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**

- Bachelor’s Degree or Higher: 46%
- Some College or Associate’s Degree: 29%
- High School or GED: 17%
- Less than High School: 8%

**U.S. EDUCATION LEVELS, 2016**

- Bachelor’s Degree or Higher: 28%
- Some College or Associate’s Degree: 31%
- High School or GED: 13%
- Less than High School: 28%

**% CHANGE IN POPULATION**

- 2013: 0.0%
- 2014: 0.5%
- 2015: 0.7%
- 2016: 0.9%
- 2017: 1.1%


**PER CAPITA INCOME**

- 2012: $40,000.00
- 2013: $40,000.00
- 2014: $40,000.00
- 2015: $40,000.00
- 2016: $40,000.00

Source: U.S. Census Bureau
Sea-Tac Airport Growth

Population of Central Puget Sound Region

- **2017**
  - 4.06 Million Population
  - 46.9 Million Total Passengers
  - 2017: 416,000 total air operations

- **2027**
  - 4.3 Million Population
  - 56 Million Total Passengers
  - 2027: 480,000 total air operations

- **2034**
  - 4.7 Million Population
  - 66 Million Total Passengers
  - 2034: 540,000 total air operations

Millions of total passengers at Sea-Tac

- Population
- Projected Population
- Total Passengers
- Projected Passengers
# How to Serve Market Demand

<table>
<thead>
<tr>
<th>Current Projects (46.9M Passengers Today)</th>
<th>SAMP Near-Term Projects (56M Passengers by 2027)</th>
<th>Long-Term Vision SAMP (Demand Beyond 2027)</th>
</tr>
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<tbody>
<tr>
<td>• North Satellite</td>
<td>• Meet market demand</td>
<td>• PSRC regional aviation baseline study</td>
</tr>
<tr>
<td>• International Arrivals Facility</td>
<td>• 19 additional gates &amp; second terminal</td>
<td>• Sea-Tac Airport airfield and airspace study</td>
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<tr>
<td>• Concourse D Hardstand Holdroom</td>
<td>• Cargo facilities</td>
<td>• Additional environmental review</td>
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<tr>
<td>• Baggage Modernization</td>
<td>• Projects to improve safety, provide support facilities, improve efficiency, and access to the airport.</td>
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<tr>
<td>• Airport dining and retail Development</td>
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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
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) - Local Online Media - Social Media
  – Airmail (95,000) - Local Newspaper - Community Events
  – Media Advisories - Emails *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
**Common Theme:** Alternatives in the Environmental Review

### 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**
### Environmental Topics and Representative Comments

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<tr>
<th>Human health impacts: conduct human health study</th>
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<tbody>
<tr>
<td>Aircraft noise: use different threshold and metrics; include airspace changes; use monitoring</td>
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<tr>
<td>Air quality and climate: analyze greenhouse gases, ultrafine particles; use monitoring</td>
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<td>Transportation: analyze local impacts; consider hyperloop, multi-modal transit station</td>
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### Next Steps

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<tr>
<th>Port to hire an expert to understand how human health impacts could be incorporated into SEPA</th>
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<tr>
<td>Analysis will use FAA-established noise significance thresholds, methodologies, and metrics</td>
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<tr>
<td>Analysis to include quantitative GHG analysis; air pollutant analysis will use established standards</td>
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<td>Analysis will include local transportation impacts; alternatives process will consider ideas</td>
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### Common Themes: Environmental Review Process

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<td>Assess impacts of recent (past) growth, using 2012 as base year</td>
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<td>Delay NEPA and SEPA review until other studies have been completed (ex. UFP &amp; PSRC)</td>
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<td>Include an analysis on individuals’ quality of life</td>
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<tr>
<td>Document will identify existing conditions and past growth as part of cumulative impacts</td>
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<tr>
<td>Document will identify where information is not available or where uncertainty exists (SEPA)</td>
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<tr>
<td>Quality of life will be considered as it pertains to elements within SEPA</td>
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Other Port efforts are addressing non-SAMP comments received
Environmental Review Timing

Updated Forecast
Refined Purpose and Need
Final Alternatives & No Action
(July 2019)

2020

NEPA EA Draft Document
(Apr. 2020)

Existing Condition
Impact Analysis
Draft Sections
(Feb. 2020)

NEPA EA Agency &
Public Review Complete
(May 2020)

2021

SEPA EIS Agency &
Public Review Complete
(Nov. 2020)

SEPA EIS Final
Document & Decision
(Feb. 2021)

NEPA EA Final Document & Decision
(SEPA EIS Draft Document
(Sep. 2020)

Preliminary Schedule (Subject to Change)
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)