

APPENDIX P

Minimization and Mitigation Measures

Minimization and Mitigation Measures

Mitigation and Minimization Measures

This appendix provides the mitigation measures identified in the Federal Aviation Administration (FAA) National Environmental Policy Act (NEPA) Environmental Assessment (EA) that will be required per the FAA’s Record of Decision (ROD), and also the additional minimization measures identified during preparation of the Port of Seattle’s (Port) State Environmental Policy Action (SEPA) Environmental Impact Statement (EIS).

Mitigation Measures – FAA Record of Decision

As required in the FAA’s NEPA Finding of No Significant Impact/Record of Decision, the Port has committed to the following mitigation measures as part of the Proposed Action:

- Complete mitigation for Category 1, Category 2, and Category 3 intersections in accordance with each jurisdiction’s applicable regulations, design standards, or agreement in place at the time of construction. Category 3 mitigation is limited to the City of SeaTac based on coordination with Washington State Department of Transportation (WSDOT), Burien, Des Moines, City of SeaTac, and Tukwila.

ID	Intersection	Jurisdiction / Agency	Proposed Mitigation	Future LOS with Mitigation (2032 / 2037)
98	Des Moines Memorial Drive at S. 168 th Street	City of Burien	Construct new signal, provide dedicated westbound left turn lane, and provide shared WB through and right turn lane. Westside Trail will be maintained or improved and no change in access would occur with the proposed mitigation.	A / B
14	Des Moines Mem. Drive at S. 144 th Street	City of SeaTac	Widen east leg to provide a WB left turn lane, widen south leg to provide a northbound right turn lane, and modifications to the traffic signal. Westside Trail will be replaced in-kind or improved and no change in access would occur with the proposed mitigation.	D / D
17	24 th Ave. S. at S. 146 th Street	City of SeaTac	Construct a signal and add leading protected northbound left turn phase.	B / B
48	8 th Ave. S. at S. 156 th Street	City of SeaTac	Shift southbound lanes west to add dedicated southbound left and right turn lanes, add dedicated northbound left turn lane, and modify signal timing with protected left turns for all approaches. Westside Trail will be replaced in-kind or improved and no change in access would occur with the proposed mitigation.	D / E
96	16 th Ave. S. at S. 144 th Street	City of SeaTac	Construct an eastbound right turn lane.	C / C

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102	S. 152 nd Street at Des Moines Memorial Drive S.	City of SeaTac	Construct single leg roundabout to consolidate three intersections (100, 101, and 102). Westside Trail will be maintained or improved and no change in access would occur with the proposed mitigation.	A / A
24	SR 518 WB Off-ramp at Des Moines Mem. Drive	WSDOT	Construct single lane roundabout where WB approach would be converted to a left turn lane and yield right turn lane. Westside Trail will be replaced in-kind or improved and no change in access would occur with the proposed mitigation.	A / A
42	SR 518 EB Off-ramp & 51 st Avenue S.	WSDOT	WSDOT is not requiring mitigation at this intersection.	N/A
83	Military Rd. S. at Southbound I-5 Ramps at S. 200 th Street	WSDOT	WSDOT is not requiring mitigation at this intersection.	N/A
86	Military Rd. S. at Northbound I-5 Ramps	WSDOT	WSDOT is not requiring mitigation at this intersection.	N/A
49	1 st Ave S. at SW 160 th Street	City of Burien	Pay proportionate share of corridor improvement costs equal to the percentage of total intersection trips generated by NTPs in 2037 (1%). Corridor improvement is included as Project #22 on Burien's TIP.	N/A
89	Pacific Hwy S. at S. 216 th Street	City of Des Moines	No Port mitigation is identified. City stated mitigation for intersection #93 covers this intersection as well.	N/A
93	Pacific Hwy S. at SR 516	City of Des Moines	Pay proportionate share for delay added by NTP trips based on the total number of PM peak hour trips added to intersection #93 and the City's traffic impact fee schedule. ¹	N/A
54	Host Rd. at S. 160 th Street / SR 518 Eastbound On-ramp	City of SeaTac	Construct a signal.	A / A
101	8 th Ave S. at Des Moines Memorial Drive	City of SeaTac	Construct a roundabout that would consolidate three intersections (100, 101, and 102).	A / A
105	34 th Ave S. at S. 160 th Street	City of SeaTac	Construct a roundabout.	A / A
106	Military Rd S. at S. 164 th St at 42 nd Ave S	City of SeaTac	Pay proportionate share of roundabout construction costs equal to the percentage of total intersection trips generated by NTPs in 2037 (4%). Constructed costs would be based on project costs identified for Project ST 116 in the City of SeaTac's Transportation Master Plan.	N/A

¹ The City of Des Moines' current traffic impact fee amount is \$7,651.41 per PM peak hour trip.

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107	34 th Ave S. at S. 170 th Street	City of SeaTac	Pay proportionate share of corridor improvement costs equal to the percentage of total intersection trips generated by NTPs in 2037 (1%). Constructed costs would be based on project costs identified for Project ST 016 in the City of SeaTac's Six-Year TIP.	N/A
109	Military Rd S. at S. 216 th Street	City of SeaTac	Pay proportionate share of channelization improvement costs equal to the percentage of total intersection trips generated by NTPs in 2037 (2%). Constructed costs would be based on project costs identified for Project ST 140 in the City of SeaTac's Six-Year TIP.	N/A
21	SR 509 SB Ramps at SW 148 th Street	WSDOT	WSDOT is not requiring mitigation at this intersection.	N/A
23	SR 518 EB Ramps and Des Moines Memorial Drive	WSDOT	Construct a roundabout. Design of the intersection will accommodate the West Side Trail connection along the east side of Des Moines Memorial Drive S. The Westside Trail will be replaced in-kind or improved and no change in access would occur with the proposed mitigation.	A / A
28	SR 518 EB Off-Ramp at S. 154 th St	WSDOT	WSDOT is not requiring mitigation at this intersection.	N/A
33	SR 518 WB Ramp at S. 154 th St	WSDOT	Construct a signal.	C / C
37	International Blvd at S. 154 th Street	WSDOT	WSDOT is not requiring mitigation at this intersection.	N/A
78	Northbound I-5 Ramps at S. 188 th St	WSDOT	WSDOT is not requiring mitigation at this intersection.	N/A
94	Southbound I-5 Ramps at SR 516	WSDOT	WSDOT is not requiring mitigation at this intersection.	N/A

- Minimizing take associated with water quality degradation in Puget Sound from stormwater and wastewater discharges as described in the proposed action.²
- Ensuring the project does not exceed the design specifications and creates no more than 51 acres of [Pollution-Generating Impervious Surface (PGIS)], unless otherwise coordinated with FAA, National Marine Fisheries Service (NMFS) West Coast Region), and U.S. Fish and Wildlife Service (USFWS). The Port will be responsible for tracking development of the Proposed Action and amount of PGIS and notify the FAA if the Proposed Action will exceed 51 net acres of PGIS (for those projects that the FAA has authority over) prior to construction of the excess PGIS. The FAA will be responsible for coordinating with NMFS and/or USFWS if the PGIS exceeds 51 net acres.

² Specific recommendations were identified for each drainage basin and watershed in which development is planned, in accordance with applicable stormwater development standards (see Appendix M).

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- Providing the FAA with an as-built report including the total acres of PGIS within 30 days following project completion. The FAA will be responsible for coordinating the report with NMFS and USFWS. The FAA shall provide an as-built report including the total area of PGIS to NMFS within 90 days following project completion. This report should be sent to projectreports.wcr@noaa.gov including “Attn: WCRO2025-01881” within the subject line.
- Carrying out the operation and maintenance plans described in the Seattle-Tacoma International Airport Stormwater Pollution Prevention Plan (Port of Seattle 2022 or most recent) to ensure that facilities or systems that are used to manage stormwater and wastewater at SEA are properly operated and maintained. The Port shall maintain records of inspection and maintenance to document compliance with the standards provided in the Seattle-Tacoma International Airport Stormwater Pollution Prevention Plan (Port of Seattle 2022 or most recent). Records do not need to be provided to NMFS unless requested.
- The Port will submit reports to the FAA and the USFWS each biennium, or as agreed to and documented, for the record. Each report shall document the most recently implemented NTPs (and SDS or IWS improvements) and shall include a quantification of associated new and replaced PGIS. Reports shall be submitted to the Washington Fish and Wildlife Office in Lacey, Washington (WashingtonFWO@fws.gov) and copied to the Assistant Field Supervisor or assigned lead consultation biologist by December 31 of each year that activities are completed.
- Utilizing Best Management Practices (BMPs) to limit impacts during construction. This includes, but is not limited to, utilizing BMPs to minimize surface transportation impacts, protect against sediment and soils entering nearby streams or creeks, reduce construction noise, and minimize increases in air emissions and water usage.
- Implementing strategies outlined in their April 2024 Land Stewardship Plan.
- Having a qualified biologist conduct a pre-construction nest survey 7-10 days before the start of construction and adhering to King County development standards for migratory birds. If nests are found, the USFWS’ Nationwide Standard Conservation Measures will be used to develop BMPs.
- Adhering to the applicable FAA Advisory Circulars, including, but not limited to, FAA AC 150/5370-10, Standard Specifications for Construction of Airports and FAA AC 150/5200-33, Hazardous Wildlife Attractants on or Near Airports.
- Monitoring contaminant levels in groundwater during and following completion of construction.
- Developing and implementing an Inadvertent Discovery Plan during construction.
- Having an archaeological monitor on-site during ground disturbing activities for projects in C03, S10, T02, L03, L05, L07, and the southern half of C02.
- The archaeological monitor shall work with the FAA and the Port to develop an archaeological monitoring scope and plan at least 60 days prior to construction.
- The archaeological monitor shall provide all monitoring logs, photos, a summary of activities monitored and dates, and a synthesis of any background research that directly addresses the question of prior disturbance in the area to the FAA and the Port within 30 days following the completion of monitoring.

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- Developing a compensatory wetland mitigation plan to avoid and minimize wetland impacts.
- Designing the S. 157th Place access road and culvert replacement as part of S07 to maintain the conveyance and storage capacity of the existing floodplain.
- Obtaining all applicable permits prior to construction, including, but not limited to, a USACE Section 404 permit for discharge of dredged or fill material into waters of the US as well as a NPDES permit.
- Ensuring no vehicle or material storage occurs in wetland areas or other sensitive areas.
- Handling, storing, and disposing of hazardous materials in accordance with applicable federal, state and/or local regulations.

No impacts to SEPA elements of the environment warranting mitigation were identified during the preparation of the Draft EIS, therefore no additional mitigation measures are proposed.

Minimization Measures – SEPA

The following are the ongoing Port programs and additional feasible and practicable minimization measures identified to avoid or minimize impacts identified in the SEPA Draft EIS:

Element of the Environment	Impact Topic	Minimization Measures
Air Quality (Section 4.3.1)	Construction Emissions	<p>Minimization measures and best management practices (BMPs) would be used to minimize air quality impacts during construction, including:</p> <ul style="list-style-type: none"> • minimizing vehicle idling and ensuring that emission controls are installed on construction vehicles • maintaining and repairing all equipment in a manner that meets state regulations and reasonably minimizes emissions. <p>The Port would adhere to FAA AC 150/5370-10H, Standard Specifications for Construction of Airports.</p>
Air Quality (Section 4.3.1)	Operations Emissions	<p>See minimization measures below for GHG and Climate (Section 4.3.3) that would also minimize impacts to air quality.</p>
Plants and Animals (Section 4.3.2)	Fish and Wildlife, Plants	<p>Conservation and protection measures would be implemented to minimize the removal and reduction of existing vegetation communities by the NTPs. These measures would also serve to preserve wildlife cover and shelter habitat, including:</p> <ul style="list-style-type: none"> • Minimizing ground disturbance in sensitive habitats (wetlands, streams, and stream buffers) and protecting native vegetation • Meeting or exceeding tree replacement standards • Remove and control invasive threats to native plant species in development areas <p>The Port may salvage healthy native shrub and groundcover plant materials within areas requiring clearing for transplanting at restoration sites.</p> <p>The NTPs would be implemented using the guidance of the Port’s Land Stewardship Plan, described in Section 3.3, which integrates consideration of forest health and habitat connectivity into capital project development. The Land Stewardship Plan includes formal requirements to replace trees that are cleared within the AAA for operational safety and development needs at SEA at a 4-to-1 functional ratio.</p> <p>Additional measures could include planting landscaping around and within project sites or including islands of landscaping within parking lots, where appropriate. City of SeaTac codes regarding replanting would apply for projects outside the AAA.</p>

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Element of the Environment	Impact Topic	Minimization Measures
Plants and Animals (Section 4.3.2)	Migratory Birds and Migration Routes	<p>The Port would draw upon the USFWS’s Nationwide Standard Conservation Measures,³ designed to protect birds and their habitats.</p> <p>The Port will continue to implement industrial Salmon-Safe⁴ standards per its 2022 recertification to define management practices for industrial sites, large-scale development, and other related land uses to protect Puget Sound water quality and salmon habitat.</p> <p>To comply with the MBTA, a preconstruction nest survey will be conducted by a qualified biologist 7-10 days before the start of construction and follow King County development standards for migratory birds.⁵ Airport personnel would be notified of the breeding season and advised not to disturb nests during future maintenance activities. If nests are found, BMPs would be used to develop measures to prevent disturbing nests, such as instituting a 100-foot buffer around the nests and / or timing restrictions.</p>
GHG and Climate (Section 4.3.3)	Scope 1 and 2 GHG emissions	<p>The minimization measures used to address air quality impacts would also minimize GHG emissions during construction.</p> <p>The Port has committed to achieving net-zero GHG emissions for Port-owned operations (i.e., scope 1 and 2 emissions) by 2040.</p> <p>The Port will continue to implement its plan to electrify ground service equipment (eGSE) charging locations throughout the passenger terminal ramps.</p> <p>SEA has installed Pre-Conditioned Air or "PC Air" and ground power at each of our gates to reduce energy costs for airlines, improve air quality, and increase energy efficiency throughout the airport. PC Air provides cooled and heated air to an airplane cabin while parked at SEA gates, while ground power supplies other electrical needs in the cabin. Pre-conditioned air allows the pilot to turn off the airplane's auxiliary engines that would typically provide air and electricity to the cabin, thereby reducing fuel and air emissions.</p> <p>SEA will continue to purchase Renewable Natural Gas, a low-carbon natural gas alternative produced from landfill waste, to heat the airport terminal and power its bus fleet. In addition, SEA completed a planning study to evaluate the future electrical capacity needs to transition the fleet to electric vehicles, paving the way for installing short-term charging options and planning for future needs.</p>

³ USFWS, n.d., Nationwide Standard Conservation Measures. Available for review at: <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>, accessed January 2024.

⁴ Salmon-Safe is an independent 501(c)3 nonprofit organization that conducts third-party assessment and certification for land and water management in urban areas.

⁵ KCC 21A.24.382, June 4, 2024, contains standards for migratory birds and time periods when certain construction activities can occur for bird species. (included in Appendix D).

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GHG and Climate (Section 4.3.3)	Scope 3 GHG emissions	<p>The Port has committed to collaborating with customers and tenants to achieve carbon neutrality across the entire Port by 2050, including efforts to facilitate the adoption and local production of Sustainable Aviation Fuel (SAF) with airline partners.</p> <p>The Port continues to collaborate with airlines and encourage airline-related actions to reduce Scope 3 emissions including:</p> <ul style="list-style-type: none"> (1) optimize use of pre-conditioned air and ground power; (2) reduce emissions from airside vehicles, (3) optimize aircraft taxiing activities, (4) implement efficiencies for the ground movement of cargo, (5) reduce emissions from passenger pick-up and drop-off, (5) promote the use of public transit by passengers and employees, and (6) enable green rideshare options connected to airline loyalty and partner programs
GHG and Climate (Section 4.3.3)	Heat Island effects	<p>Portland Cement Concrete Pavement (PCCP) is the primary pavement type used for airfield projects. PCCP adheres to ASTM C150 Standard Specification for Portland Cement. This type of concrete exceeds green-building standards for increasing solar reflectivity, minimizing heat island effects. However, the Port will continue to improve its understanding of heat island effects and feasible, practicable actions to reduce them.</p>
Earth (Section 4.3.4)	Construction	<p>Prior to design, each NTP would be assessed to determine the need for subsurface (geotechnical) exploration and analysis required to inform design criteria (e.g., ground improvement) to withstand earthquake or other geologic hazards.</p> <p>Any required fill would be sourced from clean, natural deposits, per Port Spec: Div 31 Earthwork 2.04 Material Requirements B Select Fill Material.</p> <p>To minimize potential impacts, an Erosion and Sedimentation Control Plan, including measures specific to site conditions, would be designed and implemented to minimize erosion and sedimentation. The plan would include elements for site stabilization, slope and drainageway protection, sediment retention, and dust control.</p>
Recreation (Section 4.3.5)		No measures proposed.

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Hazardous Materials, Solid Waste, and Spill Prevention (Section 4.3.6)	Hazardous Materials	<p>All flammable materials would be handled, stored, and disposed of in accordance with federal, state, and local requirements, thereby minimizing the risk of explosion. New structures for the storage or distribution of fuel would be designed according to the relevant safety standards intended to minimize the risk of releases and explosion. For example, the fuel storage tanks would be designed and constructed consistent with:</p> <ul style="list-style-type: none"> • API 650 • UL 2085 <p>Additionally, NTPs that dispense hazardous materials would include automatic shut-off valves to minimize risk of uncontrolled release and explosion.</p> <p>Dangerous waste generated by construction or operation of the NTPs would be stored consistent with Chapter 173-303 WAC, to minimize risk of uncontrolled release and explosion.</p> <p>Established regulations and construction protocols would mitigate risks, exposure, or pollutant transport should unknown areas of contamination be encountered during construction. These include, but are not limited to:</p> <ul style="list-style-type: none"> • WSDE’s MTCA cleanup levels listed in the MTCA Method A Tables 720-1, Table 740-1, and Table 745-1 (WAC 173-340-900) • The Port’s Environmental Agent Work Plan • Sea-Tac Airport Construction Safety Manual • Sea-Tac Airport Construction General Requirements <p>To document that construction actions have not impacted groundwater quality within or downgradient of the work area, the Port would monitor contaminant levels in groundwater during and following completion of construction.</p>
Hazardous Materials, Solid Waste, and Spill Prevention (Section 4.3.6)	Solid Waste	<p>The Port’s existing Waste Diversion and Recycling Program will continue, and selected contractors would be expected to meet the goal of diverting at least 90 percent of construction debris from the landfill.</p>
Hazardous Materials, Solid Waste, and Spill Prevention (Section 4.3.6)	Spill Prevention	<p>The preparation and maintenance of Spill Prevention, Control, and Countermeasure (SPCC) plans would minimize the risk of spills and reduce impacts if spills occur. SEA maintains a SPCC Plan⁶ in compliance with USEPA regulations (40 CFR Part 112) to manage potential petroleum, fuel, and hazardous material releases. This plan includes spill prevention measures, containment strategies, regular inspection protocols for storage tanks and equipment, and personnel training. It covers fuel storage, ground support equipment, and other potential pollutant sources.</p> <p>Port tenants that use petroleum, fuel, and hazardous materials above threshold levels are also required to comply with applicable local, state, and federal regulations, including the development and implementation of individual SPCC plans for their own operations. These plans include identification of areas used for oil storage or transfer, a description of containment and diversionary structures and equipment, discharge potential and drainage controls, countermeasures to address spills, responses, and cleanup activities, a list of emergency contracts, and state and federal discharge reporting requirements.</p>

⁶ Port of Seattle, 2019 (revised 2025), Seattle-Tacoma International Airport Spill Prevention, Control and Countermeasure Plan. Prepared for the Port of Seattle by Gresham Smith.

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Historic and Cultural Preservation (Section 4.3.7)	Construction Excavation Monitoring	A Monitoring and Inadvertent Discovery Plan would be prepared to document monitoring requirements for excavation associated with projects C03, S10, T02, L03, L05, L07, and the southern half of C02 and to identify the steps that would be taken if archaeological materials were inadvertently encountered during construction. An archaeological monitor will be on-site.
Land and Shoreline Use (Section 4.3.8)	Land Use and Shoreline Use.	No measures proposed
Energy and Natural Resources (Section 4.3.9)	Energy	<p>Minimization measures (efficiencies or upgrades in mechanical systems, upgrades in lighting, and alternative fuel sources) and BMPs would be used to minimize energy use during and after construction. New construction would comply with Washington State energy efficiency requirements for commercial buildings⁷.</p> <p>The NTPs would also comply with the Port’s Sustainable Evaluation Framework,⁸ a policy designed to help the Port advance its goal to become the greenest and most energy-efficient port in North America. The Sustainable Evaluation Framework process is designed to make more transparent and data-driven decisions to integrate sustainability and equity into building and operating Port facilities.</p> <p>Reliance on fossil fuels to meet future jet fuel demand would be reduced by the use of SAF. The Port of Seattle was the first United States airport operator to set a specific timetable and goals for transitioning all airlines at SEA to commercially competitive SAF. The Fuel Farm Expansion (S01) would facilitate the goal to power every flight fueled at SEA with at least a 10 percent blend of SAF by 2028. SAFs are jet fuels made from renewable or waste-derived sources, such as used cooking oil, wood waste, municipal solid waste, renewable electricity. They have been certified to the same safety standards and used in the same fueling systems and aircraft as petroleum Jet-A.</p>
Energy and Natural Resources (Section 4.3.9)	Natural Resources	Minimization measures (use of recyclable materials, requirements to minimize and recycle construction waste) and BMPs related to use of natural resources would be used to minimize impacts during construction.
Noise (and Noise-Compatible Land Use) (Section 4.3.10)	Construction Noise	Construction-related noise increases would be minimized through strict adherence to the Port’s Construction General Requirements ⁹ and by meeting State of Washington and City of SeaTac requirements ¹⁰ . Contractors would also utilize BMPs to reduce construction noise.

⁷ Chapter 51-11C WAC: State Building Code Adoption and Amendment of the 2021 Edition of the International Energy Conservation Code, Commercial.

⁸ Available for review at: <https://www.portseattle.org/page/SEF>.

⁹ Port of Seattle Guide Specification, Division 01–General Requirements–Aviation

¹⁰ Chapter 70A.20 RCW: Noise Control, and SeaTac Municipal Code

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Noise (and Noise-Compatible Land Use) (Section 4.3.10)	Operation Noise	<p>The Port has initiated a Part 150 Study Update, which is a separate process¹¹. This study will evaluate incompatible land uses and their eligibility for inclusion in the Port’s noise remedy program.</p> <p>SEA has a comprehensive aircraft noise reduction program in which the airport’s Noise Programs Office works closely with FAA, the airlines, and the local communities to monitor existing noise programs and develop new ways of reducing airport and aircraft noise. The office has two primary focuses: sound insulation programs and noise abatement programs.</p> <p>SEA’s Noise Programs Office is currently working on an update to its Part 150 program which determines eligibility for sound insulation. The Part 150 update is a separate process that is occurring in parallel with the SAMP NTPs environmental review.</p> <p>SEA would continue to implement its voluntary noise abatement measures focused on reducing noise disturbances, including nighttime noise minimization measures, including:</p> <ul style="list-style-type: none"> • Fly Quiet Incentive Program: The Fly Quiet Incentive Program¹¹ was adopted in 2002 to increase airline and pilot awareness of the effect of aircraft noise on local communities. This program includes annual Fly Quiet Awards for the top two airlines with the highest scores and the airline that shows significant improvement is given the third award. Air Canada, Frontier Airlines, and Air France are the recipients of the 2025 Fly Quiet Awards. • Late Night Noise Limitation Program: In 2019, the Port implemented the Late-Night Noise Limitation Program, a voluntary program designed to reduce late night noise at the Airport by encouraging air carriers to fly during less noise-sensitive hours or transition to quieter aircraft. The program was developed to increase air carrier awareness of the impact of nighttime aircraft noise on local communities. • Aircraft Engine Runups: The Port has designated a restricted period for engine run-ups between 10:00 p.m. and 7:00 a.m. During these hours, run-ups are permitted only in exceptional circumstances with airport approval and must not exceed two minutes. Aircraft operators requiring extended run-ups between 6:00 a.m. and 7:00 a.m. may proceed only if the aircraft is scheduled to depart between 7:00 a.m. and 8:30 a.m. and has received prior authorization from the Airport.
Socioeconomics (Section 4.3.11)	Business Relocation	<p>The Port would offer employment assistance to the approximately 25 Doug Fox Lot employees.</p>

¹¹ Information on the Part 150 Study Update is available online at: <https://www.portseattle.org/page/sea-part-150-noise-study>

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Socioeconomics (Section 4.3.11)	Socioeconomics	<p>The Port would continue to implement its Workforce Development Program to connect community members looking for work and airport tenants and related employers who need qualified candidates.</p> <p>The Port would also continue its Economic Development City Partnership Program to provide funding to projects that support Port related industries such as aviation, construction trades, and green jobs and/or encourage utilization of the Port’s facilities such as SEA Airport.</p> <p>In addition, the Port would continue to formally partner with the State of Washington Tourism organization to drive high-value, sustainable visitation that strengthens local economies, support jobs, uplift small and under-resourced communities, and advance responsible tourism practices across Washington state.</p>
Environmental Justice (Section 4.3.11)	Environmental Justice	<p>The mitigation and minimization measures listed in this Appendix P for impacts to air quality, plants and animals, surface transportation, socioeconomics, noise, hazardous materials, and water resources would minimize impacts to environmental justice communities.</p>
Surface Transportation (Section 4.3.12)	Operation impacts to surface roads	<p>The Port implements commute trip reduction programs (SEA MOVES)¹² in accordance with state requirements. It also encourages the use of transit by Port employees and by Airport users. These measures reduce the amount of traffic generated by Airport operations. Through the SEA MOVES initiative, the Port will continue to explore the feasibility of the following programs:</p> <ul style="list-style-type: none"> • Commute consultation services: SEA MOVES staff will help airport workers plan transit trips, answer commute questions, and share transportation benefit information with airport employers • Carpool incentive program: encourages employees to commute together and form carpools by granting preferential parking at Port-owned facilities • Active transportation encouragement program: invests in capital improvements and programs that help employees adopt active transit options like walking or biking • Transit pass program: promoting the ORCA Business program among all airport employers and assisting with enrollment; the Port will also study the benefits of wholly or partially fund ORCA cards for a subset of non-Port airport employees during the pilot period • Commuter bus feasibility study for airport employees: evaluating the feasibility of a dedicated commuter shuttle service for airport employees <p>Note the surface transportation mitigation required by the FAA’s ROD (see above) will be coordinated with the jurisdictions and will be completed by 2032. The mitigation was proposed for Category 1, Category 2, and Category 3¹³ intersections according to each jurisdiction’s requirements. The intersection-specific mitigation is listed in Section 4.3.12.7 of the SEPA EIS.</p>

¹² Port of Seattle. Order No. 2024-13. Presented and adopted November 19, 2024.

¹³ The ILA between the Port and the City of SeaTac requires mitigation for projects outside the AAA; therefore, mitigation is proposed for those Category 3 intersections.

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Aesthetics/Light and Glare (Section 4.3.13)	Aesthetics	<p>The Port would implement applicable visual screening and lighting measures according to the Airport’s Landscape Vision, Design Guidelines, and Standards and provisions of the 2018 Inter-Local Agreement between the Port and City of SeaTac.¹⁴ In particular, Section 3.4 of the guidelines, Landscape Buffer and Screening Requirements, identifies standards for vegetative screening between Port property and other land uses. The landscape design standards include requirements for:</p> <ul style="list-style-type: none"> • providing shade, visual relief wherever possible, • obscuring sight through buffers that are adjacent to residential areas • mix use of deciduous and evergreen trees • prioritizing native tree, shrub and groundcover species <p>In addition, the Port would work with the Washington Memorial Cemetery to provide appropriate screening and visual context to minimize potential impacts to cemetery operations and enjoyment.</p>
Aesthetics/Light and Glare (Section 4.3.13)	Light and Glare	<p>Projects constructed on non-edge properties inside the AAA would be designed in accordance with the Port’s most recent Design Guidelines and Standards.¹⁵</p>

¹⁴ Sea-Tac International Airport Landscape Vision, Design Guidelines, and Standards (2024), <https://www.airportprojects.net/sampenvironmentalreview/2024-sea-landscape-standards/>.

¹⁵ Seattle-Tacoma International Airport Design Guidelines and Standards (2024), <https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/09/SEA-Architecture-Design-Guidelines-Standards-reduced.pdf>

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Element of the Environment	Impact Topic	Minimization Measures
Water Resources (Section 4.3.14)	Wetlands	<p>Avoidance and minimization measures would be implemented, as practical, during project design. The Port would continue to explore options to reduce permanent wetland impacts and to minimize buffer impacts. Additional strategies would include minimizing vegetation clearing and restoring temporarily affected areas as soon after the initial impact as possible.</p> <p>The Port would meet all regulatory requirements and continue to implement proactive avoidance and minimization measures related to BMPs in adherence with applicable federal, state, and local regulations.</p> <p>The temporary impacts to wetlands and buffers described in Section 4.3.14 (Water Resources) would be restored in-kind on-site. For permanent impacts to wetlands and associated buffers, the Port would develop a compensatory mitigation plan during the wetlands and Waters of the U.S. permitting phase, after environmental review is complete and in accordance with applicable federal, state, and local requirements and guidelines. These guidelines are listed in the USACE and the USEPA's <i>Compensatory Mitigation for Losses of Aquatic Resources</i>,¹⁶ and the WSDE interagency guidance contained in <i>Wetland Mitigation in Washington State: Parts 1 and 2</i>.¹⁷</p> <p>The Port has seven sites within its ownership identified as being suitable for compensatory mitigation. Six sites are within the Airport, and one site is located along the Green River in Auburn. They encompass over 150 acres and include potential for greater than 40 acres of wetland re-establishment, 11 acres of wetland enhancement, almost 8 acres of preservation, and 80 acres of buffer enhancement.</p> <p>It is anticipated that the NTPs would comply with the compensatory mitigation ratios recommended by an interagency review committee composed of the USACE, USEPA, and WSDE.¹⁸ It is conservatively assumed that all buffer impacts would be mitigated by reestablishing buffer in association with the wetland compensatory mitigation at a 1:1 ratio (impact to re-establishment) resulting in 2.66 acres.</p>

¹⁶ 33 Code of Federal Regulations (CFR) Part 332 / 40 CFR Part 230.

¹⁷ Wetland Mitigation in Washington State Part 1: Agency Policies and Guidance <https://apps.ecology.wa.gov/publications/documents/2106003.pdf> and Part 2: Developing Mitigation Plans <https://apps.ecology.wa.gov/publications/documents/0606011b.pdf> (2006).

¹⁸ Ibid.

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Element of the Environment	Impact Topic	Minimization Measures
Water Resources (Section 4.3.14)	Surface Waters	<p>The Port would meet all applicable regulatory requirements and continue to implement proactive avoidance and minimization measures for impacts to surface waters in adherence with federal, state, and local regulations.</p> <p>The avoidance and minimization of impacts to surface waters was and will continue to be a guiding principle for the preliminary project design. Additional avoidance and minimization measures would be implemented, as practical, during project design. The Port is exploring options to reduce or eliminate stream impacts associated with the Fuel Farm Expansion Project, the Westside Maintenance Campus, and associated utilities.</p> <p>The Port has undertaken several initiatives to reduce stormwater runoff and improve the quality of discharges from airport stormwater basins. Such initiatives include enacting low impact development guidelines for new and redevelopment projects in the tributary to the SDS; integrating Airfield Green Stormwater Infrastructure guidance and Infiltration Feasibility Assessment into a programmatic guide for application on-Airport lands; attaining a Salmon-Safe Certification for stormwater infrastructure; implementing measures to manage aircraft deicer runoff; and integrating findings for stormwater infrastructure from the Climate Vulnerability Assessment into its utility planning.</p> <p>To mitigate potential impacts associated with runoff from construction activities, the Port would implement erosion and sediment control measures in accordance with applicable regulatory requirements and the Port’s own construction SWPPP.¹⁹ The Port would implement appropriate measures in accordance with applicable NPDES permit requirements for discharges from construction activities. Outside of the Port’s NPDES permit boundary, projects that would result in the disturbance of one or more acres and discharge stormwater to surface waters would be required to apply for coverage under the WSDE Construction Stormwater General Permit²⁰, and to implement erosion and sediment control measures and other measures as needed to comply with that permit and applicable regulatory requirements.</p> <p>The Port has a Programmatic Construction SWPPP that defines requirements of SEA’s construction SWMP. All projects within the permit boundary must meet the Port’s Erosion and Sediment Control Plan Specification requirements, while projects meeting certain disturbance thresholds within the permit area would be required to develop project-specific construction SWPPPs and monitoring plans.</p> <p>To mitigate the potential impacts to stormwater runoff quantity and quality associated with expanded impervious surfaces and grading activities, the Port would implement post-construction stormwater quantity and quality controls in accordance with applicable regulatory requirements. Low impact development techniques and infiltration features would also be considered for implementation where feasible. Source controls would be implemented where necessary to comply with permit limits and water quality standards.</p>

¹⁹ Port of Seattle Master Specification Section 01 57 13 - Temporary Erosion and Sediment Control Planning and Execution, Section 01 57 23 – Pollution Prevention, Planning and Execution, and Section 01 59 00 – Construction Water Management System. These specifications would not apply to properties north of SR518. Properties north of SR518 would follow City of SeaTac code.

²⁰ <https://ecology.wa.gov/regulations-permits/permits-certifications/stormwater-general-permits/construction-stormwater-permit>

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Element of the Environment	Impact Topic	Minimization Measures
Water Resources (Section 4.3.14)	Floodplains	Stormwater management facilities would be implemented for planned development, in accordance with regulatory requirements, to avoid indirect water quantity, flow, and quality impacts to floodplains.
Water Resources (Section 4.3.14)	Groundwater	Potential impacts to groundwater resources would be mitigated through the planned implementation of post-construction stormwater quantity and quality controls, source controls, operational and construction BMPs, and other measures to comply with the Port’s NPDES permit (WA-0024651), King County’s IWD Permit (7810-05), Construction General Permit ²¹ , SPCC regulations ²² , and the hazardous material management BMPs listed above. ²³ The Port would also monitor PFAS levels in groundwater downgradient of the work area semiannually for potential impacts to the WHPAs. Specific measures to protect WHPAs will be integrated into project design, as appropriate.
Public Services and Utilities (Section 4.3.15)	Emergency Services	No measures are proposed.
	Water Utility	No measures are proposed.
	Sewer Utility	No measures are proposed.

²¹ <https://ecology.wa.gov/regulations-permits/permits-certifications/stormwater-general-permits/construction-stormwater-permit>

²² 40 CFR Part 112

²³ These are discussed in more detail in Appendix F.