

Seattle Tacoma International Airport (SEA) Sustainable Airport Master Plan Environmental Assessment (EA) EA Highlights and Public Comment



Des Moines, WA
December 3, 2024



AGENDA

01 Welcome

02 SAMP Overview

03 Highlights from the Environmental Assessment

04 Next Steps

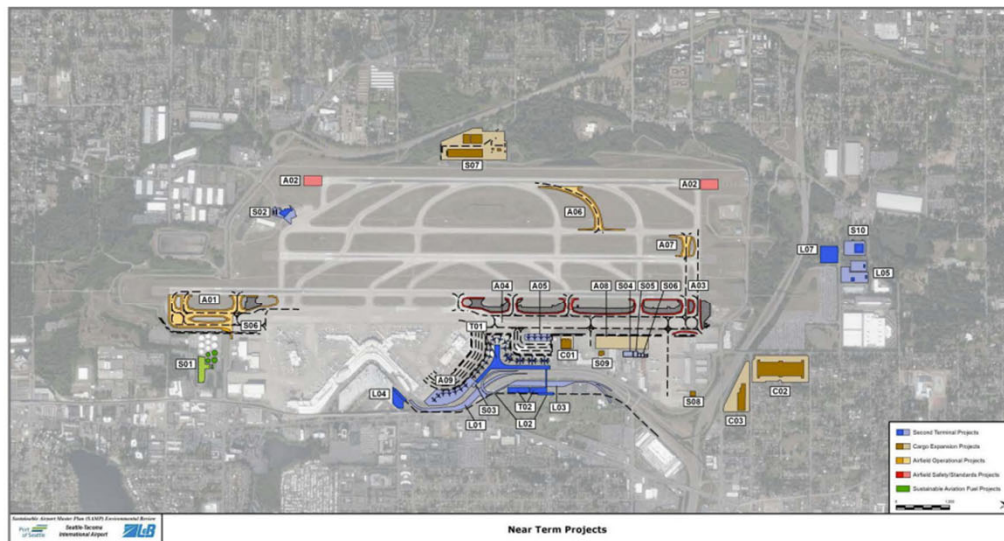
05 Public Comment

06 Discussion

Sustainable Master Plan Update (SAMP)- Overview



SEATTLE-TACOMA INTERNATIONAL AIRPORT | SEA-TAC AIRPORT SUSTAINABLE AIRPORT MASTER PLAN (SAMP) NEAR-TERM PROJECT ENVIRONMENTAL REVIEW



AIRSIDE

- A01 - Taxiway A/B Extension
- A02 - Runway 16R-34L Blast Pads
- A04 - Taxiway B 500' Separation & RIM Mitigation
- A05 - North Hold Pad
- A06 - Runway 34L Highspeed Exit
- A07 - Taxiway D Extension
- A08 - Hardstand (north)
- A09 - Hardstand (central)
- A 10 - Taxiway Fillets (not shown)

LANDSIDE

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

TERMINAL

- T01 - North Gates
- T02 - Second Terminal & Parking

CARGO

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

AIRPORT/AIRLINE SUPPORT

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

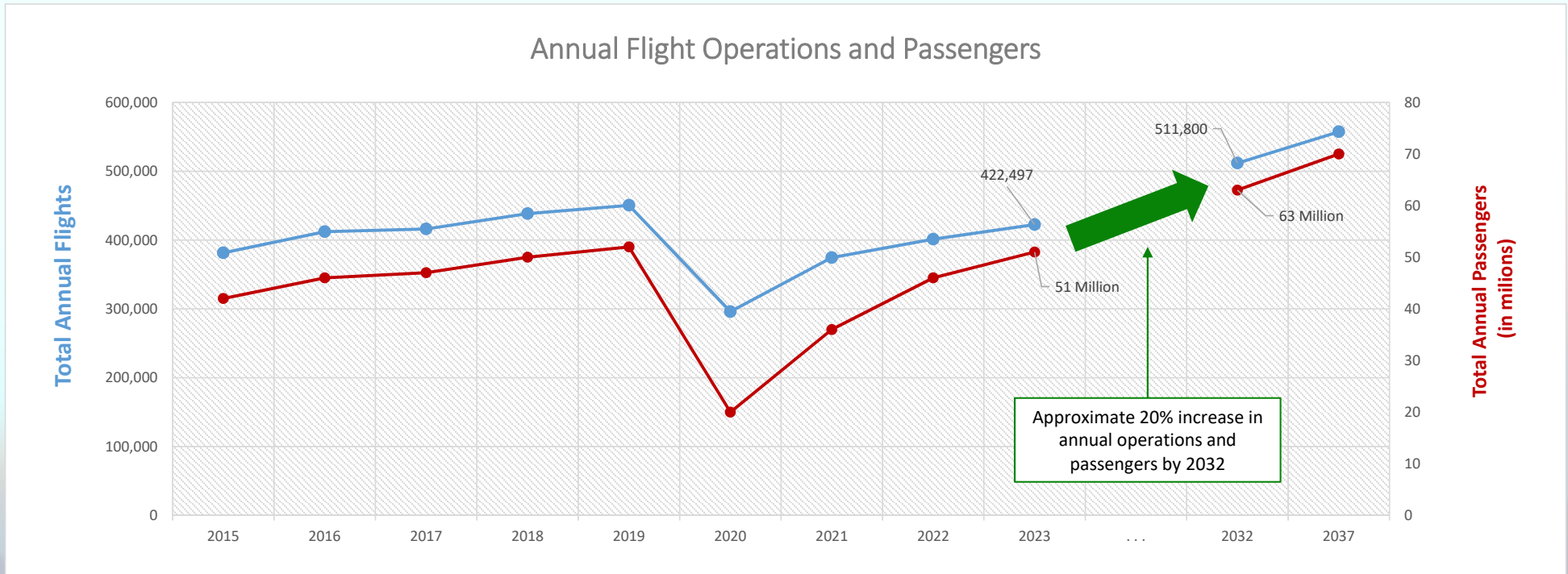
<https://www.portseattle.org/plans/sustainable-airport-master-plan-samp>

Purpose and 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. (Insufficient airfield **capacity**)
- Lack of fuel storage to meet projected demand and to meet the Port's Sustainable Aviation Fuel initiative

Purpose and Need – Current vs Forecast Demand



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

Key Concepts



Demand: the amount or volume of aircraft, pilots and passengers who want to use the airport facilities.

Growth: the increase in total operations (take-offs and landings, cargo and passengers) within a specified period.

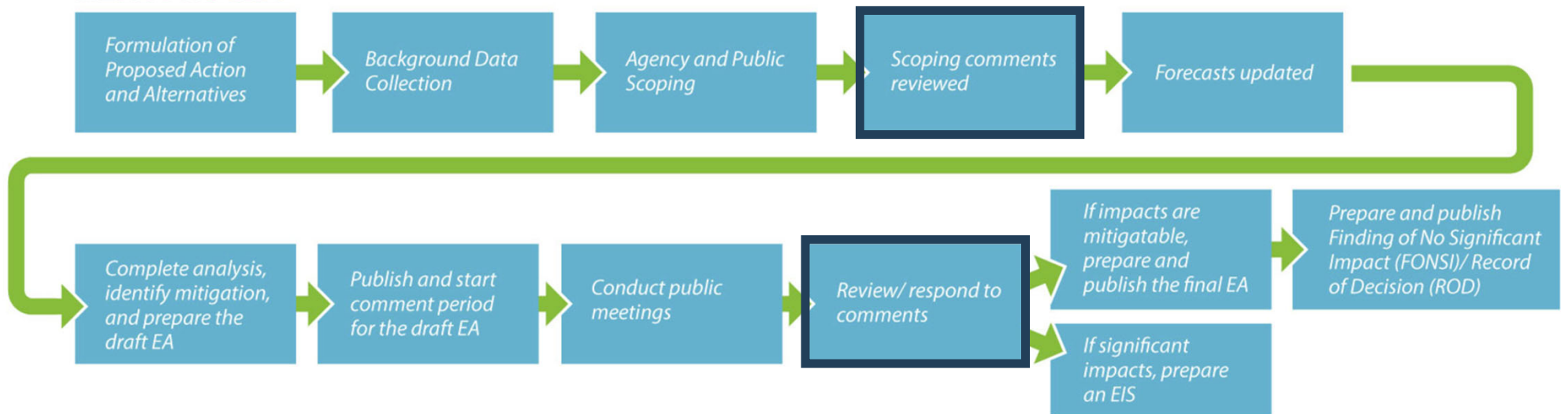
Capacity: the number of operations (take-offs and landings) that can be conducted without exceeding a specified amount of delay.

Delay: the difference between an actual aircraft arrival or departure time and the scheduled arrival or departure time. Delay increases as demand reaches capacity.

National Environmental Policy Act (NEPA)



NEPA PROCESS



Key Impact Areas

Per federal requirements, the SAMP EA included analysis of a multitude of potential environmental impacts. For the purpose of this review, we focused primarily on:

- **Air Quality** - Increases in emissions attributed to both construction activities and operational missions but will not exceed NEPA thresholds or FAA Order 1050.1F.
- **Ground Water** - Impacts identified to wetlands, streams, and stormwater runoff. Mitigations identified to address impacts.
- **Ground Transportation** - Impacts identified leading to increased surface congestion. Mitigations identified. Funding for cost share will be provided (based on proportion of increased traffic/impact based on the increased trips attributed to the NTPs).
- **Aircraft Noise** – Noise exposure will increase in the “No Action” and “Proposed Action” scenarios. The noise exposure will be greater with the Proposed Action as this enables higher annual operations. Noise impacts will be addressed in the Part 150 – Noise Compatibility Planning process.

Public Comment Process



- The official public comment period is open from **October 21 through December 13, 2024**
- Comments should be submitted following the guidance provided on the EA project website: <https://www.airportprojects.net/sampntpenvironmentalreview/contact/>
- A template for providing comment will be made available on the City's website.
- *Comments/concerns discussed today will be included in the City's public comment submission.*

Providing Meaningful Comment



- Submit comments to the Port and/or the City. Make your voice heard. (Link to website will be provided)
- Ensure your comments are submitted within the deadline (**December 13, 2024**).
- Focus on your concerns related specifically to the SAMP and EA (i.e. growth in flights) and how the projects and/or growth in operations will affect the quality of life in your community.
- Encourage the Port to work with local jurisdictions as the airport expands to encourage mutual prosperity for the Airport and airport neighbors.
- The EA identifies specific impacts in airport-adjacent communities and specific mitigation plans should be established in collaboration with these communities.
- Encourage the use of supplemental noise metrics.
 - The DNL noise metric does not reliably represent residents' daily experience related to aircraft noise, particularly increases in operations. The 20% increase in operations results in only a slight increase in DNL 65 exposure, but 20% more noise events will be noticed. The Port and FAA should include **supplemental noise metrics** as part of the Part 150 Noise Study update to ensure both the Port and impacted communities understand the existing and future conditions and use that information in mitigation planning.

Next Steps



- Local jurisdictions should encourage development of mitigation plans to ensure impacts identified in the EA meet local needs and maintain quality of life in airport-adjacent communities.
- Jurisdictions surrounding SEA should monitor implementation of near-term projects and mitigations.
- SEA has initiated an update to the Part 150 Noise Compatibility Plan. Impacted jurisdictions should engage the Port directly. Noise impacts beyond DNL 65 should be examined and considered as part of the process.
- Local jurisdictions and community residents should monitor and participate in the 150 Process to ensure their concerns and voices are heard and considered.
- Leverage existing committees including SEA Stakeholder Advisory Roundtable (START) and Part 150 Technical Review Committee (Des Moines has representatives on both).

Discussion / Public Comments



- ✓ Questions about the current public comment process
- ✓ How to comment in a meaningful way
- ✓ Questions about the information presented



For More Information

4 PNO<DI <=@!" DKJMD!. <NO@M!G<I !. @@OIB !*IAJMH <OJI
https://www.desmoineswa.gov/sustainable_airport_master_plan_public_meeting

4 PNO<DI <=@!" DKJMD!. <NO@M!G<I &IQMJIH @IO<GB @QDR B @=NIO@
<https://www.airportprojects.net/sampntpenvironmentalreview/>

4 PNO<DI <=@!" DKJMD!. <NO@M!G<I \$JH H @IO!P=H INNDI !*IAJMH <OJI
<https://www.airportprojects.net/sampntpenvironmentalreview/contact/>



www.vianair.com

info@vianair.com