

# Summary

## What is SAMP?

To meet our region’s future needs and support a better traveler experience, the Port of Seattle (Port) has proposed a plan to guide future development for the Seattle-Tacoma International Airport (SEA). The Sustainable Airport Master Plan (SAMP) includes 31 Near-Term Projects, or NTPs, to make the Airport more efficient, improve transportation in and around the Airport, and benefit everyone using and working at the Airport.

SAMP is a framework focused on SEA’s needs through 2032. The plan is based on current Airport facilities and future passenger and cargo demand. The areas most used by passengers—vehicle parking, passenger check-in, security screening, hold rooms, and gates for aircraft—were already undersized for traveler demand in 2018, and passenger activity continues to grow each year.

The NTPs would address current operational needs and are designed to comfortably accommodate the 56 million passengers projected to use SEA. The key components include:

- A second terminal and concourse with 19 additional aircraft gates
- An elevated busway linking the rental car facility, new terminal, and main terminal
- Cargo facilities to accommodate air freight operations
- Realignment of airport roadways to connect the two terminals and facilities
- Airfield updates to improve safety and efficiency
- New ground transportation and employee parking facilities
- Additional facilities for sustainable aviation fuel
- New or expanded airport/airline support facilities

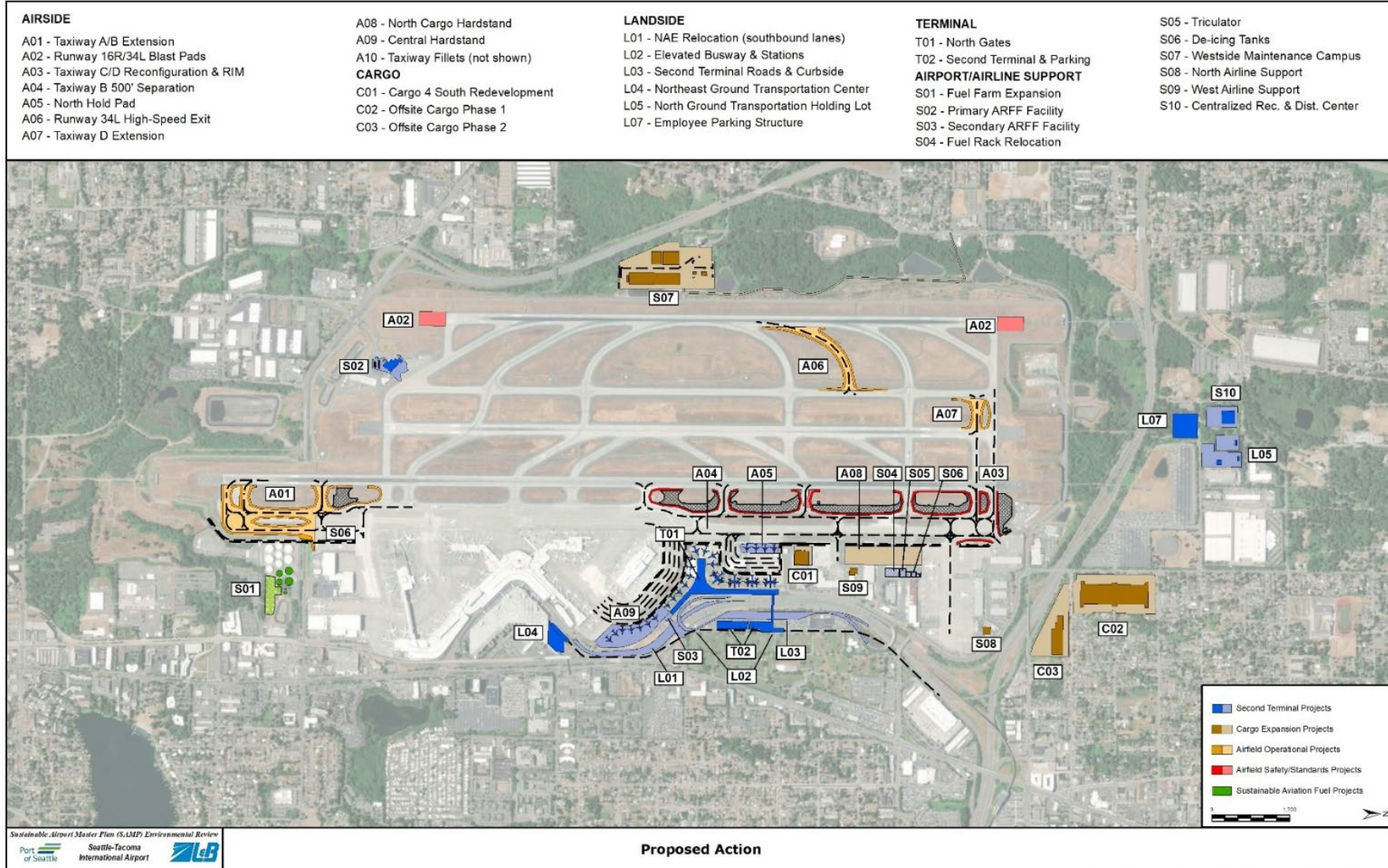
The SAMP NTPs are shown in **Exhibit S-1**.

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**EXHIBIT S-1: PROPOSED ACTION**



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## What is the purpose of this SEPA EIS?

The State Environmental Policy Act (SEPA) is a Washington state law that requires state and local agencies to consider the environmental impacts of their actions before they take them. As the SEPA lead agency for the environmental review of the NTPs, the Port has prepared this Draft Environmental Impact Statement (Draft EIS), an important component of the environmental review and community engagement process. The purpose of this SEPA EIS is to provide impartial discussion of the impacts of the NTPs to inform decision makers and the public of those impacts before the Port makes a decision on the NTPs. The EIS also identifies reasonable alternatives and measures that would avoid, minimize, or mitigate impacts or enhance environmental quality.

## Why is the Port proposing the NTPs?

SEA is the primary airport across five Western states and a critical component of the region's transportation system. The 2021 Regional Aviation Baseline Study by the Puget Sound Regional Council projected that by 2050, regional demand would exceed SEA's capacity at an optimal level of service by approximately 27 million annual passenger boardings.<sup>1</sup> Demand for airport travel at SEA is driven by the needs of the growing population: there are more students, workers, families, businesses, and visitors using the airport.

Because of this strong regional demand, the Port has proposed the NTPs to provide adequate facilities to serve the number of passengers predicted to use SEA as the region grows. The **purpose and need** for the NTPs is to accommodate 56 million annual passengers (MAP) at a comfortable level of service as well as future cargo demand; improve airfield runway and taxiway systems to meet current Federal Aviation Authority (FAA) design standards; improve the efficiency of the aircraft taxiway system; and meet projected fuel storage needs, including those associated with the Port's Sustainable Aviation Fuel initiatives.

The Draft EIS looks at five primary drivers for the NTPs:

1. Passenger terminals do not have enough capacity to efficiently accommodate projected passenger levels.
2. Cargo facilities are not sufficient for projected cargo levels.
3. SEA does not fully comply with current Federal Aviation Administration airport design guidelines<sup>2</sup>.
4. Aircraft often experience long delays on the airfield.
5. Fuel storage will not meet projected demand or support the Port's Sustainable Aviation Fuel initiative.

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<sup>1</sup> PSRC, 2021, Regional Aviation Baseline Study. Available for review at:  
<https://www.psrc.org/media/1713>

<sup>2</sup> Please note that Need #3, non-compliance with FAA design criteria, does not indicate unsafe conditions at SEA. Design criteria change over time, as do aircraft. Port and FAA staff coordinate closely and have developed what are known as "modifications to standards" which allow continued safe operation until the non-compliance issue is resolved.

## What alternatives were considered?

Under SEPA, the Port has to look at a “no action alternative” (i.e., not building the NTPs) and alternatives to the proposed project to explore whether the same needs can be met with fewer impacts to the environment. The Port used a two-step screening process to identify alternatives:

- The first screening looked at whether the alternative met the project’s purpose and need, as described above. If it did, it moved to the second-level screening.
- The second level of screening evaluated which alternatives were “reasonable and feasible” based on operational impacts and cost. Those that did were moved into detailed environmental analysis.

The two alternatives that met these screening criteria and were analyzed in the EIS are the Proposed Action and the Hybrid Terminal Option. These alternatives are described below along with the No Action Alternative.

### Alternative 1 – No Action

The No Action Alternative looks at what would happen if the Proposed Action were not implemented — in other words, if the Port finished upgrades currently underway but did not build the NTPs, what would conditions be at SEA? Because the use of SEA will continue to increase, data shows that under the No Action Alternative the number of flights and passenger volumes to and from SEA would continue to grow, wait times and congestion for passengers within the Main Terminal would increase, and traffic and congestion on the roads in and around SEA would get worse.

### Alternative 2 - Proposed Action

The Port proposes building the 31 NTPs to improve efficiency, safety, access to the airport, and support facilities for airlines and the airport. The NTPs will serve 56 million passengers comfortably and, when completed, will meet the forecasted demand in 2032 without excessive crowding or delay. The NTPs are described in **Table S-1** below.

**TABLE S-1: PROPOSED ACTION NEAR-TERM PROJECTS<sup>3</sup>**

Near-Term Project Elements	NTPs
A second terminal with 19 additional gates	T01 – North Gates T02 – Second Terminal and Parking L03 – Second Terminal Roads and Curbside
An elevated busway with stations linking the rental car facility, new terminal, and main terminal	L02 – Elevated Busway and Stations
Cargo facilities to accommodate the growth of air freight	C01 – Cargo 4 South Redevelopment C02 – Offsite Cargo Phase 1 C03 – Offsite Cargo Phase 2
Realignment of airport roadways	L01 – North Airport Expressway (NAE) Relocation (southbound lanes)

<sup>3</sup> Implementation of these projects would also require enhancements to the stormwater and industrial wastewater systems, extensions to utility infrastructure, and upgrades to the Central Mechanical Plant.

**TABLE S-1: PROPOSED ACTION NEAR-TERM PROJECTS<sup>3</sup> (CONTINUED)**

Near-Term Project Elements	NTPs
Airfield updates to improve safety and efficiency	A01 – Taxiway A/B Extension A02 – Runway 16R/34L Blast Pads A03 – Taxiway C/D Reconfiguration and Runway Incursion Mitigation A04 – Taxiway B 500-foot Separation A05 – North Hold Pad A06 – Runway 34L High-Speed Exit A07 – Taxiway D Extension A08 – North Cargo Hardstand A09 – Central Hardstand A10 – Taxiway Fillets
New ground transportation facilities and employee parking infrastructure	L04 – Northeast Ground Transportation Center (NE GTC) L05 – North Ground Transportation Holding Lot L07 – Employee Parking Structure
Additional facilities for sustainable aviation fuel	S01 – Fuel Farm Expansion
New or expanded airport/airline support facilities	S02 – Primary Aircraft Rescue and Firefighting (ARFF) Facility S03 – Secondary ARFF Facility S04 – Fuel Rack Relocation S05 – Triculator S06 – Deicing Tanks S07 – Westside Maintenance Campus S08 – North Airline Support S09 – West Airline Support S10 – Centralized Receiving and Distribution Center (CRDC)

**Alternative 3 – Hybrid Terminal Option**

This alternative includes all of the projects in the Proposed Action, but with an alternative configuration for the new terminal, gates, and connection to the existing terminal. Under this alternative, a new second terminal and gates still would be built north of the existing Main Terminal, but the new gates would be connected to Concourse D to support passenger flow, rather than a separate concourse.

**Why was there a NEPA review and now a SEPA review?**

Projects at airports that require FAA approval, like the SAMP NTPs, must be studied under the National Environmental Policy Act (NEPA). NEPA analyses for airports are directed by the FAA and evaluate the environmental effects of proposed projects with opportunities for public input. Because the airport is owned and operated by the Port, the Port must also review the NTPs under SEPA.

Environmental review began in mid-2018 with a 60-day public scoping period. Scoping was used to identify environmental issues, decide what the scope of the analysis would be, and to show the alternatives being considered and gather input on them. This input was then considered as the Port

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refined and evaluated the alternatives. For example, scoping comments resulted in the removal of an employee parking lot (formerly NTP L06) north of the airport.

The FAA and the Port decided to conduct the NEPA and SEPA reviews separately, with the FAA's NEPA Environmental Assessment (EA) first in the process. Separating the two review processes allowed the Port to address topics in SEPA that had been identified as concerns by the community but were not required to be analyzed under NEPA, including potential human health risks and an analysis of environmental justice.

The FAA released its Draft EA in October 2024, followed by the Final EA and the Finding of No Significant Impact/Record of Decision (FONSI/ROD) in September 2025, completing the FAA's NEPA review. Between publishing the Draft EA and the Final EA, federal regulatory changes meant several analyses prepared as part of the FAA's draft were not included in the Final EA, including climate, environmental justice, and cumulative effects. The SEPA EIS includes these topics and builds upon the rigorous technical analysis done in the NEPA EA.

## Findings of the SEPA Analysis

The SEPA EIS evaluates 15 separate environmental topics, which SEPA calls "elements of the environment." For each element of the environment, the EIS compares the impacts of the Proposed Action (Alternative 2) and the Hybrid Terminal Option (Alternative 3) to the impacts of the No Action Alternative and identifies whether any of those impacts may be significant. The SEPA EIS also identifies steps that can be taken to reduce, eliminate or offset any impacts of the proposed projects.

The key findings from the environmental analysis are described below and shown in **Exhibit S-2**. **Table S-2** at the end of this summary describes impacts and mitigation and minimization measures for each SEPA element of the environment.

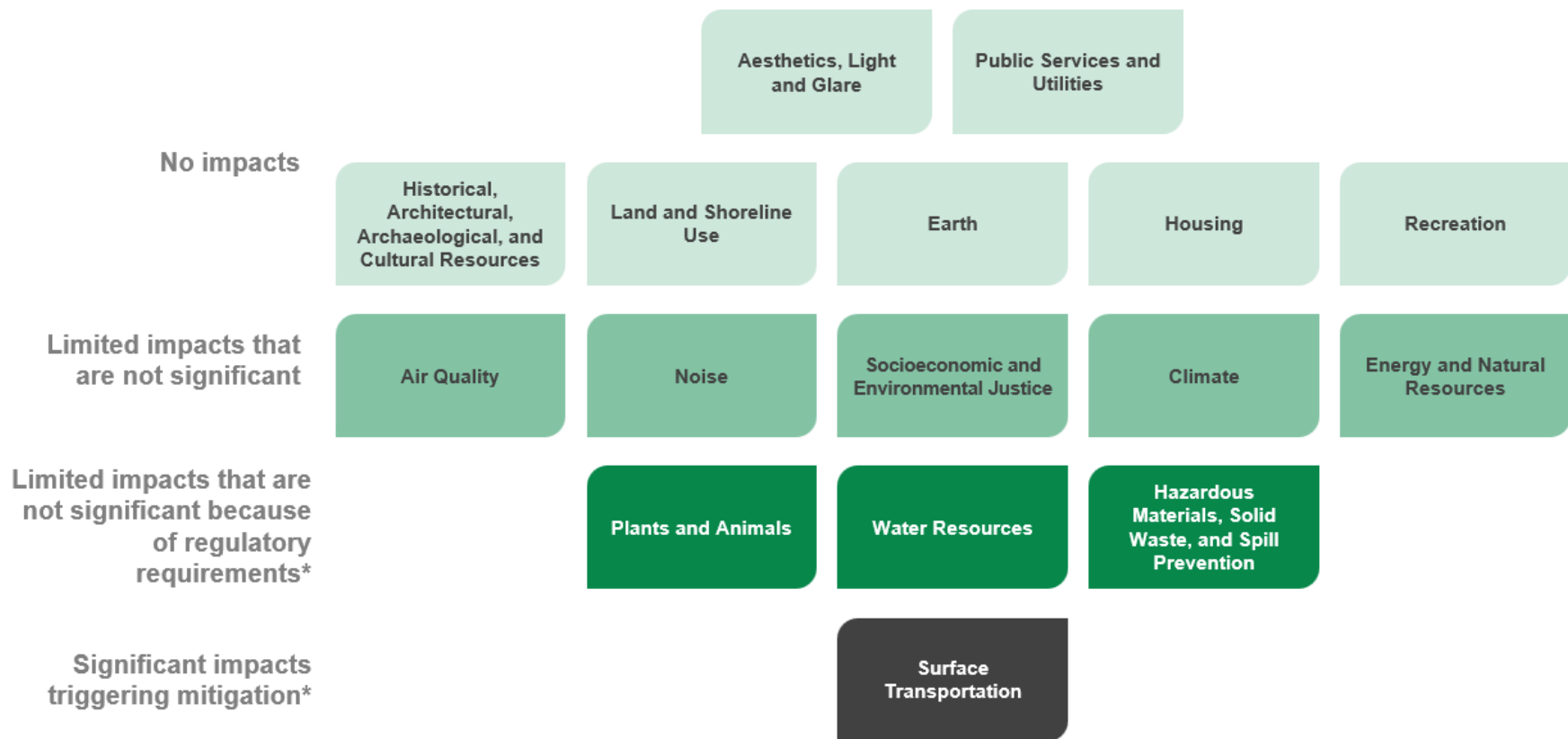
### Air Quality and Climate

***The NTPs would meet health-based air quality standards and would not pose a significant human health risk.***

The analysis found that the emissions associated with the NTPs would not exceed health-based air quality standards. During scoping and during the NEPA process, the Port heard community concerns about air quality and human health risks. In response to those concerns, the Port did additional analysis as part of SEPA using a method called dispersion modeling. Dispersion modeling is used to understand where aircraft- and airport-related pollutants may occur at locations around SEA and at what levels. The Port also completed a human health risk assessment for toxic air pollutants (TAPs). These analyses showed that pollutant levels at off-airport locations would still meet national health-based air quality standards, and that emissions associated with the NTPs would not increase cancer or other health risks above levels of concern.

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**EXHIBIT S-2: CHART OF IMPACTS**



\*Mitigation identified in the NEPA EA was carried forward into the DRAFT SEPA EIS.

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The Port also reviewed completed studies on the potential effects of ultrafine particulates (UFPs) associated with airport operations. UFPs are extremely small particles that are part of a larger category of fine particulate matter (known as PM<sub>2.5</sub>) that has health-based standards regulated by the Clean Air Act. The review found that there is not currently enough evidence to conclude that UFPs affect health in different ways than PM<sub>2.5</sub> or other aviation-related pollutants. Further population-scale, multi-year epidemiological (human health) studies beyond the scope of this project-level SEPA analysis are needed to better understand if UFPs independently affect human health. This is consistent with the U.S. Environmental Protection Agency's decision not to independently regulate UFPs at this time.

***Implementing the NTPs would slightly increase GHG emissions compared to No Action. These increases are minor in the context of regional emissions, and SEA sustainability initiatives would help reduce impacts.***

The GHG analysis looked at three types of emissions from airport operations, referred to as Scope 1, Scope 2, and Scope 3. Scope 1 includes emissions from sources owned or controlled by the Port, including Port-owned vehicles and equipment. Scope 2 includes emissions from the generation of electricity purchased by the Port to power airport operations. Scope 3 includes emissions from airport operations that are not under the Port's direct control, such as aircraft and non-Port owned motor vehicle emissions. Over 90% of all emissions from SEA are from jet fuel consumed throughout the full flights – a subset of Scope 3 emissions. Implementing the NTPs would slightly increase GHG emissions compared to No Action.

SEA has led the airport industry in reducing airport-related GHG and emissions for decades, and some of the NTPs build on those efforts. One part of the Port's sustainability work for reducing air and GHG emissions – developed in 2018 – is using sustainable aviation fuel (SAF). SAF is jet fuel made in part from renewable or other sources such as used cooking oil, wood waste, or municipal solid waste. Using SAF in flights instead of fossil fuel reduces lifecycle carbon dioxide emissions by up to 80 percent and also reduces emissions of sulfur, soot, and UFPs. SEA was the first United States airport to set a specific timetable and goals for transitioning airlines at SEA to commercially competitive SAFs – by 2028. The fuel farm expansion in the NTPs helps meet that goal. Because the Port does not control what fuel or equipment the airlines use, the analysis in the Draft EIS did not assume the use of SAF, which would help to reduce future GHG emissions.

The Port is also preparing for the likely effects of climate change on SEA operations. Heavy rainstorms, extreme heat, drought, wildfire (primarily related to air quality), and high winds impact operations. SEA integrates environmental and sustainable design to maximize resilience to threats like these. The Port is preparing for extreme precipitation in its stormwater utility master plan and as part of individual project improvements to airport drainage systems.

## **Plants and Animals, Earth, and Water Resources**

***The NTPs would have limited effects on the natural environment.***

The EIS evaluates impacts to plants and animals listed as endangered or threatened under the federal Endangered Species Act (ESA), species protected by Washington law, and more common species.

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The EIS also evaluates impacts to earth, which includes assessing soils and geologic hazards, and impacts to water resources, which include stormwater, wetlands and streams. The analysis found:

- The NTPs may cause impacts to ESA-listed fish and marine species from stormwater and wastewater runoff, but those impacts would be reduced through the Port's stormwater management practices and the standards of the Port's Salmon Safe Certification.
- The NTPs would impact plants and animals by removing trees and other plants, but those impacts would be reduced through the Port's Land Stewardship Plan.
- The NTPs would impact earth because some of the projects would be built in areas where landslides are a concern; however, the Port would use design and construction techniques to minimize the chance of impacts and would adhere to seismic resiliency codes in facility design.
- The NTPs would permanently impact less than an acre of wetlands and less than three acres of wetland buffers, along with 0.01 acre of streams and 0.12 acre of stream buffers. The Port would minimize these impacts as much as possible during final design and mitigate for them when facilities are built.
- Reconfigured or new paved surfaces – such as taxiways, the fuel storage facility, and new cargo and parking facilities – would change stormwater runoff. The Port continues to update and improve SEA's stormwater drainage and industrial wastewater systems, and these efforts would further minimize effects on water quality.

### **Noise and Noise-Compatible Land Use**

***Exposure to aircraft noise above the FAA's threshold would increase with the NTPs, but the increases would not be significant.***

The FAA regulates aircraft noise, and it has established 65 decibels averaged over day and night hours as its standard for noise levels compatible with residential use. The Port voluntarily undertakes programs (for example, the FAA Part 150 Study) to reduce noise above that level at residences, places of worship, schools, libraries, and nursing homes.

In the SEPA EIS, the Port used FAA's Aviation Environmental Design Tool to model aircraft operations at SEA in 2032 and 2037. In both years, the area with noise levels above 65 decibels would expand slightly north and south from the Airport. By 2037, more homes would be within the 65-decibel noise contour. Noise would not increase above levels that FAA considers significant, and SEA would continue its voluntary mitigation measures to reduce noise, including at night. This includes the Port's current work on a voluntary noise reduction program, one part of which involves identifying homes eligible for sound insulation.

The Port also evaluated recent studies on the potential health effects of aviation noise. Those studies found that aircraft noise exposure at some levels can have impacts on levels of annoyance and sleep disturbance. The studies suggest that aircraft noise exposure has marginal potential effects on hypertension and does not affect the incidence of cardiovascular disease. More broad-scale, aviation-focused studies are necessary to understand the health effects of aviation noise.

## **Socioeconomics and Environmental Justice**

***The socioeconomic effects of the NTPs are expected to be beneficial because of the jobs and economic activity they would create.***

The NTPs would support long-term economic growth for the Puget Sound region and the area near SEA by providing facilities necessary to accommodate future passenger and cargo growth. The proposed Second Terminal would directly create new airline support jobs (such as ticket counter agents, gate attendants, etc.), new restaurant and retail jobs (for the new food and shopping establishments), and new jobs associated with operation and maintenance of the new facilities. Additional indirect growth in economic activity may occur from passengers using nearby hotels, restaurants, and other local businesses.

One business currently on airport property would be closed, and the Port would provide employment assistance to the displaced workers. No residences or communities would be displaced.

***An environmental justice analysis for the SEPA EIS did not identify significant impacts from the NTPs on vulnerable or over-burdened populations.***

The Port built on the environmental justice analysis included in the NEPA Draft EA using data from the Washington Department of Health's Environmental Health Disparities Map and the Port's Equity Index. These tools identified various factors that make communities more vulnerable to environmental effects, like air emissions, loss of tree canopy, noise increases, and traffic impacts, and evaluated whether the NTPs would contribute to those factors. The SEPA evaluation found that the Action Alternatives would increase air emissions, traffic congestion, and noise, decrease tree canopy, and increase economic activity. However, none of these effects would cause significant impacts to vulnerable or over-burdened populations. The NTPs would support long-term economic growth in the region with beneficial effects on unemployment and jobs, two of the indicators in the Port's Equity Index.

## **Land and Shoreline Use, Recreation, Aesthetics, Light and Glare**

***The NTPs would comply with local land use requirements and standards and would not physically impact recreational opportunities around SEA.***

The NTPs would occur entirely on Port-owned property and would be consistent with the local land use requirements and land use plans.

There are 15 publicly owned and accessible parks and recreation areas in the area surrounding SEA. The NTPs would not acquire any property from these parks and recreation areas, and the public would be able to continue to use these areas as they do today.

***Some of the NTPs would affect views from nearby properties and/or result in additional light and glare.***

New light sources from proposed buildings and parking areas, as well as new structures associated with the NTPs, would be visible from several areas outside SEA. However, because the area is already developed and well-lit, the new lighting would not interfere with normal activities, and most of the visual and lighting changes would be compatible with the existing surroundings. The Second Terminal and Parking would be visible from the Washington Memorial Park cemetery and areas east of International Boulevard. The Port would work with the cemetery as part of building design to provide appropriate screening to minimize impacts.

## **Hazardous Materials, Solid Waste, and Pollution Prevention**

### ***Construction for some NTPs would take place within sites with a history of contamination.***

Some of the NTPs planned within the Airport boundaries would be built in areas known to be contaminated with hazardous materials. These areas are within SEA's footprint and are not accessible to the general public. All work on the NTPs would follow federal, state, and local requirements for handling and disposing of hazardous materials.

### ***Construction and increased passenger volumes would increase solid waste.***

Constructing the NTPs would generate additional solid waste like construction debris and building materials. The contractor would be responsible for developing a Waste Management Plan and Waste Management Final Report and would be expected to meet the Port's goal of diverting at least 90 percent of construction debris away from landfills. When the NTPs are complete, solid waste at SEA would increase, but the Port's waste and recycling program would minimize impacts.

## **Historic and Cultural Preservation**

### ***The NTPs would not affect any known historic or cultural resources.***

The NTPs would not affect any historic structures or archaeological sites that are listed on or eligible for the National Register of Historic Places or affect any identified cultural resources. Given that, the Washington Department of Archaeology and Historic Preservation agreed that the NTPs would not result in any harmful impacts to historic or cultural resources.

## **Energy and Natural Resources**

### ***Growth in SEA operations and construction of the NTPs would increase energy and natural resource use.***

SEA's use of energy and natural resources would increase even if the NTPs are not built, given the forecasted demand for travel in the coming decades. The proposed fuel farm expansion would provide SEA with adequate storage for aviation fuel to meet anticipated demand. Constructing the NTPs would use more sand and gravel, wood, and metals, which are all plentiful in the region. The Port's ongoing programs for energy conservation and waste diversion, the SAF initiative, and the use of recycled and recyclable materials would further minimize effects on natural resources.

## **Surface Transportation**

### ***The Port would mitigate for traffic congestion on specific local streets that would be impacted by the NTPs, provide more parking, and consider bike and pedestrian connections.***

The region is growing, and traffic will increase around SEA in the coming years. With construction and operation of the NTPs, some intersections on local streets would experience even more traffic congestion. As mitigation, the Port would improve these intersections with new turn lanes and new or modified traffic signals.

The Doug Fox Airport Parking business is currently located on Port-owned property where the second terminal is planned to be built. Most of the lost parking from the demolition would be replaced by the terminal's new parking structure. In addition, the Port would consider adding bike and pedestrian facilities as part of the NTP design.

## **Public Services and Utilities**

***Demand for public services and utilities would increase but would not exceed the available capacity.***

Because the number of passengers using SEA will increase with or without the NTPs, the need for emergency services (police and fire) and utilities (water and sewer service) will grow in the coming years. Building the NTPs would further increase the need because the Airport would be able to serve more passengers. Existing utilities would be able to accommodate these additional needs, and the Port would replace existing firefighting facilities and build new ones. As a result, emergency services would be improved by the NTPs.

## **Areas of Controversy Identified during the Environmental Review Process**

Public comments on the NEPA EA identified several areas of controversy regarding the SAMP NTPs. Topics raised during the comment period include:

- Requests for additional air quality analysis, including requests for analysis of toxic/hazardous air pollutants, UFPs, and soot
- Requests for a Health Risk Assessment
- Requests for more extensive GHG analysis
- Concerns about the noise analysis, including the 65 DNL threshold, the health effects of noise, and the relationship of the NEPA/SEPA noise analysis to the Part 150 update
- Concerns about the cumulative impacts analysis, including the evaluation of past and future actions
- Requests for additional public outreach
- Suggestions to evaluate additional alternatives to meet projected demand

The DEIS explored all of these areas and completed additional studies that are intended to address the concerns. These studies include air dispersion modeling, a human health risk assessment, evaluation of recent studies on UFPs and aircraft noise, and analysis of additional socioeconomic and environmental factors using the Washington Department of Health's Environmental Health Disparities Map and the Port's Equity Index.

## **Public Involvement**

The Port has a robust community engagement program, including ongoing outreach to airport neighborhoods and historically underrepresented communities. Community members can engage and participate in the SEPA process in several ways, including:

- Reviewing the Port's website dedicated to SAMP
- Attending any of the four in-person open houses that the Port will hold in cities around SEA
- Attending any of the virtual meetings
- Watching video resources to learn more about the SEPA process and contents of the Draft EIS
- Submitting official public comments via email, the SAMP website, at the in-person open houses, and by mailing to the address listed on the website

The Port has translated materials regarding the EIS into multiple languages to help ensure community awareness and participation.

## Next Steps

A 30-day Notice of Availability for the Draft EIS was published on April 22, 2026. The Draft EIS was released for public, agency, and tribal review on May 22, 2026, which began the public comment period.

Public in-person open houses are scheduled for:

- Monday, June 22, 6-8 PM at Glacier Middle School, 2450 S. 142<sup>nd</sup> Street in SeaTac
- Tuesday, June 23, 6-8 PM at Mt. Rainier High School, 22450 19<sup>th</sup> Avenue S. in Des Moines
- Thursday, June 25 at Wildwood Elementary School, 2405 S. 300<sup>th</sup> Street in Federal Way
- Saturday, June 27 at Gregory Heights Elementary School, 16201 16<sup>th</sup> Avenue S. in Burien

Following the end of the comment period, the Port will review the comments and prepare a Final EIS, which will address substantive comments on the Draft EIS. SEPA requires the Port Commission to consider the EIS before approving construction.

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**TABLE S-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Element of the Environment	Alternative 1: No Action	Alternative 2: Proposed Action (compared to No Action)	Alternative 3: Hybrid Terminal Option (compared to No Action)	Mitigation Measures
Air Quality	Emissions of air pollutants would occur in 2032 and 2037 due to aircraft activity, GSE usage, stationary sources, and motor vehicles.	<p>Both construction emissions and operational emissions were analyzed. In 2032 and 2037, criteria pollutants would increase compared to No Action. However, those increases would not exceed federal air quality standards. Dispersion modeling for the SEPA EIS confirmed these findings.</p> <p>The Port also completed a human health risk assessment for toxic air pollutants (TAPs). These analyses showed that pollutant levels at off-airport locations would still meet national health-based air quality standards, and that emissions associated with the NTPs would not increase cancer or other health risks above levels of concern.</p> <p>The current state of the science regarding the health effects of UFPs does not provide enough evidence to conclude that UFPs affect health in different ways than PM<sub>2.5</sub> or other aviation-related pollutants.</p>	Construction-related emissions would be slightly higher than for Alternative 2. Operational emissions would be the same as Alternative 2.	Minimization measures are included in the EIS. No mitigation is proposed.
Plants and Animals	No new impacts.	No construction effects would occur to federally listed threatened or endangered species or their habitat. Indirect effects may occur to Chinook salmon, steelhead, bull trout, bocaccio rockfish, yelloweye rockfish, killer whale, and their critical habitat due to operational stormwater runoff and industrial wastewater discharges but are not likely to be adverse. Approximately 56.4 acres of potential habitat for non-listed species and migratory birds would be impacted.	Same as Alternative 2.	Minimization measures are included in the EIS. The NEPA FONSI/ROD also included commitments to address impacts to fish and wildlife.

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**TABLE S-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

Element of the Environment	Alternative 1: No Action	Alternative 2: Proposed Action (compared to No Action)	Alternative 3: Hybrid Terminal Option (compared to No Action)	Mitigation Measures
GHG Emissions and Climate	Emissions of GHGs would increase from existing conditions in 2032 and 2037 due to aircraft activity, ground support equipment (GSE) usage, stationary sources, and motor vehicle operations.	Both construction and operational GHG emissions were evaluated. GHG emissions would increase in 2032 and 2037 compared to No Action due to further increases in aircraft activity, GSE usage, stationary sources, and motor vehicle operations.	Construction-related emissions would be slightly higher than for Alternative 2. Operational emissions would be the same as Alternative 2.	Minimization measures are included in the EIS. No mitigation is proposed.
Recreation	No new impacts.	Would not result in any impacts to recreation.	Same as Alternative 2.	No minimization or mitigation measures are proposed.
Hazardous Materials, Solid Waste, and Spill Prevention	No new impacts to or from hazardous materials. Solid waste would continue to be generated from the terminal, flights, and passengers. There is landfill capacity in the region to accommodate the waste, and the Port would continue to implement waste diversion and recycling programs.	Would impact contaminated areas and includes demolition of buildings that have hazardous materials. The Port would handle all hazardous materials consistent with applicable laws and regulations. Additional solid waste would be generated from construction and operation of the NTPs compared to No Action. There is landfill capacity in the region to accommodate the additional waste, and the Port would continue to implement waste diversion and recycling programs.	Same as Alternative 2.	Minimization measures are included in the EIS. The NEPA FONSI/ROD also included commitments to address impacts to hazardous materials.

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**TABLE S-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

Element of the Environment	Alternative 1: No Action	Alternative 2: Proposed Action (compared to No Action)	Alternative 3: Hybrid Terminal Option (compared to No Action)	Mitigation Measures
Historical, Architectural, Archaeological, and Cultural Resources	No new impacts.	No historical, architectural, archaeological, or cultural resources eligible for the National Register of Historic Places would be affected.	Same as Alternative 2.	Minimization measures are included in the EIS. The NEPA FONSI/ROD also included commitments to address impacts to historical, architectural, archaeological, and cultural resources.
Land and Shoreline Use	No new impacts.	Would be consistent with all Airport and local jurisdiction planning documents and would not significantly alter the general land use patterns in the area. No work would occur within designated shoreline areas.	Same as Alternative 2.	No minimization or mitigation measures are proposed.
Energy and Natural Resources	Energy (electricity, natural gas, and fuel) and other natural resources for maintaining facilities would continue to be consumed. SEA would have inadequate jet fuel storage volume to meet minimum storage levels per applicable standards and policies.	Would increase demand for energy due to the increase in aircraft activity, passengers, employees, and facilities as compared to No Action. Natural resources (asphalt, water, etc.) would also be consumed for construction. However, these increases in demand would be met by available energy sources and materials in the region.	Same as Alternative 2.	Minimization measures are included in the EIS. No mitigation is proposed.

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**TABLE S-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

Element of the Environment	Alternative 1: No Action	Alternative 2: Proposed Action (compared to No Action)	Alternative 3: Hybrid Terminal Option (compared to No Action)	Mitigation Measures
Noise and Noise-Compatible Land Use	Aircraft noise would continue to increase due to ongoing growth and aircraft activity at SEA.	In 2032 and 2037, the 65 DNL noise contour for the Proposed Action would be larger than the No Action noise contours, and more people and noise-sensitive facilities would be exposed to 65+ DNL noise levels. However, no noise-sensitive areas within the 65 DNL contour would experience an increase of 1.5 DNL or more compared to No Action in 2032 or 2037. A review of recent studies on aircraft noise and human health indicates that aircraft noise can cause annoyance and sleep disturbance and may marginally affect hypertension but does not affect the incidence of cardiovascular disease.	Same as Alternative 2.	Minimization measures are included in the EIS. The NEPA FONSI/ROD also included commitments to address impacts to noise.
Socioeconomics	Would not support the long-term economic growth of the region as much as the Proposed Action, and would limit the economic benefits to businesses on or near SEA and for the entire Puget Sound region.	One business (the Doug Fox Lot) would be closed. No adverse impacts to economic resources are expected, as most of the parking supply would be replaced by the parking facility built for the new terminal. Economic benefits in the form of additional jobs and increased tax revenue would be generated.	Same as Alternative 2.	Minimization measures are included in the EIS. No mitigation is proposed.

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**TABLE S-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

Element of the Environment	Alternative 1: No Action	Alternative 2: Proposed Action (compared to No Action)	Alternative 3: Hybrid Terminal Option (compared to No Action)	Mitigation Measures
Environmental Justice	<p>Passengers and operations at SEA would continue to increase within the existing facilities, resulting in additional congestion within the Airport and traffic congestion on Airport and nearby off-Airport roadways. As a result of this congestion, environmental justice populations would be affected by air emissions, noise, and roadways that do not meet mobility standards.</p>	<p>The NEPA analysis found no disproportionately high and adverse impacts to minority and low-income populations from the Action Alternatives. Additional analysis done for SEPA found that the Action Alternatives may positively or negatively affect environmental and economic factors that could make study area communities more vulnerable to environmental effects.</p>	<p>Same as Alternative 2.</p>	<p>Minimization measures are included in the EIS. No mitigation is proposed.</p>
Surface Transportation	<p>By 2037, 17 roadway intersections would fail to meet local cities' mobility standards due to background growth in traffic and / or travel pattern changes unrelated to the Proposed Action.</p>	<p>By 2037, 26 roadway intersections would be impacted due to increased traffic associated with the Action Alternatives. The Port would provide mitigation for specific intersections except those at ramp terminals associated with state highways (WSDOT would not require mitigation for these intersections).</p>	<p>Same as Alternative 2.</p>	<p>Mitigation would bring specific impacted intersections in line with applicable mobility standards and may include installation of traffic signals, intersection approach modifications, and the addition of turn lanes. The Port would pay a share of costs proportionate to the percentage of total trips generated by the NTPs at the affected intersections.</p>

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**TABLE S-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

Element of the Environment	Alternative 1: No Action	Alternative 2: Proposed Action (compared to No Action)	Alternative 3: Hybrid Terminal Option (compared to No Action)	Mitigation Measures
Aesthetics/Light and Glare	No new impacts.	Would result in new sources of light emissions and visual elements.	Same as Alternative 2.	Minimization measures are included in the EIS. No mitigation is proposed.
Water Resources	No new impacts.	<p>Would permanently impact wetlands, streams, and wetland and stream buffers. Temporary construction impacts to wetlands, streams, and their buffers would also occur.</p> <p>Stormwater runoff would increase due to the increase in impervious surface from the Proposed Action.</p> <p>Would not result in an exceedance of water quality standards, contamination of public drinking water supplies, exceedance of groundwater quality standards, or contamination of an aquifer used for public water supply.</p> <p>No impacts to floodplains are anticipated.</p>	Same as Alternative 2.	<p>Wetland, stream, and buffer impacts would be mitigated in accordance with applicable federal and state requirements and guidelines.</p> <p>Stormwater-related impacts would be mitigated with post-construction stormwater quantity and quality controls in accordance with applicable regulatory requirements.</p> <p>Minimization measures for floodplains are included in the EIS. No mitigation is proposed.</p>
Public Services and Utilities	Public services and utilities available at SEA would continue to be used.	<p>Demand for public services and utilities would increase due to the growth in passengers and Airport operations. Expected levels of demand are within the capacity of existing service and utility providers.</p>	Same as Alternative 2.	Minimization measures are included in the EIS. The NEPA FONSI/ROD also included commitments to address impacts to utilities.