

Item No: 11b supp  
Meeting Date: May 26, 2026

# Sustainable Airport Master Plan Near-Term Projects

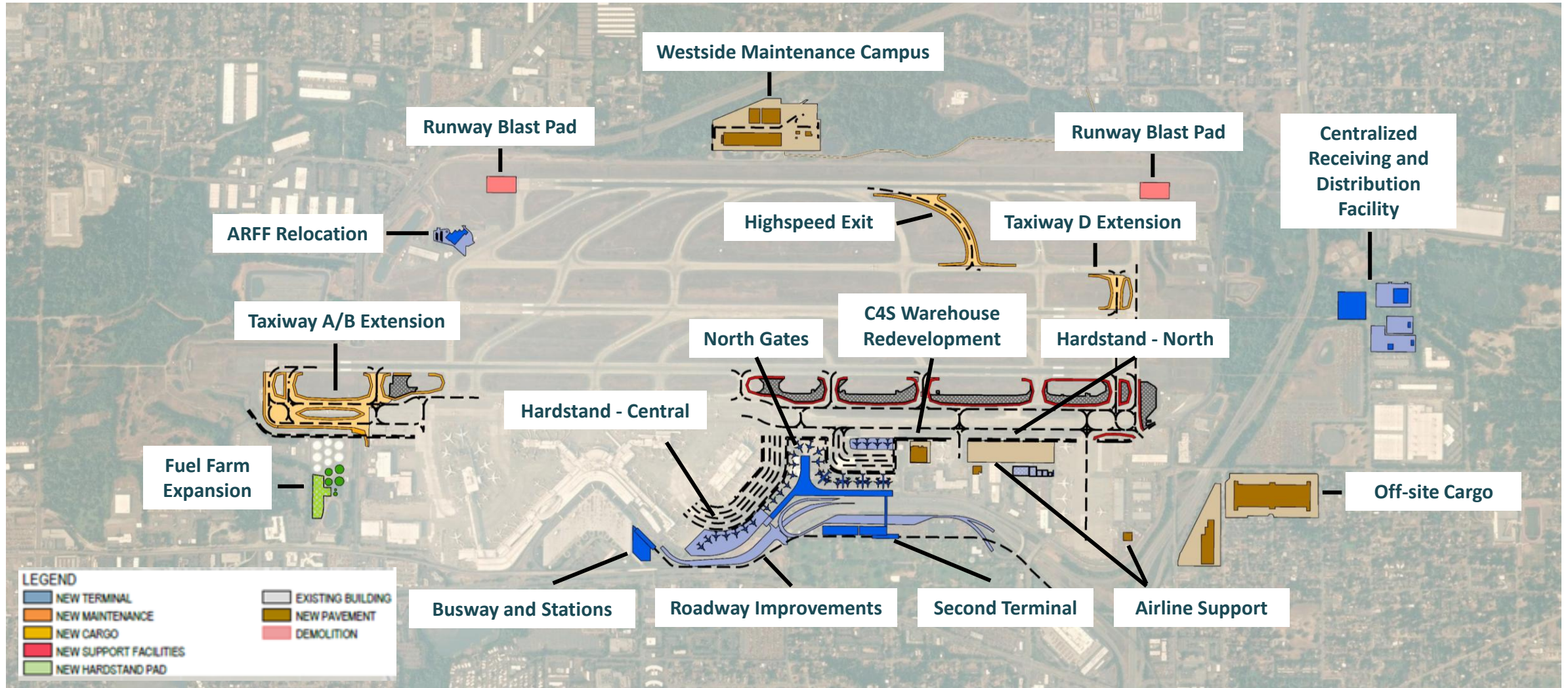
State Environmental Policy Act  
Draft Environmental Impact Statement and Next Steps



# AGENDA

- **Near-Term Projects (NTP)**
- **National Environmental Policy Act (NEPA)**
  - Final Environmental Assessment
  - FAA Finding of No Significant Impact and Record of Decision
- **State Environmental Policy Act (SEPA)**
  - What is required
  - Draft SEPA Environmental Impact Statement (EIS)
- **Next Steps**
- **Outreach and Engagement**

# SAMP Near-Term Projects



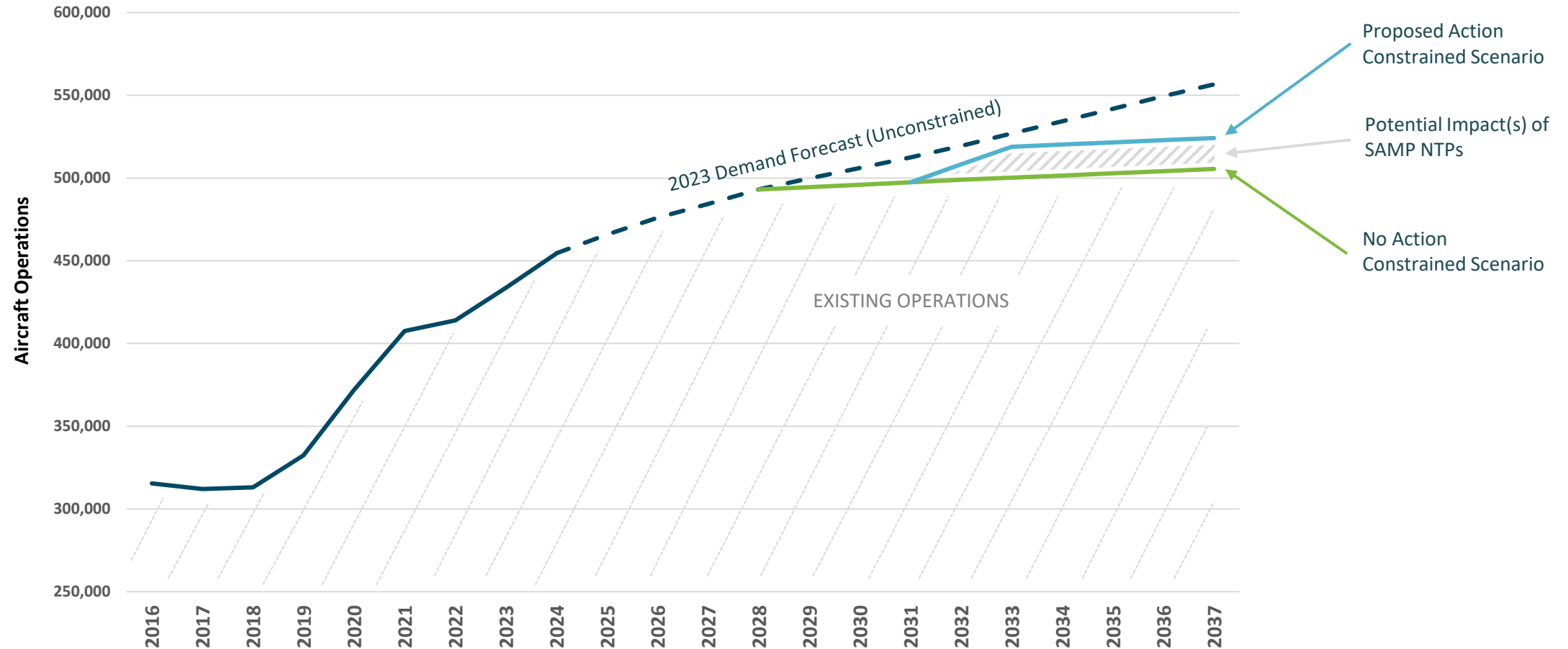
# Purpose of Environmental Reviews

**Purpose.** To assess the potential environmental impacts of a proposed project (e.g., SAMP NTPs) before it is undertaken and inform decision makers.

**Process.** Assess how proposed projects may impact the environment in a variety of categories as determined by the federal government (NEPA) and the state government (SEPA).

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

# How Environmental Review Impacts are Analyzed



# Port Policies & Programs Minimize Impacts

## SAMP Near-Term Projects

The NTPs are being analyzed under regulatory frameworks to identify potential environmental impacts and mitigate for any significant impact.

## Port Policies and Programs

SEA has many voluntary programs in place to reduce its overall impacts on the community that do not require an environmental evaluation to enact. These include:

- Emissions reductions
- Noise management and sound insulation
- Community capacity building and South King and Port Community Fund grants
- Workforce development
- Sustainability features

# Environmental Review Leads

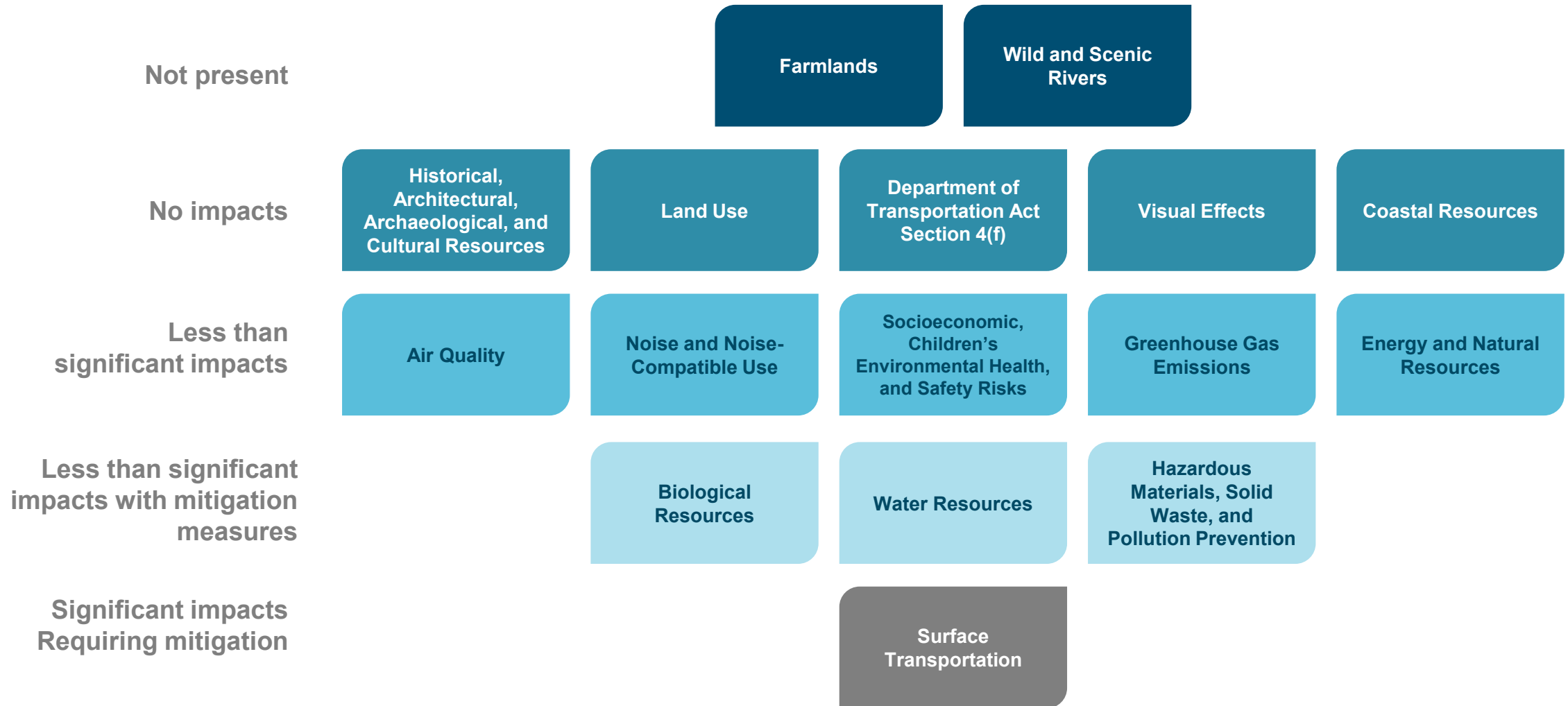
## National Environmental Policy Act (NEPA)

- Lead Agency: Federal Aviation Administration (FAA)
- Sponsor: Port of Seattle/SEA
- Document: Environmental Assessment (EA)

## State Environmental Policy Act (SEPA)

- Lead Agency: Port of Seattle
- Responsible Official: Port's Director of Aviation Environment & Sustainability
- Document: Environmental Impact Statement (EIS)

# FINAL NEPA Environmental Assessment



# Conditions in the FAA Record of Decision

18 conditions were identified that must be adhered to in the following resource categories:

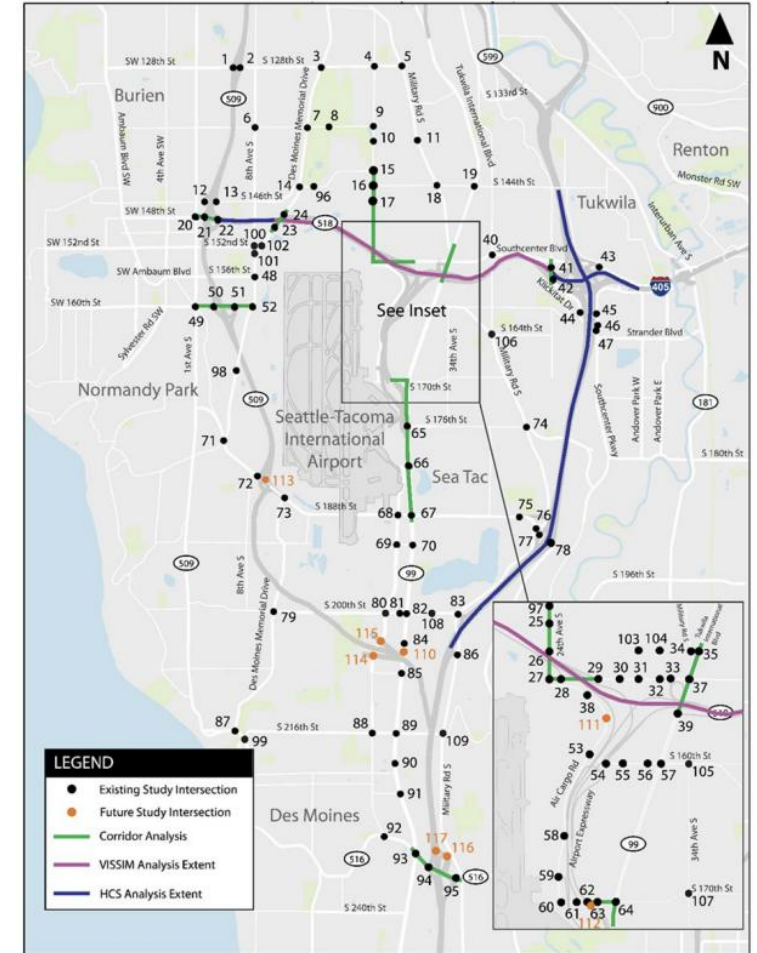
- Surface Transportation
- Historical, Architectural, Archeological and Cultural Resources
- Biological Resources
- Water Resources
- Hazardous Materials, Pollution Prevention, and Solid Waste

# Surface Transportation Mitigation

Mitigation identified for Category 1 and 2 intersections according to each jurisdiction's requirements by 2032.

- 10 Category #1 Intersections
  - Physical improvements
- 16 Category #2 Intersections
  - Physical improvements, payment (proportionate), or improvements planned

Cost: ~\$40M in transportation improvements



# Additional Analyses and Requirements in SEPA

SEPA technical analyses was conducted to complement the rigor of the NEPA EA

## **Additional *required* analyses:**

- GHGs and Climate, Earth, Transportation, Housing, Plants, Animals, and Cumulative Impacts

## **Additional *voluntary* analyses:**

- Air Quality, Noise, Human Health, and Environmental Justice

# Addressing Impacts

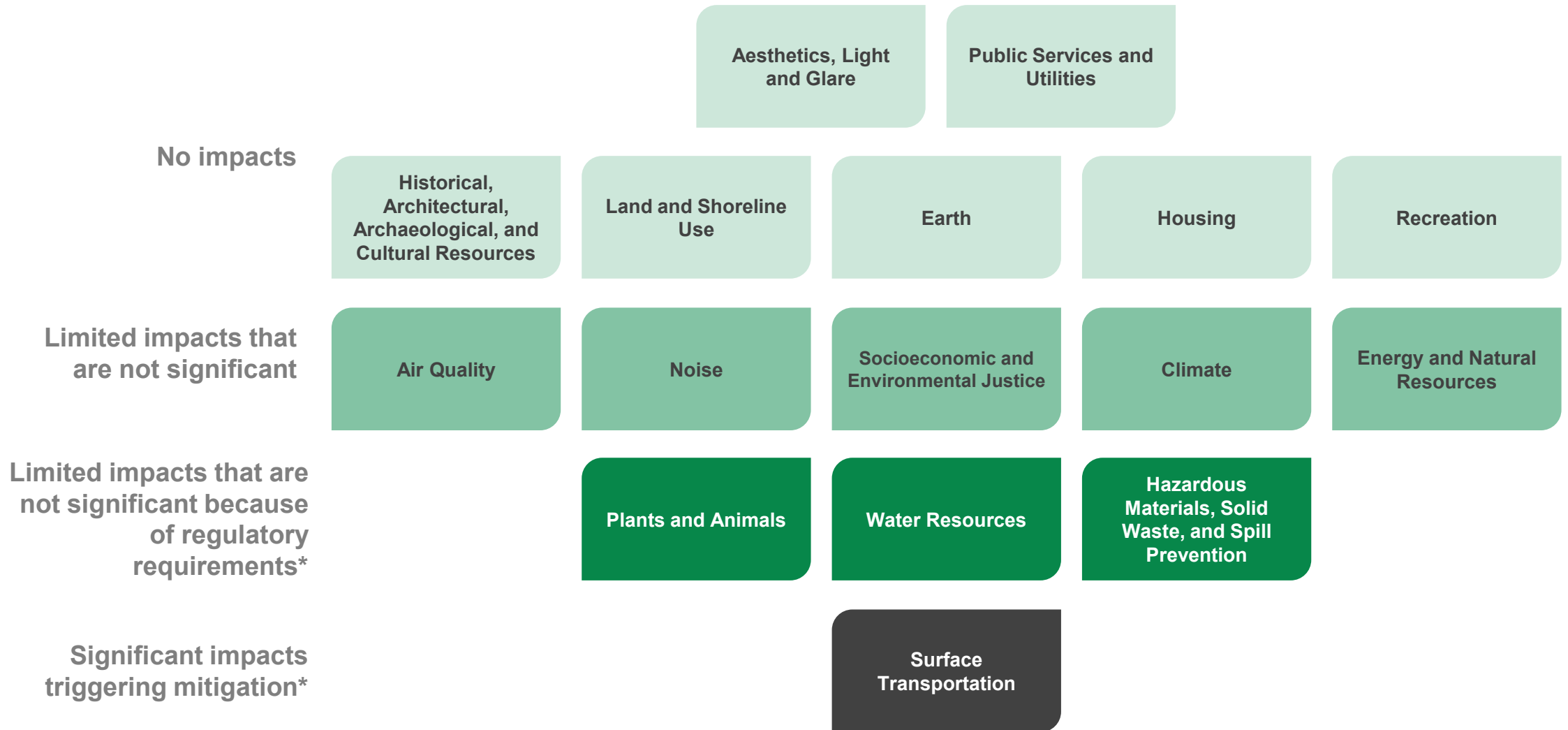
**Mitigation.** Triggered when impacts exceed significance thresholds

- Example: Surface Transportation and level of service improvements

**Minimization Measures.** Existing SEA programs (regulatory and voluntary) intended to reduce impacts now and in the future.

- Examples: Air quality and emission reduction programs, stormwater Best Management Practices (BMPs), Sustainable Evaluation Framework, and the Land Stewardship Plan.

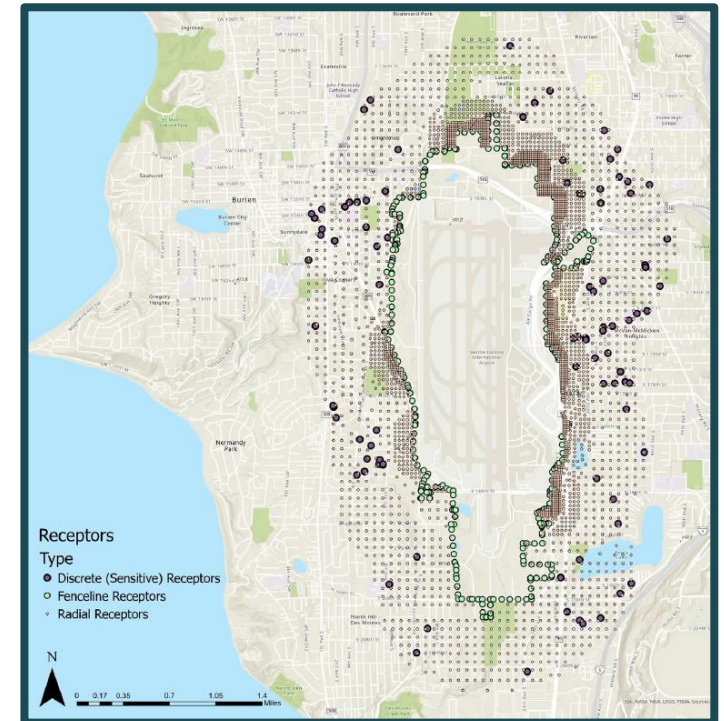
# Draft SEPA Environmental Impact Statement



# Air Quality Updates

**Methodology.** Updated NEPA emissions inventories. Conducted additional analysis in SEPA. Both include construction and operations.

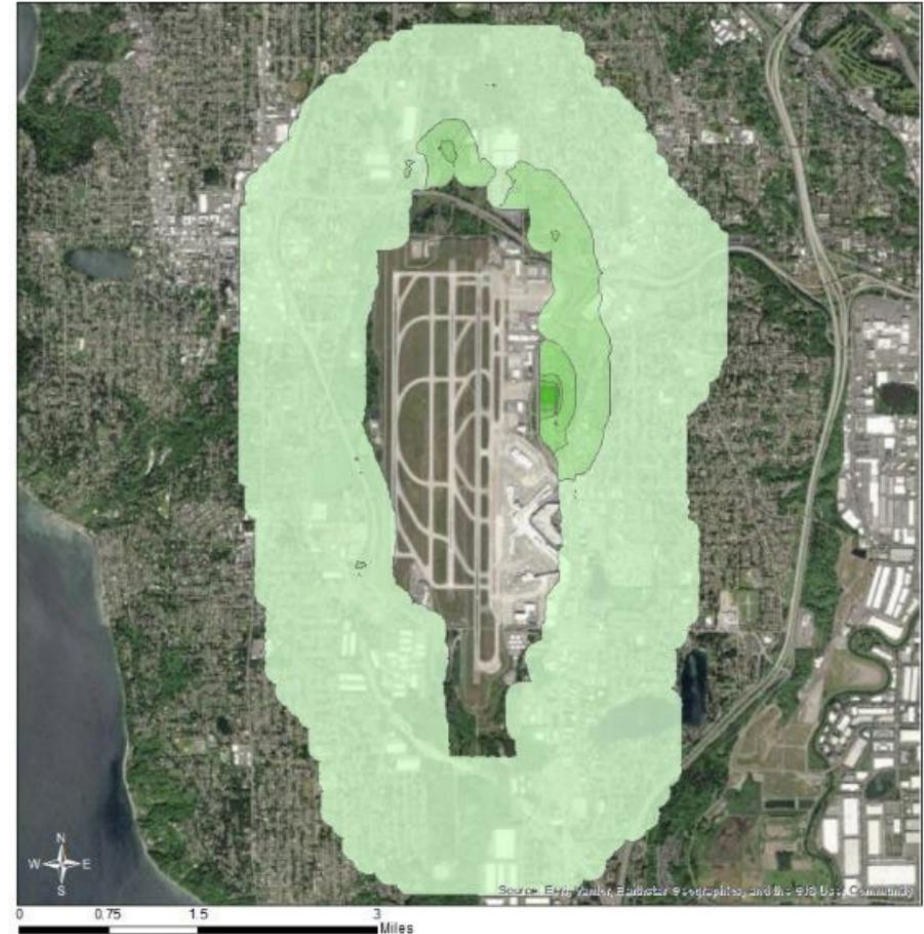
**Findings.** Temporary construction-related emissions during the buildout period and small, long-term increases in operational emissions. Consistent with magnitude of change in NEPA EA. Limited impacts.



# Air Quality and Human Health Updates

**Methodology.** Conducted a Human Health Risk Assessment focused on toxic air pollutant exposure and cancer risks

**Findings.** Emissions would not exceed health-based air quality standards



# Air Quality Impact Reductions

## Construction

- Implement Best Management Practices (BMPs) that include required maintenance and repair of equipment, minimizing idling, and equipment specifications

## Operations

- Pre-conditioned air (PC Air), ground power, electric ground support equipment (eGSE), renewable natural gas, alternative fuel fleet/airside vehicles, and public alternative transportation strategies

# Particulate Matter and Human Health Updates

## What Was Done

- Literature review on recent research and gaps in potential health effects from exposure to ultrafine and ultra-ultrafine particulate matter

## Findings

- The current state of the science does not support independent causal ultrafine particulate effects to human health
- Lack of broad-scale, multi-year epidemiological studies on aviation emissions

# Climate Updates

**Methodology:** Adhere to Commission Resolution No. 3650. Conducted a new and enhance analysis in SEPA to calculate GHG emissions and assess risk to facilities

**Findings:** Modest increase in emissions (2032: 2.1% and 2037: 7.7%). No large-scale risks to Port facilities identified.

# Climate Impact Reductions

## Construction

- Implement Best Management Practices (BMPs) that include required maintenance and repair of equipment, minimizing idling, and equipment specifications

## Operations

- Pre-conditioned air (PC Air), ground power, electric ground support equipment (eGSE), renewable natural gas, alternative fuel fleet/airside vehicles, and public alternative transportation strategies

# Noise and Human Health Updates

## What Was Done

- Literature review on recent research on potential health effects from exposure to aviation noise

## Findings

- Aircraft noise exposure can have effects on levels of annoyance and sleep disturbance (no regulatory standard)
- Lack of broad-scale aviation-focused studies to understand health effects of aviation noise

# Noise Impact Reductions

## Construction

- Adherence to Port's Construction General Requirements, State of Washington, and City of SeaTac BMP requirements

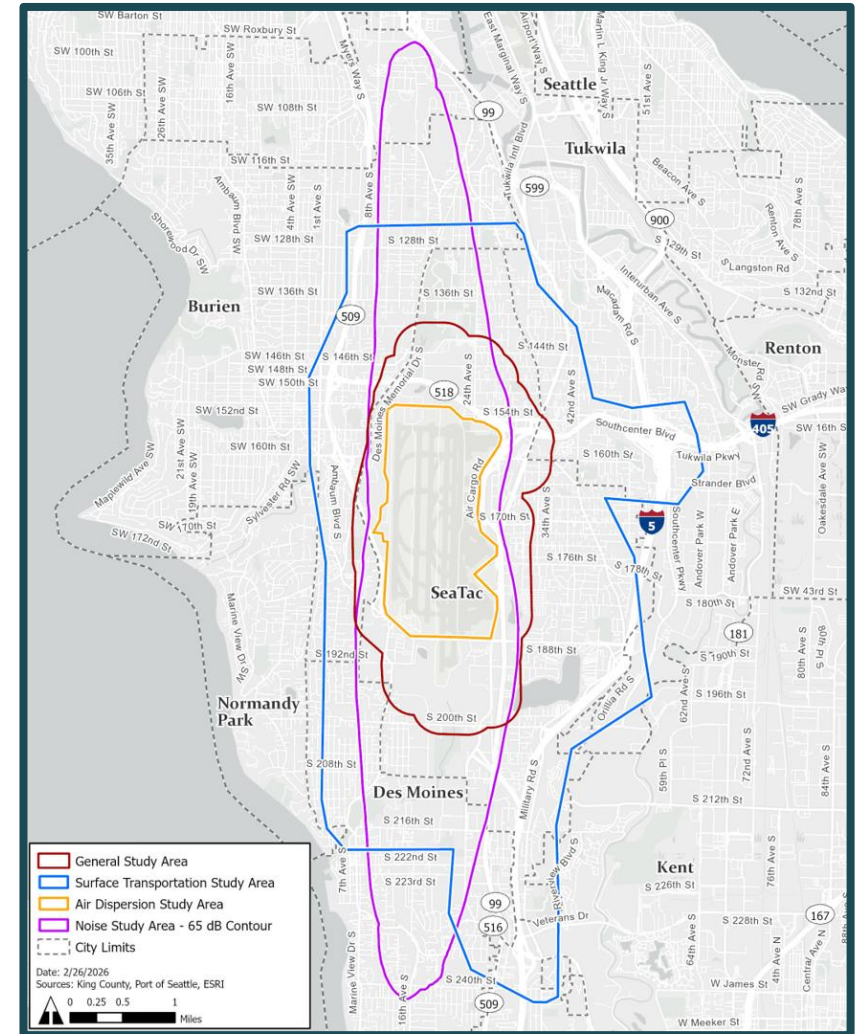
## Operations

- Fly Quiet Incentive Program, Late Night Noise Limitation Program, restrictive Aircraft Engine Runups, and Part 150 programs (past and present)

# Environmental Justice Updates

**Methodology.** WADOH's Environmental Health Disparities Map and Port's Equity Index

**Findings.** The SAMP NTPs would not substantially contribute to any of the factors or indicators analyzed. No significant adverse impacts to environmental justice communities.



# Environmental Justice Impact Reductions

Mitigation and other impact reduction measures identified in all SEPA Elements of the Environment, including air quality, plants and animals, surface transportation, socioeconomics, noise, hazardous materials, and water resources would minimize impacts to environmental justice communities

# Cumulative Impacts

**Methodology:** Consider direct and indirect impacts of past, present, and reasonably foreseeable future projects in conjunction with the SAMP NTPs.

**Findings:** The SAMP NTPs, when combined with past, present, and reasonably foreseeable future projects, would not result in significant cumulative environmental impacts.

# Next Steps



# Agency and Public Comment Period

## 30-day Public Notice

- April 22

## Public comment period

- May 22 – July 21 (60 days)

## Public Meetings

- June 22; 6:00PM – 8:00PM (SeaTac)
- June 23; 6:00PM – 8:00PM (Des Moines)
- June 25; 6:00PM – 8:00PM (Federal Way)
- June 27; 10:00AM – Noon (Burien)

# Agency and Public Comment Period

## 30-day Public Notice

- **April 22, 2026**

## Public comment period

- **May 22 – July 21, 2026 (60 days)**

## In-Person Public Meetings

**Monday, June 22, 6 p.m. – 8 p.m.**

Glacier Middle School, 2450 S 142<sup>nd</sup> St., SeaTac, WA 98168

**Tuesday, June 23, 6 p.m. – 8 p.m.**

Mt Rainier High School, 22450 19th Ave S, Des Moines, WA 98198

**Thursday, June 24, 6 p.m. – 8 p.m.**

Wildwood Elementary School, 2405 S 300th St, Federal Way, WA 98003

**Saturday, June 27, 10 a.m. – 12 p.m.**

Gregory Heights Elementary School, 16201 16<sup>th</sup> Ave. SW, Burien, WA 98166

## Email

[samp@portseattle.org](mailto:samp@portseattle.org)

## Postal Mail

Mr. Steve Rybolt

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번역된 자료를 보려면 당사 웹사이트를 방문하세요

# Outreach and Engagement

- **Use plain, accessible language when communicating**
- **Communicate via multiple tools to reach various audiences**
  - Website, email updates, presenting at community meetings, and in-person and virtual meetings
- **Remove barriers to participation**
  - Translation tools online and printed materials in nine languages
- **Partner with community leaders**
  - Briefings at community meetings, present to area cities, and partner with community-based organizations

# Outreach and Engagement

**Public Meetings:** Four in-person public meetings

**Virtual Meetings:** Virtual meetings with translation capabilities

**Media:** Social media, press releases, and existing Port email newsletters about the 30-Day Notice, Publication, and the official comment process

**Online Resources:** SAMP- and SEPA-specific website

# Take Aways

- Substantial **new technical analyses** for air quality, noise, human health, and environmental justice
- **No new significant impacts** identified in the DRAFT SEPA EIS
- **DRAFT SEPA EIS** will be **published May 22**
  - Public comment period May 22 to July 21 (60 days)

Questions?