

# Post-Report Update from the Technical Advisory Committee

## Background

The Department of Commerce (Commerce) formed a Technical Advisory Committee (TAC) to help guide the development of the report. The TAC initially consisted of representatives from the six cities within the study area (Sea Tac, Tukwila, Burien, Normandy Park, Federal Way, and Des Moines) and later expanded to include a public representative from each of those cities. The group met with Commerce 25 times during the development of the report and was responsible for the following:

- Assisting in completion of the project charter,
- Assisting in the development of the draft statement of work, review draft request for proposals (RFP)
- Providing review and comments on the draft study.

Stantec Consulting Inc. developed the report. The report identified 72 recommendations to improve impacts of operating the Sea-Tac airport on neighboring cities. The TAC members met virtually after the report's publication to identify priority next steps from among the report's 72 recommendations and to surface any additional concerns.

## TAC Post-Report Update

### Priority Next Steps

The TAC reviewed the Study's 72 recommendations and prioritized 13 specific items as next steps. These recommendations are not in any priority order.

#### **Public Health**

- #4. Approve/reauthorize bills to address mitigation packages that have failed or are inadequate.
- #9. Expand the late night noise limitation program to reduce effects on neighborhoods.
- #8. Require alternative fuel use for airport.

#### **Air Quality**

- #1. Improve the current monitoring network by increasing the number and location of monitors in and around the airport.
- #4. Continue research on the connection of ultrafine particles and health effects.
- #5. Conduct a study and improve the monitoring network to determine the extent of regional air pollution effects that are directly related to airport activity.

### Noise and Vibration

- #1. Develop a set of alternative noise metrics that do not rely on day-night average noise level (DNL) contours.
- #4. Institute noise abatement procedures for late-night operations
- #5 Expand noise monitor locations (ensure they are working properly) to include study area permanent and mobile monitors.

### Mobility

- #5. Conduct an airport mobility modes survey to assess how passengers and employees travel to and from the airport.
- #8. Develop an airport parking master plan in collaboration with airport vendors and employees, surrounding cities, King County Metro, and Sound Transit.
- #19. Identify and eliminate pedestrian mobility barriers.

### Surface Water/Groundwater/Soils

- #4. Conduct independent testing of “black soot” to determine its chemical composition and potential source(s).

## Port of Seattle expansion plans

The report identified the Port’s plans to expand on page 36, paragraph 3 (see below). A majority of TAC members did not agree with the report’s characterization of these expansion plans because the expansion proposal was still under review by the Federal Aviation Administration (FAA) and Port of Seattle.

The TAC recommended page 36, paragraph 3, of the report should read as follows:

The Port of Seattle is also considering expanding airport facilities by an additional 19 gates to address increasing passenger demand. But in November 2019, Alaska Airlines – one of the primary carriers at Seattle-Tacoma International Airport – voiced its opposition to this expansion effort, citing issues with security clearance, passenger convenience, and increased congestion. Alaska Airlines contended that Seattle-Tacoma International Airport “is not on land big enough to sustain the expansion for a major airport” and cited Dallas/Fort Worth International Airport and Denver International Airport as examples. ~~Seattle-Tacoma International Airport’s expansion appears to be moving forward in spite of this opposition.~~