

549-3. General Response #18

550. Chris Coulter

COMMENT FORM

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The projects in SAMP are what is required by the ~~Port~~ Airport to keep our region competitive economically and to sustain the ammount of passenger traval the currently overcrowded airport experiences.

1

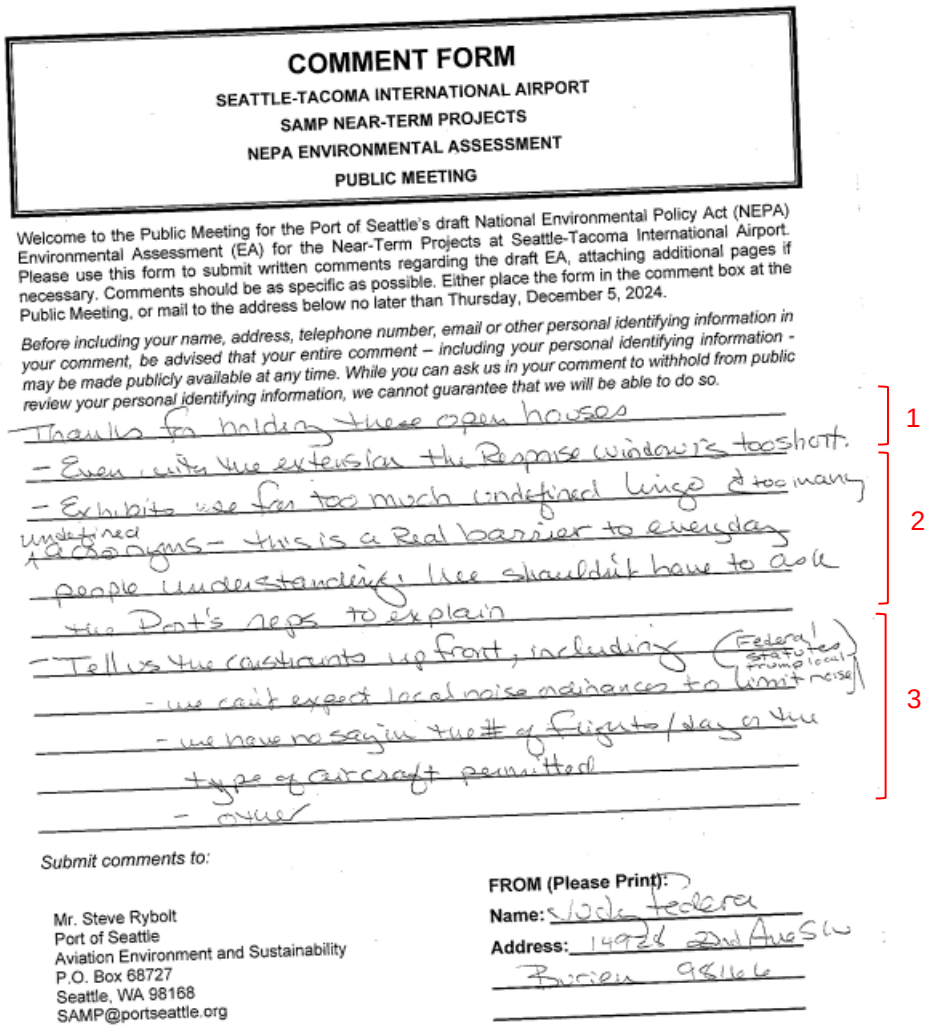
Submit comments to:

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

FROM (Please Print):
Name: Chris Coulter
Address: 4110 26th Ave SW
Seattle WA
ccoulter@hotb.com

550-1. Thank you for your comment. Your comment has been noted.

551. Jody Federa



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Thanks for holding these open houses
- Even with the extension the Response window's too short.
- Exhibits are far too much undefined lingo & too many undefined acronyms - this is a Real barrier to everyday people understanding. We shouldn't have to ask the Port's reps to explain
- Tell us the constraints up front, including (Federal/State trumps local limit noise)
- we can't expect local noise ordinances to limit
- we have no say in the # of flights/day or the types of aircraft permitted
- over

1
2
3

Submit comments to:

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

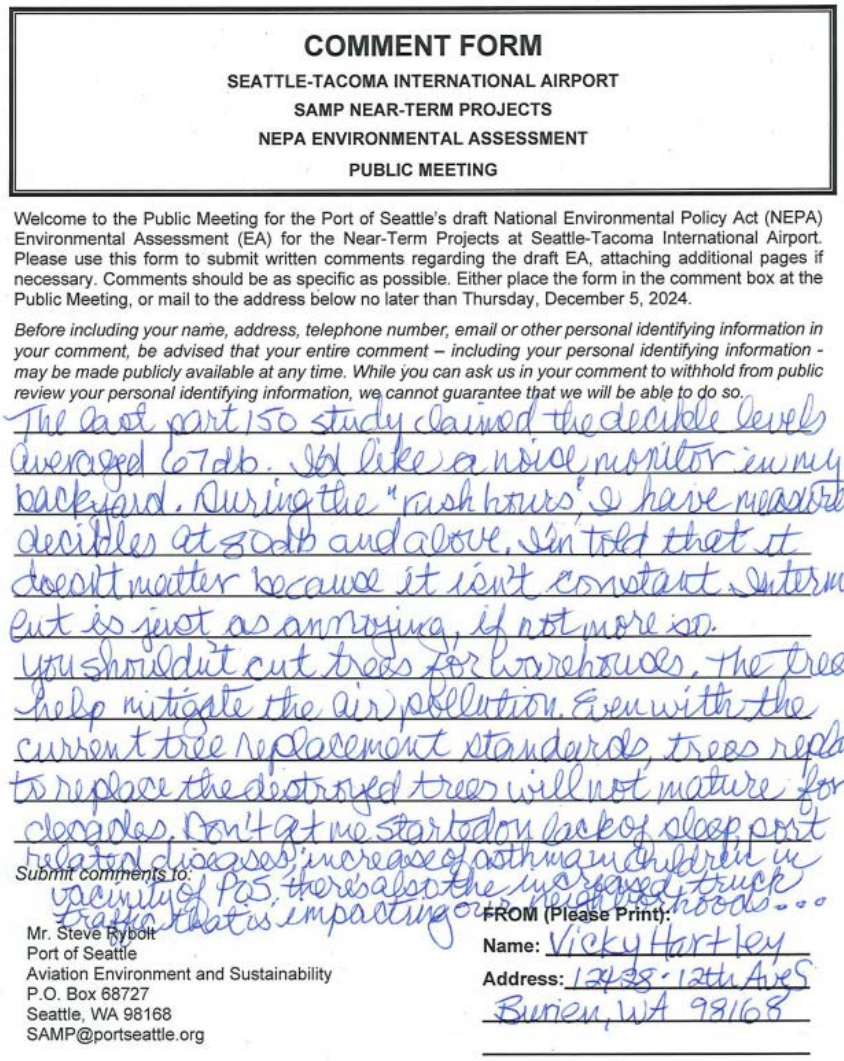
FROM (Please Print):
Name: Jody Federa
Address: 14928 2nd Ave SW
Burien 98166

551-1. General Response #3
General Response #4

551-2. Though the attempt was made to limit acronyms included on the boards, it wasn't always possible due to space constraints. The EA includes a list of acronyms.

551-3. General Response #7b
General Response #7c
The Airport Noise and Capacity Act and its resulting regulations, 14 C.F.R. Part 161, impose stringent requirements on airports seeking to implement certain types of noise rules or restrictions, including night curfews, caps on maximum noise levels, numbers of aircraft operations, and noise-based fees. Under Part 161, airports may implement noise-related restrictions based on a voluntary agreement with aircraft operators. Alternatively, an airport may pursue mandatory noise-based restrictions that require FAA approval.

552. Vicky Hartley



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The last part 150 study claimed the decible levels averaged 67db. I'd like a noise monitor in my backyard. During the "rush hours" I have measured decibles at 80db and above. I'm told that it doesn't matter because it isn't constant. Intermittent is just as annoying, if not more so. 1

You shouldn't cut trees for warehouses. The trees help mitigate the air pollution. Even with the current tree replacement standards, trees replanted to replace the destroyed trees will not mature for decades. 2

Don't get me started on lack of sleep, port related diseases, increase of asthma in children in vacinity of POS, there's also the increased truck traffic that is impacting our neighborhoods... 3 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: Vicky Hartley
Address: 12435 - 12th Ave S
Burien, WA 98168

552-1. General Response #12
General Response #13
The Port is currently in the process of updating their Part 150 study (14 CFR Part 150), which is a voluntary program created by Congress as part of the Aviation Safety and Noise Abatement Act of 1979 that allows (does not mandate) airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/

552-2. General Response #18

552-3. General Response #5
General Response #6

552-4. The additional truck traffic associated with the Action Alternatives, including cargo related traffic, was included in air quality analysis, greenhouse gas analysis, and the surface transportation analysis in accordance with FAA Order 1050.1F. A surface transportation noise analysis is not required in accordance with FAA Order 1050.1F and 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise .

553. T. Hulse

COMMENT FORM

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Your time, sweat + Money would be better spent planning on using an alternative Facility. This airport has already been maxed out. Trying to get more out of it is going to result in more problems, Congestion, Environmental impact and at some time a serious Accident or Event. Better Look Someplace else.

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: T. Hulse
Address: 1912 SW 155th Pl.
Burien, WA 98166.

553-1. General Response #7
General Response #7a
General Response #7b

554. Pat James

COMMENT FORM

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We are too crowded to expand the airport. Paine Field should be expanded to have a north terminal there. People in the north end hate driving through Seattle to catch a flight. Time to consider other solutions. 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: Pat James
Address: PO Box 421
Seahurst, WA
98062

554-1. General Response #7
General Response #7a
General Response #7b

555. Pat James

COMMENT FORM

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No one wants an airport in their back yard. The noise & pollution in this area has gotten out of control. Solutions need to be fourd in other areas of the state. Don't Keep impacting Burien. It is just too much.

1

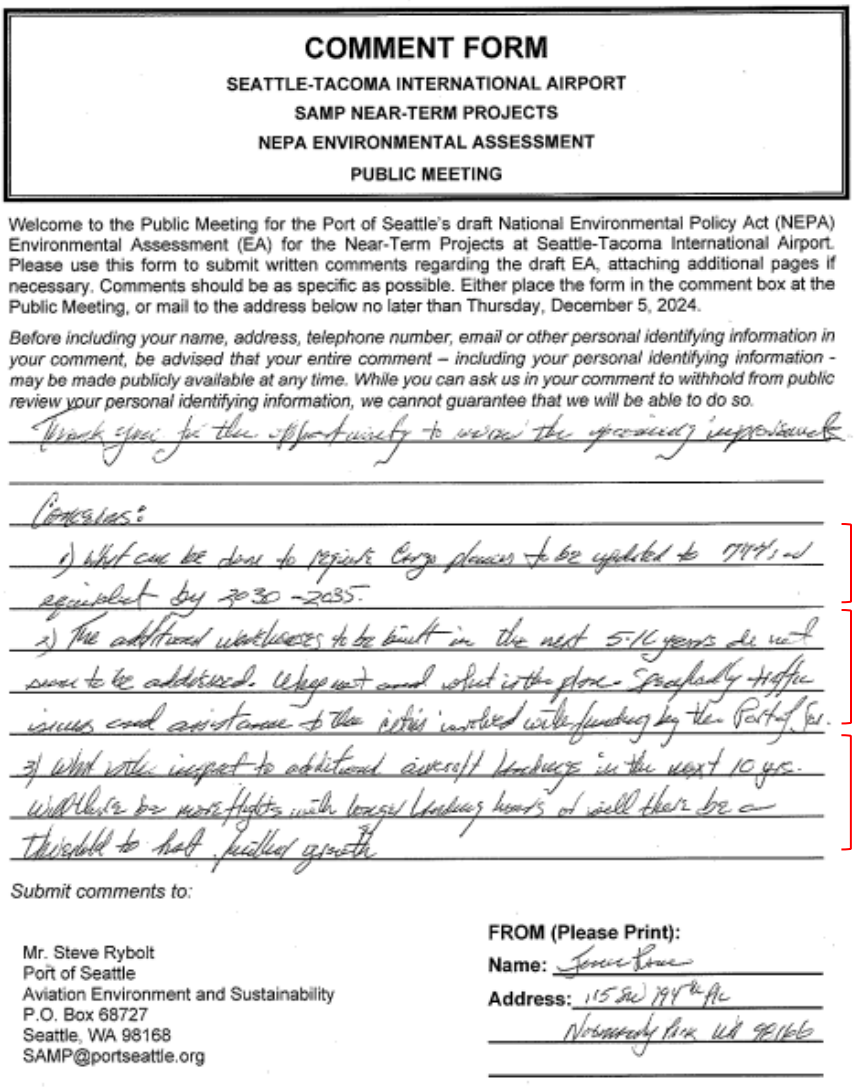
Submit comments to:

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

FROM (Please Print):
Name: Pat James
Address: PO Box 421
Seahurst, WA
98062

555-1. General Response #7
General Response #7a
General Response #7b
The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

556. John Kane



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Thank you for the opportunity to review the upcoming improvements

Concerns:

1) What can be done to require Cargo planes to be updated to 777's or equivalent by 2030 - 2035. 1

2) The additional warehouses to be built in the next 5-10 years do not seem to be addressed. Where next and what is the plan. Specifically traffic issues and assistance to the cities involved with funding by the Port of Sea. 2

3) What is the impact to additional aircraft landings in the next 10 yrs. Will there be more flights with longer landing hours or will there be a threshold to halt further growth 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: Joyce Kane

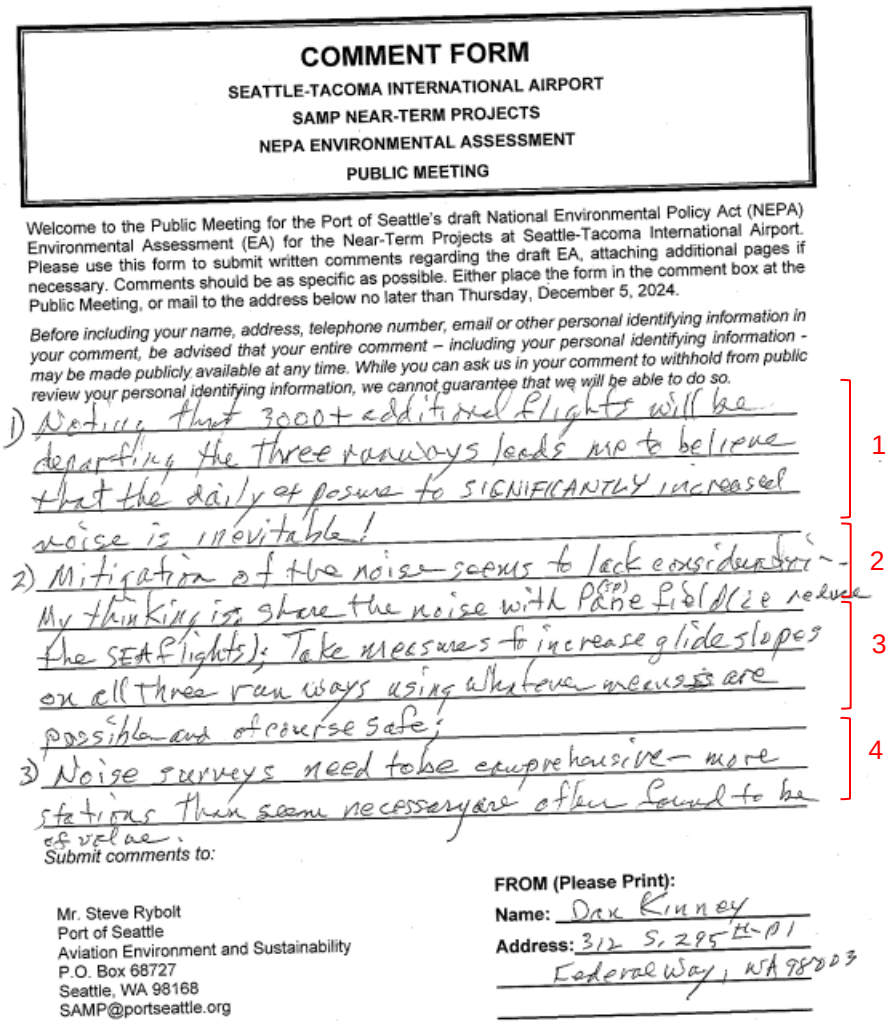
Address: 115 SW 194th Pl
Normandy Park WA 98166

556-1. In 1977, FAA amended Part 36 by introducing new noise standards and creating separate noise levels or "stages," each with specific limits. Since then, FAA has adopted increasingly stringent standards. The noisiest Stage 1 and Stage 2 airliners have been phased out. Most jets in operation today are Stage 3, Stage 4, and Stage 5 aircraft with much quieter engines. The Airport Noise and Capacity Act and its resulting regulations, 14 C.F.R. Part 161, impose stringent requirements on airports seeking to implement certain types of noise rules or restrictions, including night curfews, caps on maximum noise levels, numbers of aircraft operations, and noise-based fees. Under Part 161, airports may implement noise-related restrictions based on a voluntary agreement with aircraft operators. An airport may pursue mandatory noise-based restrictions that require FAA approval.

556-2. The proposed project includes three cargo projects. C01 is the relocation of existing cargo facilities. C02 and C03 include construction of new cargo facilities on Airport property. The additional surface traffic associated with the Action Alternatives, including cargo traffic, was included in the air quality analysis, greenhouse gas analysis, and the surface transportation analysis in accordance with FAA Orders 1050.1F and 5050.4B.

556-3. General Response #13

557. Dan Kinney



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1) Noting that 3000+ additional flights will be departing the three runways leads me to believe that the daily exposure to SIGNIFICANTLY increased noise is inevitable! 1

2) Mitigation of the noise seems to lack consideration. My thinking is, share the noise with Paine Field (SEA) (i.e.) reduce the SEA flights). Take measures to increase glideslopes on all three run ways using whatever measures are possible and of course safe; 2 3

3) Noise surveys need to be comprehensive – more stations than seem necessary are often found to be of value. 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: Dan Kinney
Address: 312 S. 295th Pl
Federal Way, WA 98003

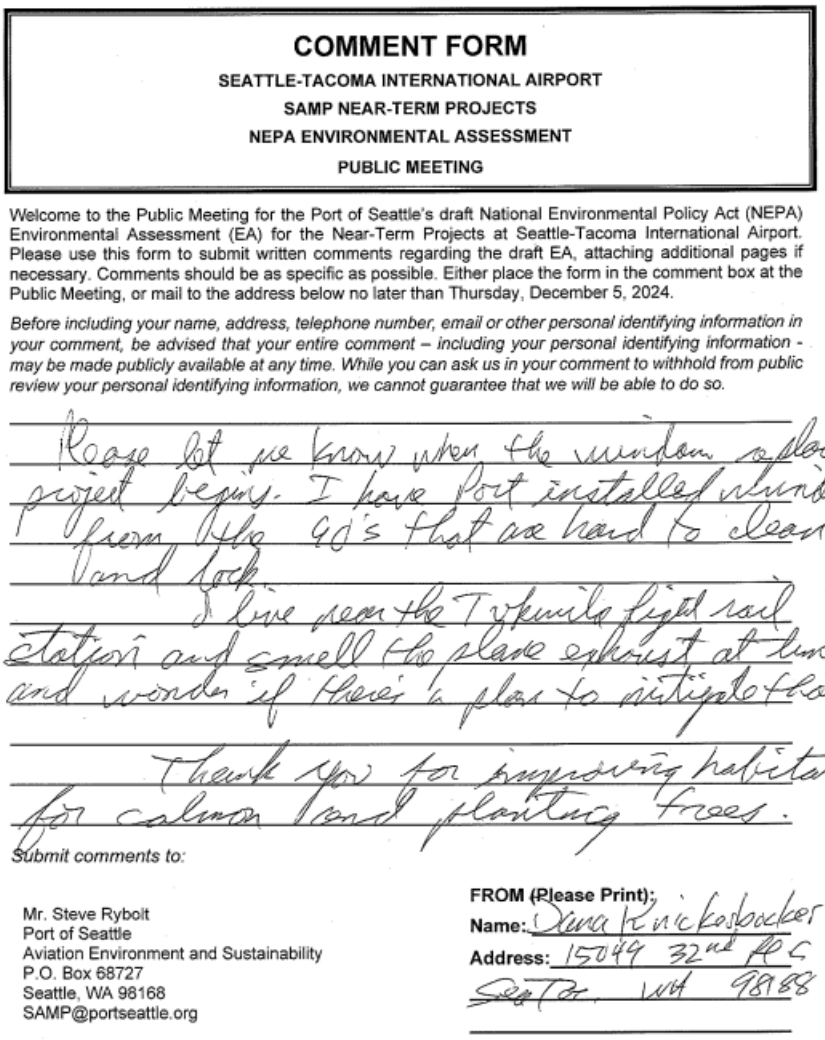
557-1. General Response #13 Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

557-2. General Response #6
General Response #7b
General Response #13

557-3. Project A01 includes adjustment of the Runway 34R glideslope. The FAA will provide this comment to the Part 150 team.

557-4. General Response #12
General Response #13

558. Dana Knickerbocker



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Please let us know when the window replacement project begins. I have Port installed windows from the 90's that are hard to clean and lock. 1

I live near the Tukwila light rail station and smell the plane exhaust at times and wonder if there's a plan to mitigate that. 2

Thank you for improving habitat for salmon and planting trees. 3

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: Dana Knickerbocker
Address: 15044 32nd Ave S
SeaTac WA 98188

558-1. These comments are outside the scope of this EA. The Part 150 Update is a separate process being completed by the Port. The FAA will provide your comment to the Part 150 team.

558-2. General Response #5
General Response #6

558-3. This comment has been noted.

559. Sarah Moore

COMMENT FORM

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I enjoyed today's open house. It raised a question about how our capacity needs are estimated. Where does the port get it's estimates - and where does that agency gather data/input for its numbers 1

I also wanted to comment on the health impacts. I would like to see a metric that used human health rather than Noise & Air quality, because we know there is a synergistic effect. How many emergency room visits for asthma or heart attacks? How many sleep disorder complaints? 2

Submit comments to:

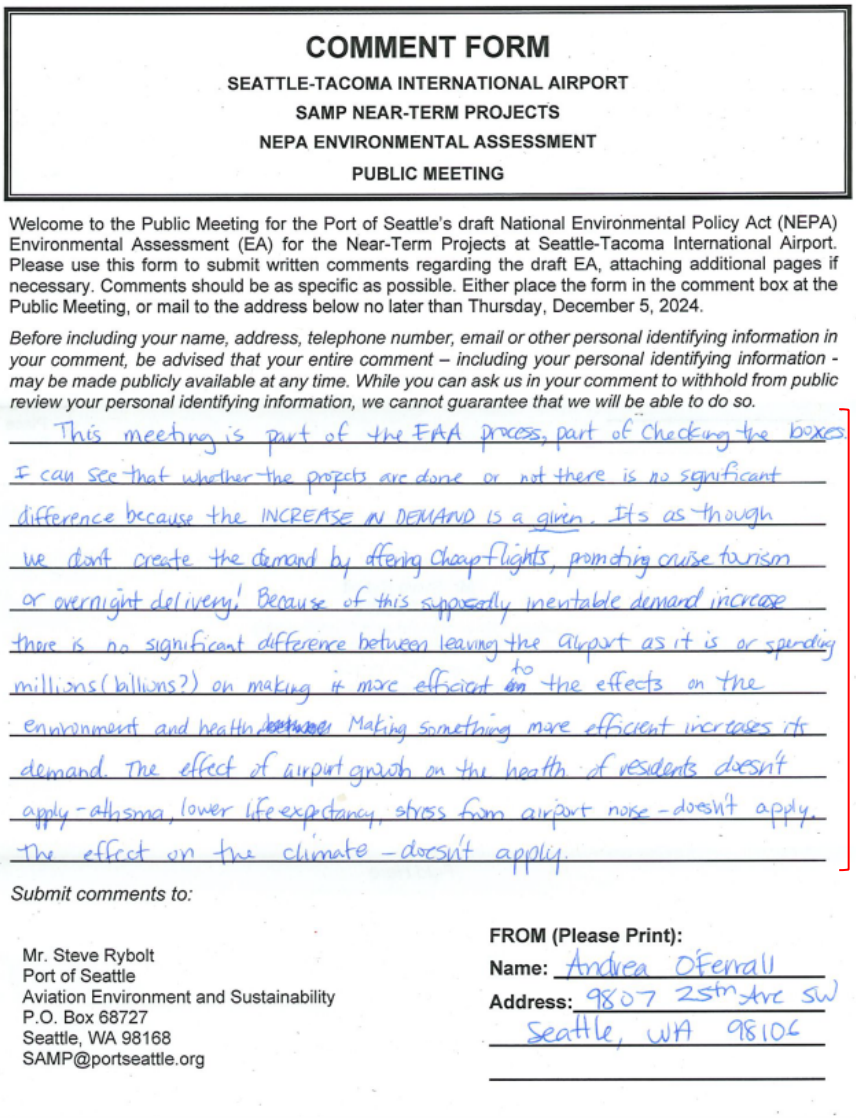
Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Sarah Moore
Address: 12034 14th Ave S
Burien WA 98168
SarahM@BURIENWA.GOV

559-1. The volume of air service at an airport is a direct reflection of the population, incomes, economic activity, geographic location of communities using an airport and gate/hardstand availability. Both the 2023 Aviation Forecast Update and the Constrained Operating Growth Forecast can be found in Appendix A of the EA.

559-2. General Response #10
General Response #14

560. Andrea O'Ferrall



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This meeting is part of the FAA process, part of checking the boxes. I can see that whether the projects are done or not there is no significant difference because the INCREASE IN DEMAND is a given. It's as though we don't create the demand by offering cheap flights, promoting cruise tourism or overnight delivery! Because of this supposedly inevitable demand increase there is no significant difference between leaving the airport as it is or spending millions (billions?) on making it more efficient to the effects on the environment and health. Making something more efficient increases its demand. The effect of airport growth on the health of residents doesn't apply - athsma, lower life expectancy, stress from airport noise - doesn't apply. The effect on the climate - doesn't apply.

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: Andrea O'Ferrall
Address: 9807 25th Ave SW
Seattle, WA 98106

1

560-1. General Response #7c
General Response #8
General Response #10
General Response #11
General Response #13
General Response #14

Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. The proposed projects would occur on airport property.

The FAA considers the potential environmental impacts resulting from the proposed action and alternatives and public comments when determining whether to issue a Finding of No Significant Impact/Record of Decision or to prepare an EIS.

561. Andrea O'Ferrall

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It feels like everyone here is just "doing their job." I'm just doing my job, ma'am. I was just doing my job. -Does that sound familiar? Why are we having public comment if it doesn't apply? Our knowledge of global warming and carbon pollution have been changing rapidly as "un"natural disasters increase in frequency and intensity. Aviation is a highly fossil fuel intensive industry. We need to lower emissions by flying less. That we are greening the port with electrification is greenwashing because the fossil fuels come from the planes! We just showed the country that we, as a state, are bluer than ever. The Port can plan for something else other than expansion. The port can lead the way AWAY from aviation (that is so hard to decarbonize). We need to focus on rail transportation for passengers and freight^ and promoting intrastate travel. Promoting aviation is not a safe plan for the future.

1

2

3

Submit comments to:

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

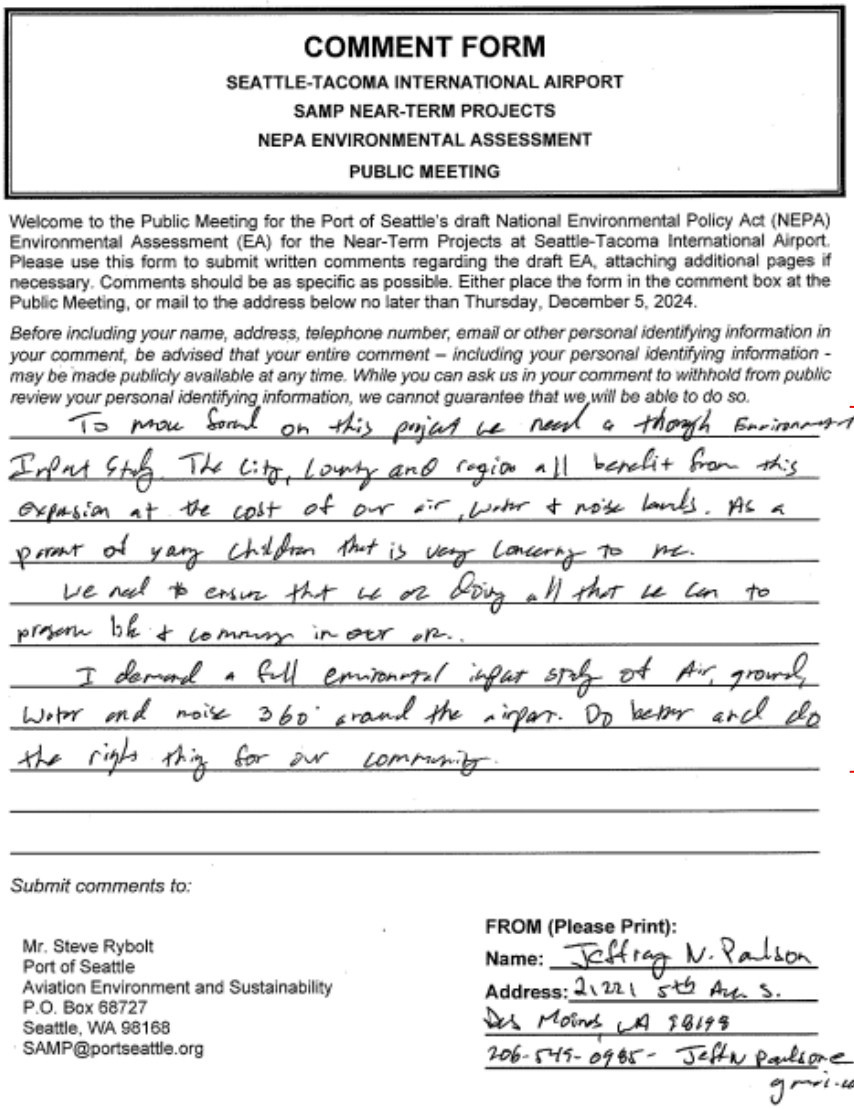
FROM (Please Print):
Name: Andrea O'Ferrall
Address: 9807 25th Ave SW
Seattle WA 98106

561-1. The FAA considers the potential environmental impacts resulting from the proposed action and alternatives and public comments when determining whether to issue a Finding of No Significant Impact/Record of Decision or to prepare an EIS.

561-2. General Response #11

561-3. General Response #7c
General Response #7d

562. Jeffrey Paulson



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NEPA ENVIRONMENTAL ASSESSMENT
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Welcome to the Public Meeting for the Port of Seattle's draft National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the Near-Term Projects at Seattle-Tacoma International Airport. Please use this form to submit written comments regarding the draft EA, attaching additional pages if necessary. Comments should be as specific as possible. Either place the form in the comment box at the Public Meeting, or mail to the address below no later than Thursday, December 5, 2024.

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To move forward on this project we need a thorough Environmental Impact Study. The City, County and region all benefit from this expansion at the cost of our air, water & noise levels. As a parent of young children that is very concerning to me.

We need to ensure that we are doing all that we can to preserve the & community in our area.

I demand a full environmental impact study of Air, ground, Water and noise 360° around the airport. Do better and do the right thing for our community.

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: Jeffrey N. Paulson
Address: 21221 5th Ave S.
Des Moines, WA 98198
206-545-0985 - JeffNPaulson gmail.com

562-1. General Response #1 The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

563. M. Roseze

COMMENT FORM

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I greatly appreciate the open process that the Port of Seattle is doing on the expansion of SEA. As a lifelong resident, where I appreciate the vision of expansion, I am hoping that the Port continue to remember and address the unintended consequences of the increase traffic to SEA. 1

I am hoping that Port Administration make the public aware of the environmental impact, especially of those choosing the cities of SEATAC, Des Moines, Tukwila, and those in Seattle because of its affordability specifically Communities of Color (e.g. Hispanic, Asian, & Pacific Islander) 2

I also hope the Port will continue its noise air and other mitigation due to the increased impact on growing air travel to our region. Thank You 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: Marvin Roseze
Address: 4308 NE Sunset Blvd
Unit R1
Renton, WA 98059

563-1. Thank you for your comment. This comment has been noted.

563-2. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

563-2. General Response #6 Mitigation included to reduce or minimize impacts is identified in Chapter 4.

564. Tracie Sarsfield

COMMENT FORM

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I am Concerned I do not see any studies on the quality of the air around the airport or near and in the homes.

The smell of the fuel is overwhelming at times not to mention leaving a dark film on concrete/house/outdoor furniture.

1

Tracie Sarsfield

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: Tracie Sarsfield
Address: 520 S 46th
Burien, WA 98168
206-300-6032

564-1. General Response #8
General Response #9a
General Response #9b
General Response #9c
General Response #10

565. Joseph Seia

COMMENT FORM

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Joseph Seia and we are deeply concerned at the racist ways that the public forums were setup. It is individualistic, most of the folks that attended were white, and our Native, Black, Pacific Islander communities were not here. We need a do-over. Co-design forums w/ us not without us. 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: Joseph Seia
Address: 6435 150th St
Burien WA 98148

565-1. General Response #3 There is no required format for public meetings. The FAA determined, in consultation with the Port, that public meetings would be the best format for gaining public input for this project.

566. Justin Smith

COMMENT FORM

SEATTLE-TACOMA INTERNATIONAL AIRPORT
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FANTASTIC PRESENTATION OF MATERIALS & INFO
EXCITED TO SEE FURTHER GROWTH OPTIONS TO MAKE
SEA EVEN BETTER. AIRPORT GROWTH IS GOOD FOR
THE LOCAL COMMUNITY & PROVIDES POSITIVE
ECONOMIC IMPACTS TO THE ENTIRE REGION. PROACTIVE
PLANNING WILL MITIGATE & EASE ANY ENVIRONMENTAL
CONCERNS, AND I HAVE CONFIDENCE IN THE PORT
TO REMAIN EXCELLENT STEWARDS OF THE ENVIRONMENT
THROUGOUT THE PROCESS.

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: JUSTIN SMITH
Address: 535 PONTIUS AVE N
#105
SEATTLE, WA 98109

566-1. Thank you for your comment. Your comment has been noted.

567. Tanis Standridge

COMMENT FORM

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Your sign To The Terminal on The
airport access road after you pass
The garage heading North is
deceptive. My out of town guests
as well as myself initially thought that
The sign that says, TERMINAL was
an exit for literally PARKING parking
for The Terminal. The sign needs
to say, TERMINAL AND PARKING

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: Tani Standridge
Address: 3314 S 194TH
Seatac WA

567-1. This comment is outside the scope of the EA. The FAA has provided your comment to the Port for consideration.

568. Janice Stewart

COMMENT FORM

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I came here thinking I would find out when they would buy me out. I have the letter they sent years ago saying we were in the buy out section. 3rd runway comes directly over my house. I have been in the yard working when a plane comes over and shingles from my roof fly off. I would honestly like someone to talk to me about it

1

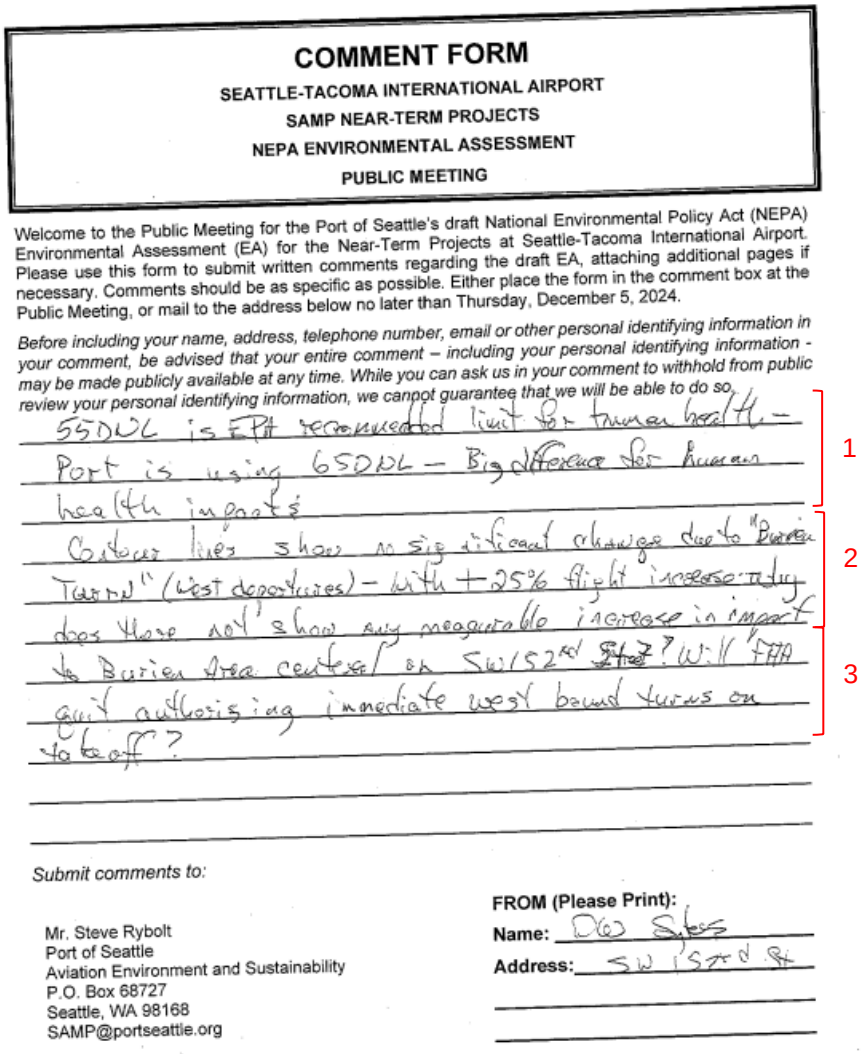
Submit comments to:

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

FROM (Please Print):
Name: JANICE STEWART
Address: 13604 12TH AV, S.
BURIEN, WA 98168
206-243-6998
206-226-3813 cell

568-1. General Response #13 The Port is currently in the process of updating their Part 150 study (14 CFR Part 150), which is a separate process from this EA. The FAA will forward your comment to the Part 150 team. For more information on the Part 150 update see: https://seapart150.com/

569. DW Sykes



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55DNL is EPA recommended limit for human health. – Port is using 65DNL – Big difference for human health impacts

1

Contour lines show no significant changes due to "Burien Turn" (West departures) – with +25% flight increase today does these not show any measurable increase in impact to Burien Area centered on SW 152nd St? Will FAA still authorising immediate west bound turns on to take off?

2

3

Submit comments to:

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

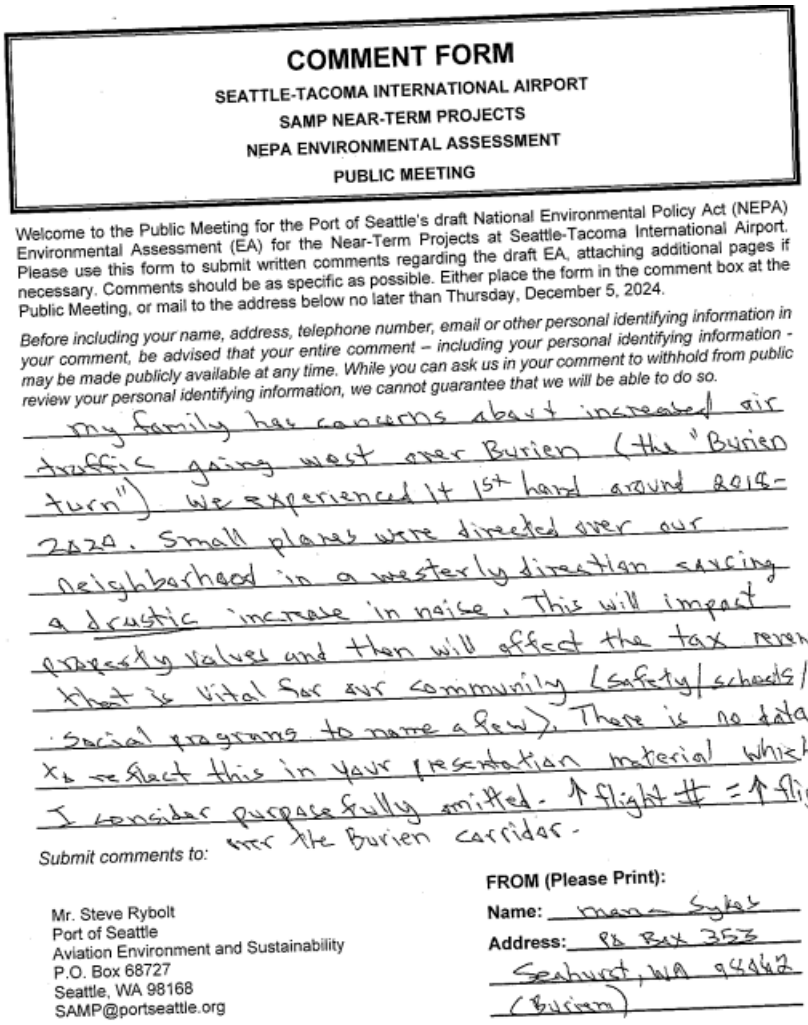
FROM (Please Print):
Name: DW Sykes
Address: SW 151st St

569-1. General Response #12

569-2. General Response #5
General Response #13

569-3. This comment is outside the scope of this EA. The Port is currently in the process of updating their Part 150 study (14 CFR Part 150), which is a separate process from this EA. The FAA will forward your comment to the Part 150 team. For more information on the Part 150 update see: https://seapart150.com/

570. Maria Sykes



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My family has concerns about increased air traffic going west over Burien (the "Burien turn") We experienced it 1st hand around 2015-2020. Small planes were directed over our neighborhood in a westerly direction causing a drastic increase in noise. This will impact property values and then will affect the tax revenue that is vital for our community (safety/schools/ social programs to name a few). There is no data to reflect this in your presentation material which I consider purposefully omitted. ↑ flight # = ↑ flights over the Burien corridor. 1 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):

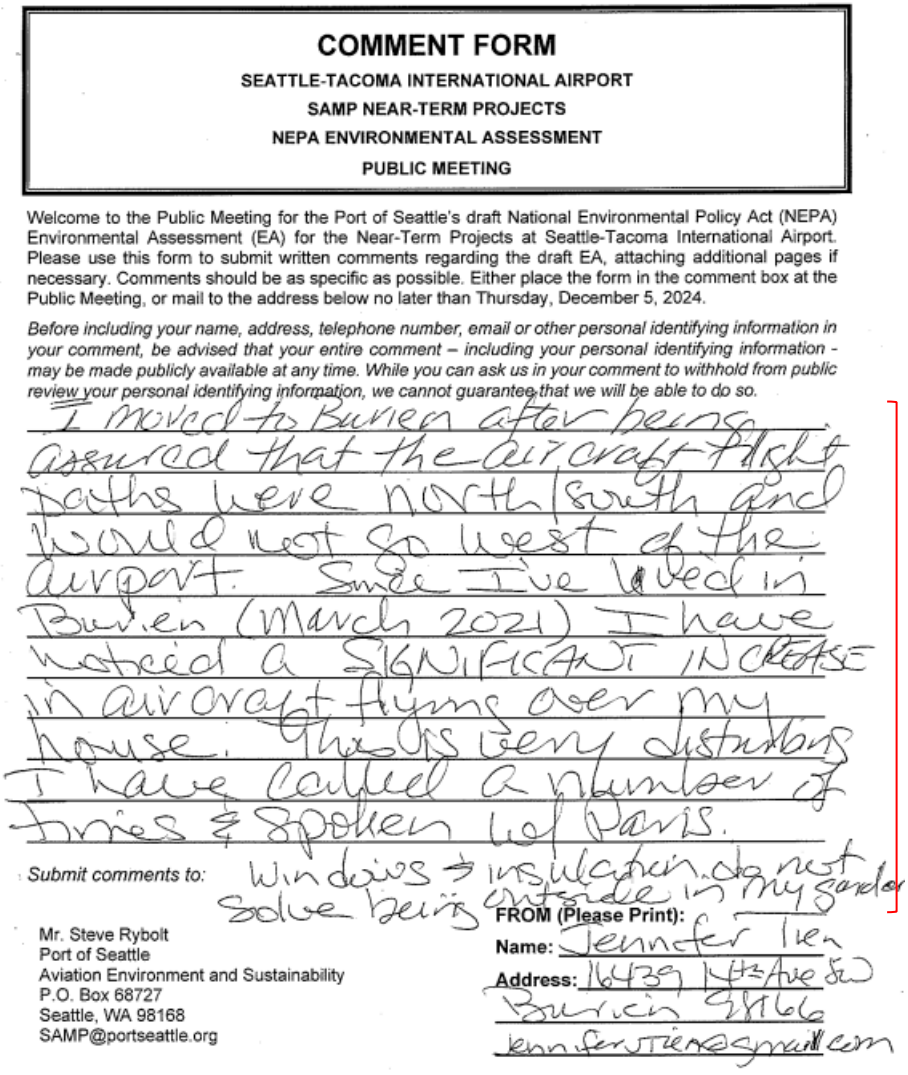
Name: Maria Sykes

Address: PO Box 353
Seahurst, WA 98062
(Burien)

570-1. General Response #5
General Response #20
The Port is currently in the process of updating their Part 150 study. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend measures in a noise compatibility program to reduce noise and noncompatible land uses. For more information on the Part 150 update see: https://seapart150.com/

570-2. As noted in Table 4-1 in the Draft EA, operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037. Details on what was included in the noise analysis can be found in Appendix J of the EA.

571. Jennifer Tien



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I moved to Burien after being assured that the aircraft flight paths were north/south and would not go west of the airport. Since I've lived in Burien (March 2021) I have noticed a SIGNIFICANT INCREASE in aircraft flyms over my house. This is very disturbing I have called a number of times & spoken w/ Paris.

Windows & insulation do not entirely solve being outside in my garden

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: Jennifer Tien
Address: 16439 14th Ave SW
Burien 98166
jennifertien@gmail.com

571-1. General Response #5
General Response #13
This comment is outside the scope of this EA. The Port is currently in the process of updating their Part 150 study (14 CFR Part 150), which is a separate process from this EA. The FAA will forward your comment to the Part 150 team. For more information on the Part 150 update see: https://seapart150.com/

572. Meg Van Wyk

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Sea Tac is already one of the densist airports in the country. This will certainly increase the density even more. Please, please, please consider building a direct line from Sea Tac to Seattle, with one stop at KC airport. Right now the Link takes toooo long. A direct link would encourage more travelers to use transit. You need to figure out how to decrease the density this will create.

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: Meg Van Wyk

Address: 16203 25th Ave SW
Burien, WA 98166

572-1. This comment is outside the scope of the FAA. SoundTransit is responsible for determining Link operations.

573. Brian Volkert

COMMENT FORM

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AN ENVIRONMENTAL IMPACT STATEMENT IS NECESSARY 1

NOISE IMPACTS NOT DESCRIPTIVE OF IMPACT - PRESENT PASSENGER 2
ITS SUPPORT PASSTEM NOT PROVIDED. COMMUNITY

CONCERNS PORT BEING ENGAGED (AT THIS BURDEN) 3

BUDGET, COST, FUNDING SOURCES NOT PROVIDED 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: BRIAN VOLKERT
Address:
13559 SW 175TH ST.
HARMONY PARK, WA 98166

573-1. General Response #1

573-2. General Response #13 The Noise Technical Report is in Appendix J that includes all the details on how the analysis was completed and information utilized.

573-3. The FAA considers the potential environmental impacts resulting from the proposed action and alternatives and public comments when determining whether to issue a Finding of No Significant Impact/Record of Decision or to prepare an EIS.

573-4. The cost is identified in Technical Memo #7 of the SAMP (https://www.portseattle.org/plans/sustainable-airport-master-plan-samp) and is estimated to be $4.5 billion.

574. K

From: K <SAMP-EA-COMMENTER1001@proton.me>
Sent: Friday, December 13, 2024 1:25 PM
To: Prevo, Matthew A (FAA) <Matthew.A.Prevo@faa.gov>
Subject: SAMP EA comment

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I already sent this to the port and another FAA representative but thought it was important to email you as well since you are assigned to SEATAC 1

II have some concerns about the SAMP EA.

I feel that the comment period for the SAMP EA was too short. It took approximately 6 years for a team of experts to complete the SAMP EA. The complexity and layers of projects and terminology take more than 6 weeks for a typical layperson to asses and comment on. The approximately 6 weeks of comment period should have been expanded to 6 months at a minimum.

The port claims that capacity at SeaTac airport is not being increased. I don't agree.

The SAMP and SAMP EA mention airside projects and procedural changes (which include changes to flight paths) associated with these projects. These projects and procedural changes will increase the number of planes able to use SEATAC per hour (increased capacity). Other landside and terminal projects that were mentioned induce demand for flights using SEATAC airport. The port of Seattle, who frequently partners with the FAA on the SAMP, is also actively working to promote tourism and increase demand at SEATAC airport. These actions are being done to induce and increase demand and increase capacity. In short, the FAA is an active participant in this process, it is not simply responding to increased demand. 2

When projects and procedures to increase capacity at SEATAC are planned or are in the works a full EIS must be conducted.

574-1. The original letter is 207.

574-2. Please see responses to Comments 207-1 – 207-13

574. K (continued)

A categorical exclusion should not be used when considering flight paths in close proximity (within at least 5 miles) of the airport.

Airplanes often fly lower than 3000 feet over and or near my neighborhood. I have even had to call the FAA when I observed a plane flying so low it looked like it was about to go down (I live approximately 2 miles due west of the airport). Fortunately, at the last minute it rolled northwest. There have been many other instances where planes were flying low but didn't appear to be about to crash. I am sure that many others in close proximity to the airport have had similar experiences.

The FAA is not fully considering individual instances and cumulative impacts of multiple planes flying near or over my neighborhood and surrounding neighborhoods. It appears from data showing actual routes planes have taken, that my neighborhood is often in the crosshairs of arriving and departing flights which explains what I have observed. I am often faced with a wall of sound coming from all sides which seems to be especially bad around dawn and in the evening. Flights have often resulted in an inability to sleep or enjoy walking in my neighborhood. It appears that automated NEXTGEN GPS flight procedures are focused on flights arriving and departing to the western side of the airport. When air traffic is automatically directed over my neighborhood (which I would consider a coastal community) it drastically affects exposure to noise, pollution and quality of life. As noted in conversations posted in a local blog, the FAA has a terrible history of inadequately assessing impacts to local communities resulting from procedural changes and the methodology that is currently used to asses impact is inadequate.

2

The study of impacts on air pollution, noise and water quality has been inadequate.

There are currently no stationary air quality monitors near the airport to study and quantify pollutants resulting from airport operations and to show how these pollutants travel. Ongoing measurements of lead, criteria pollutants and ultrafine particles among other contaminants need to be conducted. These measurements and information are important because the current modeling procedures do not adequately account for the effects of local conditions such as topography, wind and weather, substrate that is being flown over (water vs land etc...) and whether or not an area is experiencing temperature inversion conditions (and thereby increased exposure). Current modeling also doesn't account for effects from concentrated flight paths. It is important to have a sufficient number of monitors to adequately measure pollutants and monitor how they travel . To start the process the promised north end monitoring site should be installed to be followed by south, west and east monitors. The FAA needs to install these monitors to establish a reliable baseline which does not currently exist. Community members and local city elected officials should be involved in determining the placement of these monitors with supplemental information consultation and

574. K (continued)

education provided by impartial acknowledged experts. Special focus should be on areas in line with the regular takeoff and landing configurations as well as close in areas to the west under automated flight paths and other areas if they are in line with automated flight paths or are shown to experience concentrated air traffic.

These same local conditions affecting air quality also affect the amount of noise and annoyance a community is exposed to. The noise monitors that are in place do not adequately capture the noise that my community is exposed to. I am by a grade school near the top of a hill with exposure to multiple planes flying in close proximity to me at the same time. My proximity to the sound (no view of course) amplifies the noise. Not to mention that the current DNL 65 measurement zone around the airport is considered by many experts to leave out a large number of people that are currently extremely impacted. These same experts have suggested alternate ways to asses noise that better account for the true impact. (1) I believe these recommendations should be adopted.

Effects on water quality and impacts to local streams need to be fully considered. Local salmon bearing creeks and streams have suffered severe significant reductions in returning salmon. The airport has played a large roll in this by degrading and destroying habitat. Prior projects have resulted in wetlands being destroyed and increased flooding to local communities. Miller creek Walker creek and their associated basins have been severely impacted. The FAA and port need to devote more resources to preventing and mitigating effects on these watersheds. The FAA and Port of Seattle need to commit to continuing remediation and habitat enhancement to the Des Moines creek Basin and Des Moines Creek itself to mitigate impacts from the airport and its operations. Storm water projects are not enough. The water quality of local streams and wetlands must be consistently monitored and proactive steps must be taken to ensure the least impact to local water and wetland resources. The Walker Preserve, Miller Creek trail and Des Moines Creek trail and surrounding land offer a rare accessible opportunity for underprivileged community members to experience nature. It is important to protect, preserve and enhance these valuable resources.

2

SEATAC airport is extremely compact. The number of operations per acre is huge in comparison to other airports. This concerns me for many reasons but one of the most significant is safety. I have been told that many airplanes flying over my neighborhood do so because of missed or abandoned approaches and having to circle back. It would seem that having even more congested air and land operations would complicate this process. I didn't see an explanation of plans to deal with this and I would like to see one that is easily understood by the average layperson. I would also like to know what is being done to safely handle air traffic now and predicted increases in the event that instrument landing is required due to GPS interference (again in easy-to-understand terms).

There seems to be resistance to proactively and adequately admitting and addressing health

574. K (continued)

and economic concerns resulting from proximity to air traffic and increased exposure to pollutants coming from cargo vehicles serving the new direct to airport 509 extension.

Instead of embracing recent studies that have been published regarding airport noise, pollutants and ultrafine particulate and proactively adopting recommendations for monitoring and addressing impacts, the FAA and port appear to be rigidly doing the minimum possible and exploiting loopholes to explain why they don't have to measure potential impacts to affected communities. It appears that important information is being kept from the public pertaining to health effects from the airport. Important documents that should be available to view have been redacted. I believe this is being done because this information could affect adoption of the SAMP EA. It seems as if the port of Seattle doesn't want to know or at least want you to think they know about significant impacts. I believe for these reasons that a full EIS should be required before proceeding further with SAMP.

I, Family and Friends reflect the findings that those in airport communities suffer more health impacts, don't live as long and experience reduced property value in comparison to other communities. These impacts affect local cities surrounding the airport and local residents and need to be acknowledged. Effects on local cities and individuals must be lessened. All those impacted by the airport and its operations should receive mitigation and compensation.

2

(1) Airport Noise Report Volume 34, Number 33 October 7, 2022

Sent with Proton Mail secure email.

575. Fabian Cano

From: Fabián Caño <fabian.cano.v@gmail.com>
Sent: Sunday, December 8, 2024 9:16 PM
To: Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Subject: Opposition to SeaTac SAMP

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Mrs. Krull,

I am sending this email to express my opposition to the SeaTac airport SAMP. These are the main points against it:

- It is unacceptable to move forward with the SAMP until proper tax-payer funded air quality studies are conducted and a cumulative impact analysis is presented on existing public health impacts of Sea-Tac airport. This needs to be part of the plan!
- Lack of air quality studies are detrimental to everyone living around Sea-Tac airport and disproportionately affect poor and minority populations.
- The EPA's required air quality studies (Dispersion Analysis / Air Quality Study) must be done by the FAA, otherwise there is no way of knowing what current air pollution levels are.
- A half a million dollars to pay for the cost of these studies is a drop in the bucket of the SAMP's budget.

1

Sincerely,

Fabian Cano Villares (resident of the City of Burien, WA)

575-1. General Response #8
General Response #9b
General Response #10
General Response #15
General Response #17

576. Fabian Cano Villares

From: Fabián Caño <fabian.cano.v@gmail.com>
Sent: Monday, December 9, 2024 10:04 PM
To: Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Subject: Additions to previous email about SeaTac SAMP

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Mrs. Krull,

As I mentioned in my previous email, I am a resident of the City of Burien, WA. I consider that the current SeaTac SAMP will bring yet more health and environmental problems to the cities surrounding SeaTac airport. I would like to add to my previous email that the draft Environmental Assessment of the Sustainable Airport Master Plan for SeaTac airport is insufficient because: 1

1) The finding that "Environmental justice populations would be exposed to increased air emissions, noise, socioeconomic impacts" but the impacts would not be "significant" or "disproportionate" ignores the scientific consensus about the adverse effects of aviation noise and pollution and the reality of who lives near the airport and under flight paths. 2

2) The assessment of air quality impacts did not include the scientifically established health harms from ultrafine particles and other aviation emissions. This must be fixed! 3

3) The scientific consensus on the damaging health consequences of aviation noise was not considered. Noise thresholds are based on outdated science. 4

4) The climate assessment is missing the warming effects of any aircraft emissions.

5) The assessment incorrectly claims that King County and Washington State can meet their climate goals under the proposed plan. 5

A full and cumulative environmental, health, and climate impact analysis based on correct information must be done as part of an official Environmental Impact Statement (EIS). Please conduct an EIS in order to fix these shortcomings and to protect our health and climate! 6

Fabian Cano Villares

576-1. The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

576-2. General Response #15

576-3. General Response #8
General Response #9b
General Response #10

576-4. General Response #12
General Response #13
General Response #14

576-5. General Response #11

576-6. General Response #1

577. Dawn Claflin

From: Dawn Claflin <dawnclaflin@gmail.com>
Sent: Monday, December 9, 2024 8:44 PM
To: Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Subject: air quality testing

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

I live in Burien, less than ¼ mile from the center of Sea-Tac Airport's 3rd runway.

I am writing to ask you to conduct the EPA's required air quality studies (Dispersion Analysis / Air Quality) before moving forward with the SAMP. Relying on old data is unacceptable, as the number and nature of flights has changed since the last test decades ago.

These studies, and a cumulative impact analysis, can be paid for with half a million dollars—easily covered by the SAMPs massive budget.

Hundreds of thousands of people—including young children and the elderly—live in the neighborhoods surrounding the airport. Lack of data regarding our air quality hurts residents, and disproportionately affects poor and minority populations.

Please consider the lives of the very real people who live around the airport and do the right thing for us by testing the air quality that we breathe.

1

Thank you,

Dawn Claflin

Burien Resident of 24 years, prior Des Moines and SeaTac resident

Dawn Claflin
http://dawnclaflin.wordpress.com

577-1. General Response #8
General Response #9b
General Response #10
General Response #15
General Response #16
General Response #17

578. Alex & Janice Myrick

From: Alex Myrick <amyrick98@gmail.com>
Sent: Friday, December 13, 2024 4:46 PM
To: Krull, Kandice (FAA) <Kandice.Krull@faa.gov>; Dave.Upthegrove@kingcounty.gov; council@burienwa.gov; bdavisbac@gmail.com
Subject: SeaTac Airport Related Health Concerns

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Port of Seattle, FAA, and EPA,

We are longtime residents of Des Moines, and our home is almost under the flight path. We accept the noise, but are concerned about the fumes from jet fuel and exhaust drifting from the flight path.

We also have serious concerns about our neighbors in SeaTac, Burien, Des Moines, Tukwila, White Center, and Normandy Park who live under the flight paths.

Our neighbors also experience the increased smell of jet fuel that regularly floods the air. We know that airport neighborhoods experience diminished health. 1

This brings up many questions and requests:

1) How is a 30% airport growth sustainable for the community, especially in an EQUITABLE way? The most affected population is the POOR who live near the airport because the cost of living is lower. They pay a high health cost in the long run... NOT EQUITABLE.
Is your idea of EQUITY to make sure that ALL airport-adjacent neighborhoods receive the same amount of toxic air particulates and negative health impact? 2

2) You MUST commission a full Environmental Impact Statement (EIS) to determine the health and environmental damage BEFORE you approve the SAMP. Why not do an air quality study to assess the cumulative impact on each neighborhood? The last comprehensive (not regional) testing was back in 1996 by the UW. The airport has grown massively since then. 3

3) King County and Washington State still claim they can meet their climate goals under this proposed plan. Please share how this is possible. 4

4) You MUST make a plan to offset the damages that airport growth is causing. Please work with the cities closely to define what the steps will be. 5

5) Please also keep as much of the green space (tree canopy) intact as possible since it is the most effective, natural means of offsetting the environmental damage and noise. 6

Sincerely,

Alex & Janice Myrick
Des Moines Residents

578-1. General Response #5

578-2. Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

The location of aircraft flight tracks is determined after considering multiple factors including air traffic efficiency, safety, runway location, etc. Aviation operations are carefully planned based on established airspace procedures ensuring the safest and most efficient movement of aircraft.

578-3. General Response #1

578-4. General Response #11

578-5. General Response #6

578-6. General Response #18

579. Nancy Rasmussen

Outlook

[EXTERNAL] New submission from Submit a Comment

From SEA SAMP <LBInternet@landrumbrown.com>
Date Mon 12/2/2024 2:44 PM
To SAMP Public Comments <SAMP@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Name

Nancy Rasmussen

Address

16560 9th Ave SW

Email

nancyinburien@msn.com

Comment

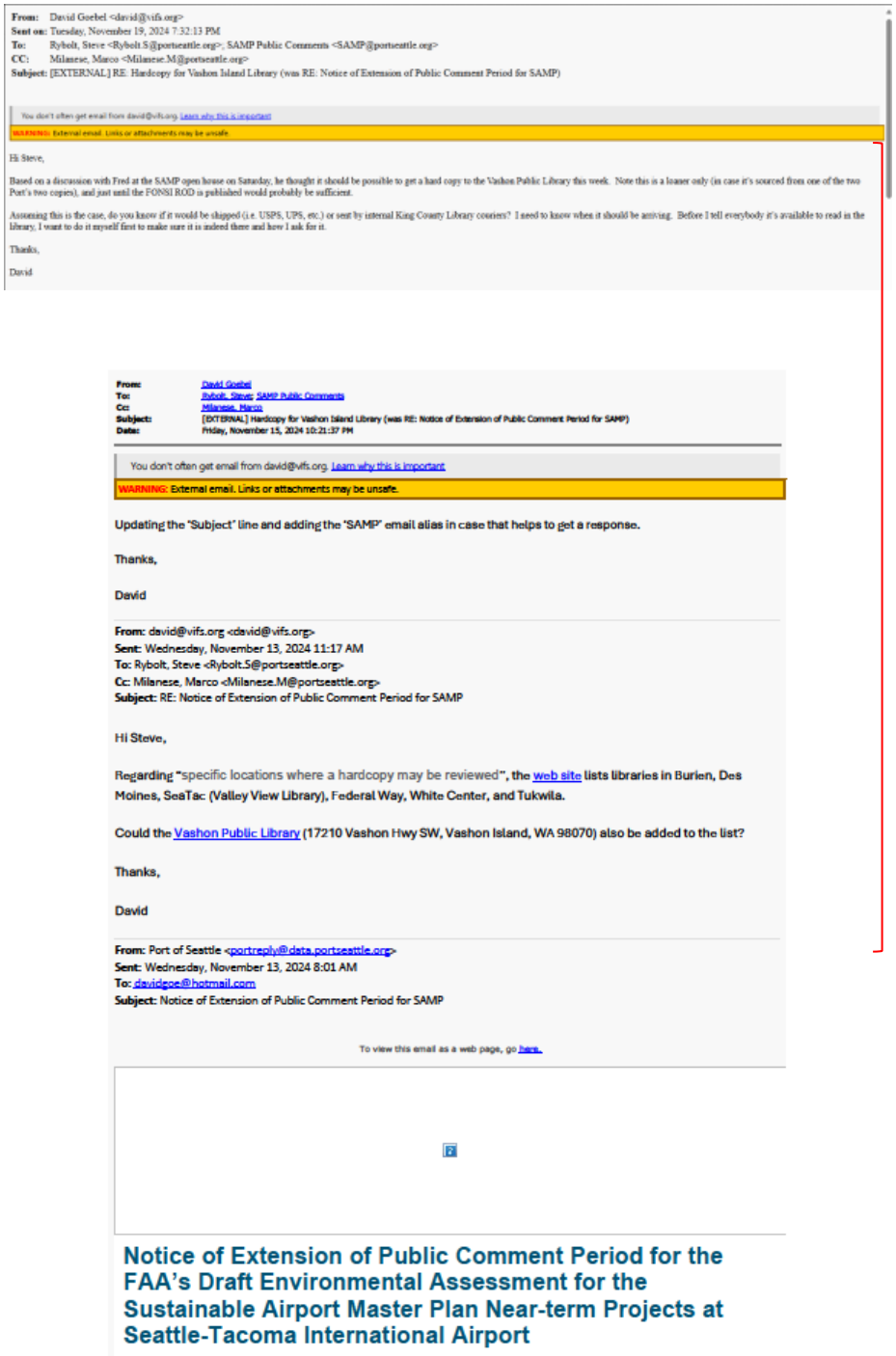
My neighborhood has already seen a significant increase in air traffic diverted our home which are not in the current flightpath. An increase of 40% more traffic is a health hazard to our communities. More air and noise pollution, fewer trees to protect us and the wildlife living in our green spaces and more commercial traffic on our roads is not acceptable. These concerns have been grossly overlooked in the current environmental assessment and must be addressed for the health of our communities. Our world is not getting healthier, and the current EA does nothing to improve it. 1

579-1. General Response #8
General Response #13
General Response #18

The Draft EA was prepared following the policies, procedures, and guidelines outlined in FAA Orders 1050.1F and 5050.4B. These Orders outline FAA-accepted methodologies, models, techniques, and thresholds of significance for the assessment of impacts. As documented in the Draft EA, the Action Alternatives would not result in any significant impacts that cannot be mitigated below levels of significance in accordance with the thresholds established in FAA Order 1050.1F.

Table 4-1 in the Draft EA provides the forecasted aircraft operations with and without the Proposed Action for 2032 and 2037. Operations are forecasted to be 1.9% higher with the Proposed Action compared to the No Action in 2032 and 7.4% higher in 2037.

580. David Goebel



From: David Goebel <david@vifs.org>
Sent on: Tuesday, November 19, 2024 7:32:13 PM
To: Rybolt, Steve <Rybolt.S@portseattle.org>; SAMP Public Comments <SAMP@portseattle.org>
CC: Milanese, Marco <Milanese.M@portseattle.org>
Subject: [EXTERNAL] RE: Hardcopy for Vashon Island Library (was RE: Notice of Extension of Public Comment Period for SAMP)

You don't often get email from david@vifs.org. Learn why this is important
WARNING: External email. Links or attachments may be unsafe.

Hi Steve,

Based on a discussion with Fred at the SAMP open house on Saturday, he thought it should be possible to get a hard copy to the Vashon Public Library this week. Note this is a loaner only (in case it's sourced from one of the two Port's two copies), and just until the FONSI ROD is published would probably be sufficient.

Assuming this is the case, do you know if it would be shipped (i.e. USPS, UPS, etc.) or sent by internal King County Library couriers? I need to know when it should be arriving. Before I tell everybody it's available to read in the library, I want to do it myself first to make sure it is indeed there and how I ask for it.

Thanks,

David

From: David Goebel
To: Rybolt, Steve; SAMP Public Comments
Cc: Milanese, Marco
Subject: [EXTERNAL] Hardcopy for Vashon Island Library (was RE: Notice of Extension of Public Comment Period for SAMP)
Date: Friday, November 15, 2024 10:21:37 PM

You don't often get email from david@vifs.org. Learn why this is important
WARNING: External email. Links or attachments may be unsafe.

Updating the "Subject" line and adding the "SAMP" email alias in case that helps to get a response.

Thanks,

David

From: david@vifs.org <david@vifs.org>
Sent: Wednesday, November 13, 2024 11:17 AM
To: Rybolt, Steve <Rybolt.S@portseattle.org>
Cc: Milanese, Marco <Milanese.M@portseattle.org>
Subject: RE: Notice of Extension of Public Comment Period for SAMP

Hi Steve,

Regarding "specific locations where a hardcopy may be reviewed", the web site lists libraries in Burien, Des Moines, SeaTac (Valley View Library), Federal Way, White Center, and Tukwila.

Could the Vashon Public Library (17210 Vashon Hwy SW, Vashon Island, WA 98070) also be added to the list?

Thanks,

David

From: Port of Seattle <portreply@data.portseattle.org>
Sent: Wednesday, November 13, 2024 8:01 AM
To: davidgoe@hotmail.com
Subject: Notice of Extension of Public Comment Period for SAMP

To view this email as a web page, go here.

Notice of Extension of Public Comment Period for the FAA's Draft Environmental Assessment for the Sustainable Airport Master Plan Near-term Projects at Seattle-Tacoma International Airport

1

580-1. A copy of the Draft EA was placed at the Vashon Public Library on November 20, 2024.

581. City of SeaTac, City of Des Moines, City of Normandy Park, City of Tukwila, City of Burien, and City of Federal Way

To: Federal Aviation Administration

Attn: Kandice Krull, Environmental Specialist
Kandice.krull@faa.gov

RE: Comment Period Extension

Dear Ms. Krull;

As a collaborative voice of cities affected by many facets of the Seattle-Tacoma International Airport (SEA) operations, we, the cities of SeaTac, Des Moines, Normandy Park, Burien, Tukwila, and Federal Way collectively ask that you delay the deadline for comments on the Environmental Assessment for the Sustainable Airport Master Plan (SAMP) until January 15, 2025.

After approximately six years, as we finally approach the SAMP engagement process, we are cognizant that most of the planning and development staff across our cities have experienced significant transition and are lacking institutional knowledge of the issue and process. A comment period of 45 days for 31 projects (some of which are herculean, and should be reviewed by experts), calculates to the review of about 1.5 projects per day. This is impossible.

Adding to this, we are unable to obtain necessary SAMP-related documents from the Port of Seattle as the result of a cyberattack that occurred on August 24, 2024 and is still impacting the Port's computer systems.

Further, all Washington planning and development staff are currently encumbered with State mandated Growth Management Act Comprehensive Plan work. The States' deadline of December 31 is fast approaching - and all of this is occurring during cities' yearly budget process.

In addition, the timing of the comment period intersects with a season of many traditional holidays, making it increasingly difficult to deliver outreach to, and gather information from our public during this time.

We are aware that the SAMP stakeholder review process has been already delayed several times and for good reasons. In the spirit of collaboration, and for the sake of collecting the most valuable and accurate information in processing comments for the SEA SAMP, our six cities ask that you please delay the deadline of the comment period on the Environment Assessment for the SAMP to January 15, 2025.

Sincerely,

Mayor Mohamed Egal
City of SeaTac

Mayor Traci Buxton
City of Des Moines

Mayor Eric Zimmerman
City of Normandy Park

Mayor Kevin Schilling
City of Burien

Mayor Thomas McLeod
City of Tukwila

Mayor Jim Ferrell
City of Federal Way

581. Response

U.S. Department of Transportation
Federal Aviation Administration

Northwest Mountain Region
Colorado · Idaho · Montana · Oregon · Utah
Washington · Wyoming

Seattle Airports District Office
2200 S. 216th Street, Room 1W-420
Des Moines, WA 98198

November 8, 2024

To: Mayor Kevin Schilling, City of Burien
Mayor Traci Buxton, City of Des Moines
Mayor Jim Ferrell, City of Federal Way
Mayor Eric Zimmerman, City of Normandy Park
Mayor Mohamed Egal, City of SeaTac
Mayor Thomas McLeod, City of Tukwila

Dear Mayor Egal, Mayor Buxton, Mayor Zimmerman, Mayor Schilling, Mayor McLeo, and Mayor Ferrell:

Thank you for your letter regarding the Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) Draft National Environmental Policy Act (NEPA) Environmental Assessment (EA) Public Comment Period Duration. In your letter, you request that the FAA extend the comment period for the draft EA from ending December 5, 2024 to ending January 15, 2025.

The FAA initially planned to circulate the draft EA for a 30-day public comment period upon release on October 21, 2024, which is typical when a draft EA is circulated for public comment (FAA Orders 1050.1F and 5050.4B). After receiving a request from Lance Lyttle and Sarah Cox with the Port of Seattle, the FAA extended the comment period to 45-days prior to the release of the draft EA based on the complexity of the analysis. The 45-day comment period was consistent with the FAA Reauthorization Act of 2024. The Port of Seattle announced the release of the draft EA on September 20, 2024, 31 days before the release of the draft EA, providing the public time to prepare for the public comment period.

In addition to the extended public comment period, the Port is holding four public meetings in the middle of the comment period. The public will have an opportunity to attend the meetings to ask questions and to submit comments.

The documents related to the SAMP NTP draft EA are located on a website outside of the Port's system and access to the site was not impacted by the recent cyberattack. Please let me know if there is a specific document that you need for review that is not available. I will provide you a copy and I will make sure it is posted to the project website. You can access the draft EA and related documents at the following website: https://www.airportprojects.net/sampntpenvironmentalreview/

U.S. Department of Transportation
Federal Aviation Administration

Northwest Mountain Region
Colorado · Idaho · Montana · Oregon · Utah
Washington · Wyoming

Seattle Airports District Office
2200 S. 216th Street, Room 1W-420
Des Moines, WA 98198

The FAA has considered your request for additional time beyond the 15-days that was previously added to the standard 30-day comment period. Taking into consideration community interest and the placement of Thanksgiving within the comment period, the FAA has decided to extend the comment period from Thursday December 5, 2024 to Friday December 13, 2024.

Sincerely,

KANDICE N KRULL
Digitally signed by KANDICE N KRULL
Date: 2024.11.08 13:43:05 -07'00'

Kandice Krull
Environmental Protection Specialist

Cc: Steve Rybolt, Senior Environmental Program Manager, Rybolt.S@portseattle.org

582. Cities of Burien, SeaTac, Des Moines and Normandy Park

October 29, 2024

Kandice Krull, Environmental Specialist
Federal Aviation Administration – Denver Airports District Office
Kandice.Krull@faa.gov

RE: SAMP EA Environmental Comment period

Ms. Krull:

We represent the cities of Burien, SeaTac, Des Moines and Normandy Park through an interlocal agreement (ILA) for environmental review of the Port of Seattle's Sustainable Airport Master Plan (SAMP). The ILA's purpose, and review and comment procedures, are designed for a *unified* municipal engagement regarding SAMP. We must share with you that we can't assure success for our stakeholders—and the Port—when we are prevented from preparing adequate response and comment.

Together, the maximum 45-day Public Comment Period for the SAMP NEPA environmental review process, volume of material, and the multi-part complex nature of material released in the Draft EA constrain our ability to prepare adequate response and comment. This in turn compromises our communities' ability to provide the Port and the Federal Aviation Administration (FAA) with meaningful information as the NEPA environmental review process transitions to SEPA.

With these constraints it is difficult for us to assure that the NEPA-SEPA integrated framework for this action successfully supports both community and Port interests in the environmental review process.

Our SEPA responsibilities are also impacted by these constraints. Statute at Chapter 43.21C.030(2) RCW *for SEPA* and the SEPA Rules at WAC 197-11-610 *Use of NEPA documents* require us to assure that if a NEPA document is adopted in lieu of conducting a separate review, that SEPA procedures must evaluate the NEPA document to ensure that all necessary SEPA issues have been adequately evaluated.

An additional example of the challenges we face with the currently structured Comment Period to adequately review the NEPA documents, includes that we do not have the ability to examine proposed planned actions under Chapter 43.21C.440 RCW for the Near Term and Long Term Project actions. The FAA is limiting our ability to carry out the statutory responsibilities of SEPA Responsible Officials by imposing this very limited time constraint.

Please extend the comment period to 90 days so that we may adequately examine the NEPA-SEPA framework within the context of our ILA responsibilities and our commitment—shared by the FAA and the Port—to provide informed decision-making, transparent and public engagement, compliance with laws and regulations, and a full process to identify impacts and mitigation.

Rebecca Deming
Community Development Director
City of Des Moines

Evan Maxim
Director Community and Economic Development
City of SeaTac

Jenn Kester
Planning Manager/ SEPA Official
City of SeaTac

Liz Stead
Liz Stead (Oct 31, 2024 09:37 PDT)
Liz Stead
Community Development Director
City of Burien

Nicholas Matz
Community Development Director
City of Normandy Park

582 Response

U.S. Department of Transportation
Federal Aviation Administration

Northwest Mountain Region
Colorado · Idaho · Montana · Oregon · Utah
Washington · Wyoming

Seattle Airports District Office
2200 S. 216th Street, Room 1W-420
Des Moines, WA 98198

November 8, 2024

To: Liz Stead, Community Development Director, City of Burien
Rebecca Deming, Community Development Director, City of Des Moines
Nicholas Matz, Community Development Director, City of Normandy Park
Evan Maxim, Director of Community and Economic Development, City of SeaTac
Jenn Kester, Planning Manager/SEPA Official, City of SeaTac

Dear Ms. Stead, Ms. Deming, Mr. Matz, Mr. Maxim, and Ms. Kester:

Thank you for your letter dated October 29, 2024, regarding the Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) Draft National Environmental Policy Act (NEPA) Environmental Assessment (EA) Public Comment Period Duration. In your letter, you request that the FAA extend the comment period for the draft EA from 45-days to 90-days.

The FAA initially planned to circulate the draft EA for a 30-day public comment period upon release on October 21, 2024, which is typical when a draft EA is circulated for public comment (FAA Orders 1050.1F and 5050.4B). After receiving a request from Lance Lyttle and Sarah Cox with the Port of Seattle, the FAA extended the comment period to 45-days prior to the release of the draft EA based on the complexity of the analysis. The 45-day comment period was consistent with the FAA Reauthorization Act of 2024. The Port of Seattle announced the release of the draft EA on September 20, 2024, 31 days before the release of the draft EA, providing the public time to prepare for the public comment period.

In addition to the extended public comment period, the Port is holding four public meetings in the middle of the comment period. The public will have an opportunity to attend the meetings to ask questions and to submit comments.

The SEPA process will start after the conclusion of the NEPA process. The SEPA process will have additional public outreach.

The FAA has considered your request for additional time beyond the 15-days that was previously added to the standard 30-day comment period. Taking into consideration community interest and the placement of Thanksgiving within the comment period, the FAA has decided to extend the comment period from Thursday December 5, 2024 to Friday December 13, 2024.

U.S. Department of Transportation
Federal Aviation Administration

Northwest Mountain Region
Colorado · Idaho · Montana · Oregon · Utah
Washington · Wyoming

Seattle Airports District Office
2200 S. 216th Street, Room 1W-420
Des Moines, WA 98198

Sincerely,

KANDICE N KRULL

Digitally signed by KANDICE N KRULL
Date: 2024.11.08 13:41:17 -07'00'

Kandice Krull
Environmental Protection Specialist

Cc: Steve Rybolt, Senior Environmental Program Manager, Rybolt.S@portseattle.org

583. Ecology

From: ECY RE SEPA REGISTER
To: samp@portseattle.org
Subject: [EXTERNAL] Draft EA publication to SEPA Register
Date: Thursday, October 24, 2024 3:51:11 PM

You don't often get email from separegister@ecy.wa.gov. Learn why this is important

WARNING: External email. Links or attachments may be unsafe.

Good afternoon,

Thank you for sending a physical copy of the Notice of Availability for the Draft EA for SAMP to the Department of Ecology. Please note that a copy of this record needs to be submitted through the SEPA Record Submittal portal to be published to the SEPA Register for public view.

We encourage lead agencies to use Ecology's SEPA Register Submittal (SRS) online portal for future entrance of SEPA records and documents. More information about setting up an SRS online portal can be found on the Department of Ecology website, as well as helpful SEPA training videos. Please let us know if you have any questions.

Please let me know if I can assist with getting the SAMP NEPA Draft EA published to the register!

All the best,
Marjorie Jordan-Sabo (she/her)
Administrative Assistant
Shorelands & Environmental Assistance Program
564.669.3418 / mjor461@ecy.wa.gov

DEPARTMENT OF ECOLOGY
State of Washington

1

583-1. This comment has been noted.