

Sea-Tac Airport Capital Development Update

Washington State Transportation Commission
March 19, 2019

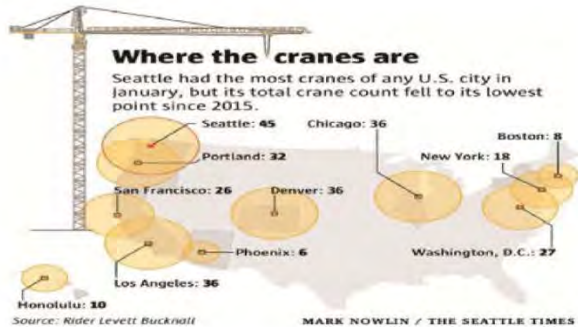
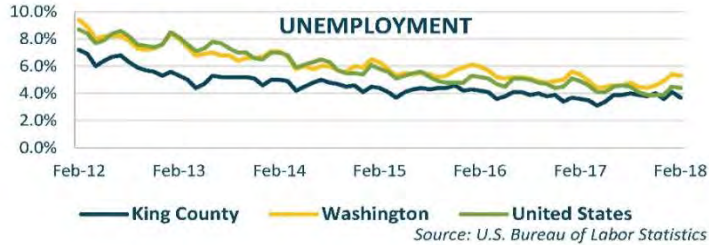
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Agenda

- Background
- Sustainable Airport Master Plan Near-Term Projects
- Environmental Review
- Next Steps



Regional Growth and Market Demand



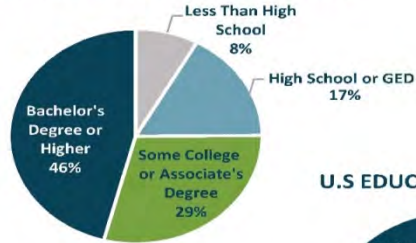
Puget Sound is home to a wide range of employers that contribute to the vibrant growth in the region.



Robust regional economy drive Airport demand and sustainable practices

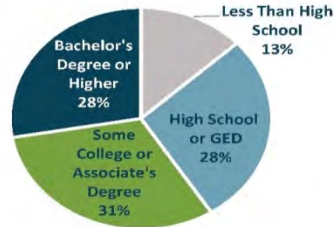
Puget Sound Demographics

KING COUNTY EDUCATION LEVELS, 2016

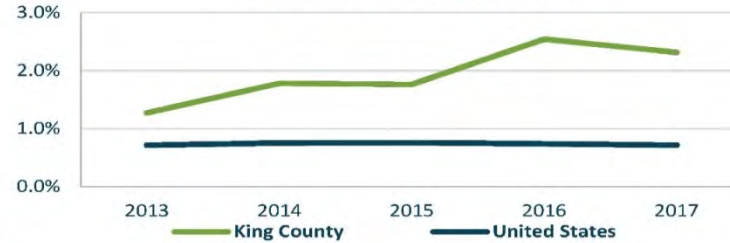


Source: U.S. Census Bureau

U.S. EDUCATION LEVELS, 2016



% CHANGE IN POPULATION

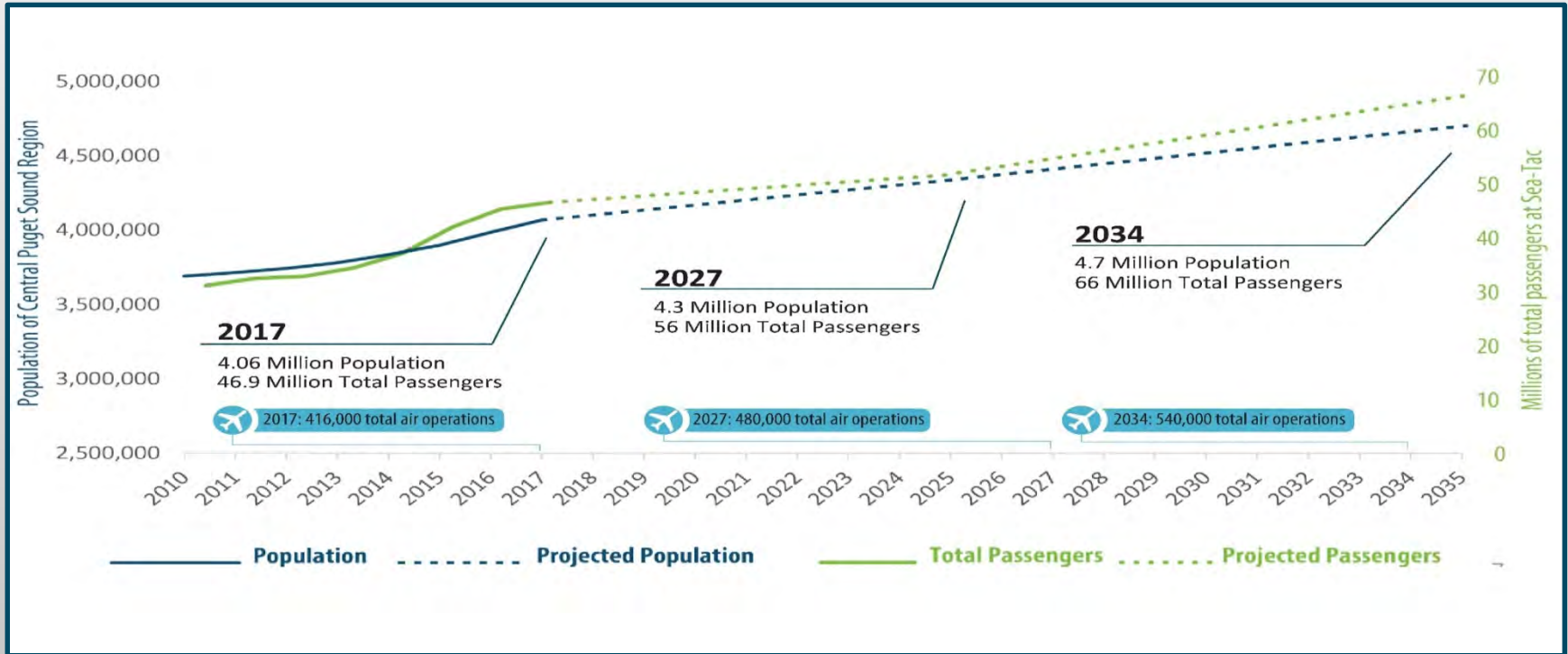


Source: U.S. Department of Commerce and Washington State Office of Financial Management

PER CAPITA INCOME



Sea-Tac Airport Growth



How to Serve Market Demand

Current Projects (46.9M Passengers Today)

- North Satellite
- International Arrivals Facility
- Concourse D Hardstand Holdroom
- Baggage Modernization
- Airport dining and retail Development

SAMP Near-Term Projects (56M Passengers by 2027)

- Meet market demand
- 19 additional gates & second terminal
- Cargo facilities
- Projects to improve safety, provide support facilities, improve efficiency, and access to the airport.

Long-Term Vision SAMP (Demand Beyond 2027)

- PSRC regional aviation baseline study
- Sea-Tac Airport airfield and airspace study
- Additional environmental review

Proposed SAMP Near-Term Projects



Sustainable Airport Master Plan Near-Term Projects Environmental Review



Purpose of Environmental Review

- Objective analysis of potential cumulative environmental impacts according to established procedures
- Verification of existing conditions and planning forecasts
- Identify ways to avoid, minimize, or mitigate impacts
- Public disclosure of environmental impacts
- Transparency and engagement key to process
- Overlay of environmental laws

National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA)

SAMP NTP Environmental Review

Separate NEPA and SEPA documents and process

- DRAFT NEPA Environmental Assessment (EA)
 - NEPA EA allows for federal requirements and guidance to be met
 - Analysis driven by issues and standards. FAA is lead agency
- DRAFT SEPA Environmental Impact Statement (EIS)
anticipated
 - Maximizes agency and public engagement
 - Analysis driven by issues and standards. Port is lead agency

NEPA EIS automatic triggers are new airport, runway, or major runway extension

Scoping for SAMP Near-Term Projects

Scoping is an early and open process for determining the scope of issues that will be addressed in the environmental review document, soliciting input regarding the SAMP Near-Term Projects, and for identifying concerns regarding the potential environmental effects of those projects

The Scoping report is not intended to provide responses to each individual comment. It is intended to identify topics and themes that could inform the environmental review

Scoping is a requirement of a SEPA EIS

Scoping and Report Overview

- Duration: 60 days (7/30–9/28/18; SEPA requirement is 21 days)
- Outcome: Scoping report (released 2/26/19)
- All comments categorized and grouped
- Scoping report
 - Overview of process
 - Participation and comments
 - Available on Port and project website
 - www.sampNTPenvironmentalreview.com

FAA (NEPA) and the Port of Seattle (SEPA) reviewed major topics and common themes together

Scoping Participation

- Public agency meeting: 7 agencies attended
 - Public open houses: 300+ attendees
 - Online open house*: ~3,500 site visits
 - Agency commenters: ~10
 - Individual commenters: ~750
 - Outreach
 - Post cards* (14,000)
 - Airmail (95,000)
 - Media Advisories
 - Local Online Media
 - Local Newspaper
 - Emails
 - Social Media
 - Community Events
- *Five languages

Extensive participation in robust scoping process

NEPA Resource Categories

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation (DOT) Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Land Use
- Historical, Architectural, Archeological, and Cultural Resources
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources
 - Wetlands, floodplains, surface waters, groundwater, wild and scenic rivers

FAA is lead agency for NEPA and the document will cover an extensive set of resource categories

SEPA Elements of the Environment

- Earth
 - Geology soils, topography, Unique physical features, Erosion/enlargement of land area
- Air
 - Air quality, odor, climate
- Water
 - Surface water movement/quantity/quality, runoff/absorption, floods, groundwater movement/quantity/quality, public water supplies
- Plants and animals
 - Habitat for and numbers or diversity of species of plants, fish, or other wildlife, unique species, fish or wildlife migration routes
- Energy and natural resources
 - Amount required/rate of use/efficiency, source/availability, nonrenewable resources, conservation and renewable resources, scenic resources
- Environmental health
 - Noise, risk of explosion, releases or potential releases to the environment affecting public health, such as toxic or hazardous materials
- Land and shoreline use
 - Relationship to existing land use plans and to estimated population, housing, light and glare, aesthetics, recreation, historic and cultural preservation, agricultural crops
- Transportation
 - Transportation systems, vehicular traffic, waterborne, rail, and air traffic, parking, movement/circulation of people or goods, traffic hazards
- Public services and utilities
 - Fire, police, schools, parks or other recreational facilities, maintenance, communications, water/stormwater
- Sewer/solid waste

Port is the lead agency for SEPA and the document will cover an extensive set of environmental elements

Common Theme: Aviation Demand Forecast

Representative Comments

Recent demand has outpaced approved SAMP forecast

Assess impacts that exceed SAMP forecast, in case forecast is low

Next Steps

The Port and the FAA will review the approved SAMP forecast and determine if it needs to be supplemented or updated to better reflect current and anticipated future conditions

Demand at Sea-Tac Airport has mirrored the economic growth of the region

Common Theme.

Alternatives in the Environmental

Representative Comments

Use other existing airports or a new regional airport

Include a scaled-back or “constrained” plan

Include SAMP Long-Term Vision

Next Steps

Port and FAA will consider SAMP planning and Scoping comments regarding alternatives

Alternatives that are “reasonable” and meet “purpose and need” will be analyzed

Environmental review may identify mitigation that would constitute an alternative

SAMP Long-Term Vision will be discussed within the cumulative impacts analysis

SAMP Near-Term Projects environmental review will include an alternatives analysis

Common Themes: Environmental Topics

Environmental Topics and Representative Comments

Human health impacts: conduct human health study

Aircraft noise: use different threshold and metrics; include airspace changes; use monitoring

Air quality and climate: analyze greenhouse gases, ultrafine particles; use monitoring

Transportation: analyze local impacts; consider hyperloop, multi-modal transit station

Next Steps

Port to hire an expert to understand how human health impacts could be incorporated into SEPA

Analysis will use FAA-established noise significance thresholds, methodologies, and metrics

Analysis to include quantitative GHG analysis; air pollutant analysis will use established standards

Analysis will include local transportation impacts; alternatives process will consider ideas

Common Themes: Environmental Review Process

Representative Comments

Assess impacts of recent (past) growth, using 2012 as base year

Delay NEPA and SEPA review until other studies have been completed (ex. UFP & PSRC)

Include an analysis on individuals' quality of life

Next Steps

Document will identify existing conditions and past growth as part of cumulative impacts

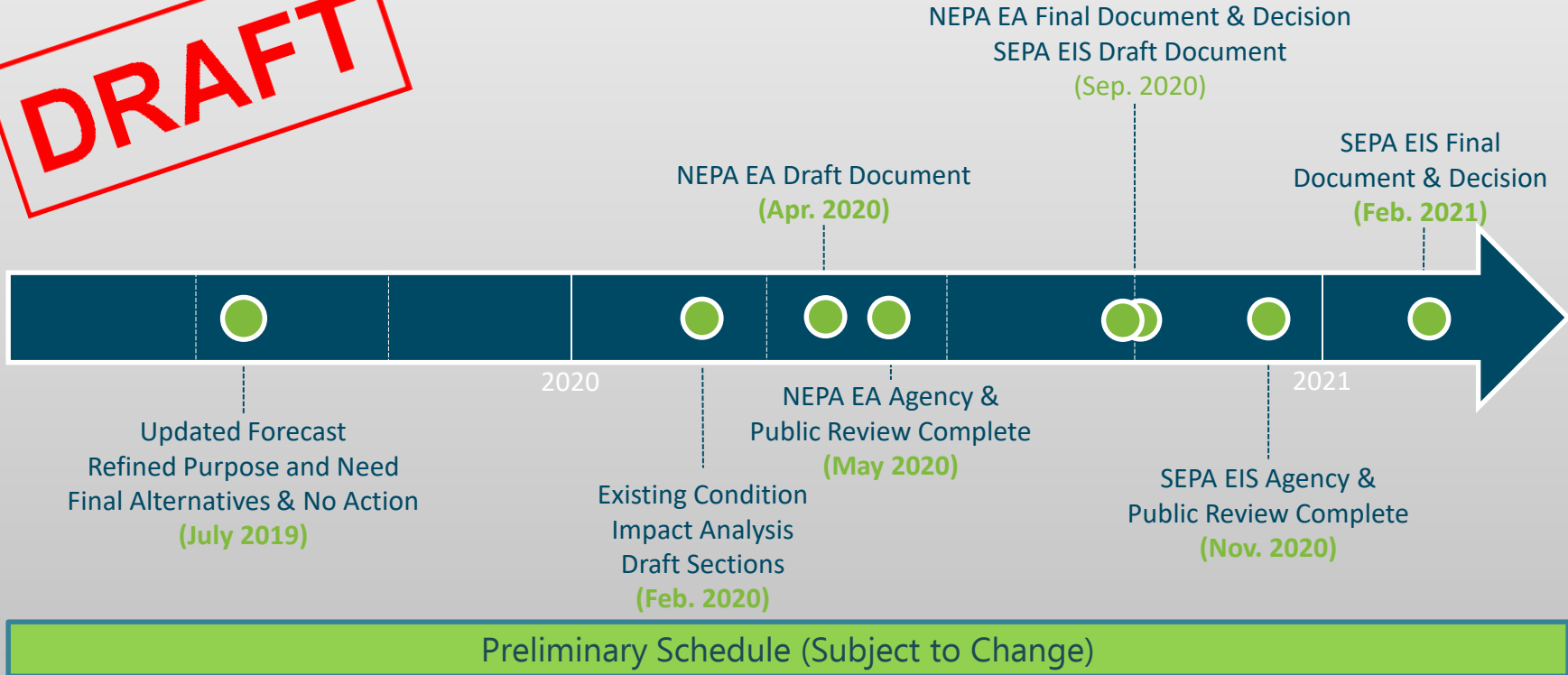
Document will identify where information is not available or where uncertainty exists (SEPA)

Quality of life will be considered as it pertains to elements within SEPA

Other Port efforts are addressing non-SAMP comments received

Environmental Review Timing

DRAFT



Next Steps

- Refine NEPA EA and SEPA EIS scope to reflect comments received
- Publish draft NEPA EA document for public review and comment (Apr. 2020)
- Draft SEPA EIS document will follow the FAA's NEPA decision (Sep. 2020)